Stockport GMTS2040 Implementation Plan 15.10.20

1. Introduction

This Implementation Plan sets out how we will work towards our priorities including economic growth, improving the environment, and social inclusion by building on Stockport's planned and current transport projects, many of which are set out in the Greater Manchester Transport Strategy (GMTS) 2040 5-Year Delivery Plan (2020-2025).

While the 5-year Delivery Plan tends to consider large, medium and long-term transport schemes, this Implementation Plan is mainly focussed on local, neighbourhood level priorities and interventions to 2025. A summary of strategic schemes within the 5 Year Delivery Plan are included in Map 1.

Stockport Council has been developing strategic transport interventions between Stockport borough and northern parts of Cheshire East (including Manchester Airport) since the South East Manchester Multi-Modal Strategy (SEMMMS) was developed in 2001. Now in its second iteration, the draft SEMMMS Refresh (2019) is continuing to develop transport interventions and improvements to support the growth plans and objectives of the adopted Cheshire East Local Plan and the emerging Greater Manchester Spatial Framework. The preparation of the strategy has involved engagement with TfGM and neighbouring authorities in Greater Manchester, as well as Derbyshire County Council, the High Peak Borough Council and the Peak District National Park Authority.

The draft SEMMMS Refresh sets out a clear vision to deliver a transport network that supports inclusive sustainable growth, improves quality of life and protects the environment. Three primary objectives are identified which include:

- Support sustainable economic growth and promote urban regeneration
- Improve quality of life, safety, health and quality of opportunity
- Contribute to protecting the built and natural environments.

To achieve these ambitions the following key transport-related outcomes have been identified to achieve by 2025:

Outcome 1	Increasing the number of neighbourhood journeys (under 2km) made by foot and by bike in Stockport's district and local centres
Outcome 2	Enhanced connections to and within Stockport town centre by foot, bike, and public transport
Outcome 3	Improved rail capacity and improved facilities across Stockport
Outcome 4	Transport Network in Stockport will be clean and green and well-maintained

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Outcome 5	Stockport residents, workers and visitors have good access to Rapid transit connections and local public transport connectivity
Outcome 6	Stockport's highway network will be well-maintained and congestion pinch-points will be addressed to support active travel and public transport.

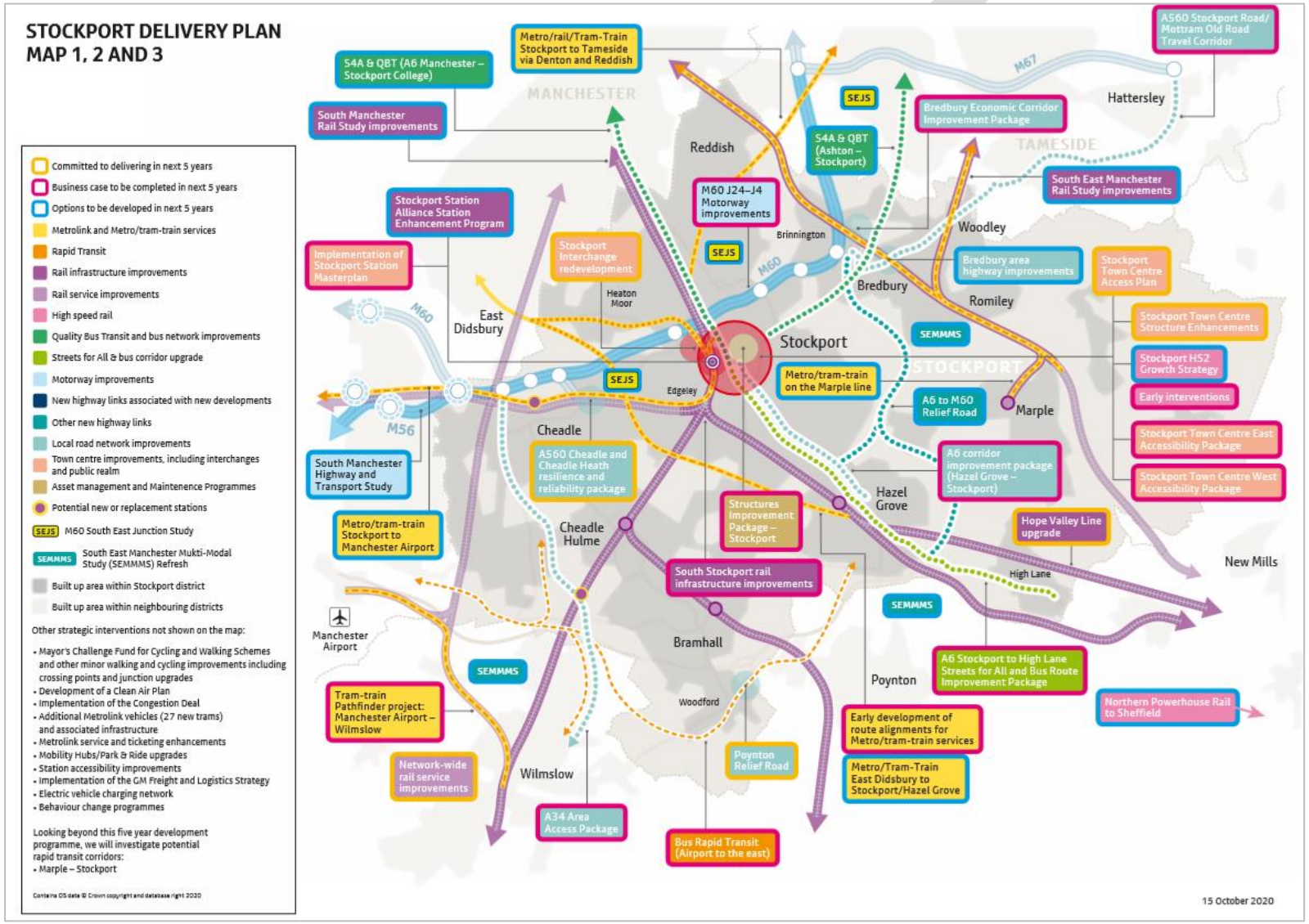
The remainder of this plan presents how Stockport Council will work with its partners and stakeholders to make good progress towards these outcomes in the next 5 years. The steps are ambitious, and the development and delivery of the interventions will require a significant level of funding and resource. This will require all partners to continue to work closely together to secure the required funding from Government to develop and deliver these schemes.

As the longer-term impacts of covid-19 on travel and transport become clearer, the identified outcomes and measures will continue to be reviewed.

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1.1. Stockport's Delivery Plan Schemes 2020 – 2025

Map 1 below sets out schemes committed for delivery, business case development or option development in Stockport in GMTS2040 Delivery Plan.



2. Stockport Borough Strategic Transport Issues

Right Mix and Carbon Neutral by 2038

TfGM's current Right-Mix aim is for 50% of trips to be made by sustainable modes across GM, as set out in the GMTS 2040. However, with only 39% of trips currently being made by sustainable modes, the number of journeys being made by walking, cycling or public transport will have to increase in order to meet the GM ambition for the city-region to be carbon neutral by 2038.

In recognition of these issues, Stockport Council has declared a climate emergency and has committed towards ensuring that the borough is carbon neutral by 2050, and that the Council is carbon neutral by 2038.

In addition, the Council are continuing to identify and deliver ways of reducing the carbon impact of transport, including supporting measures to increase sustainable journeys, especially for shorter trips, and investing more in infrastructure such as the Bus Interchange and the programme of cycling and walking MCF schemes.

Currently 62% of all trips that start in Stockport Borough are made by car or van, 11.9% by public transport and 25.3% by active travel (4.3% lower than GM average).[1] Local reductions in car-based trips are therefore needed to meet TfGM's Right Mix targets and to ensure health and air quality benefits for people living in Stockport.

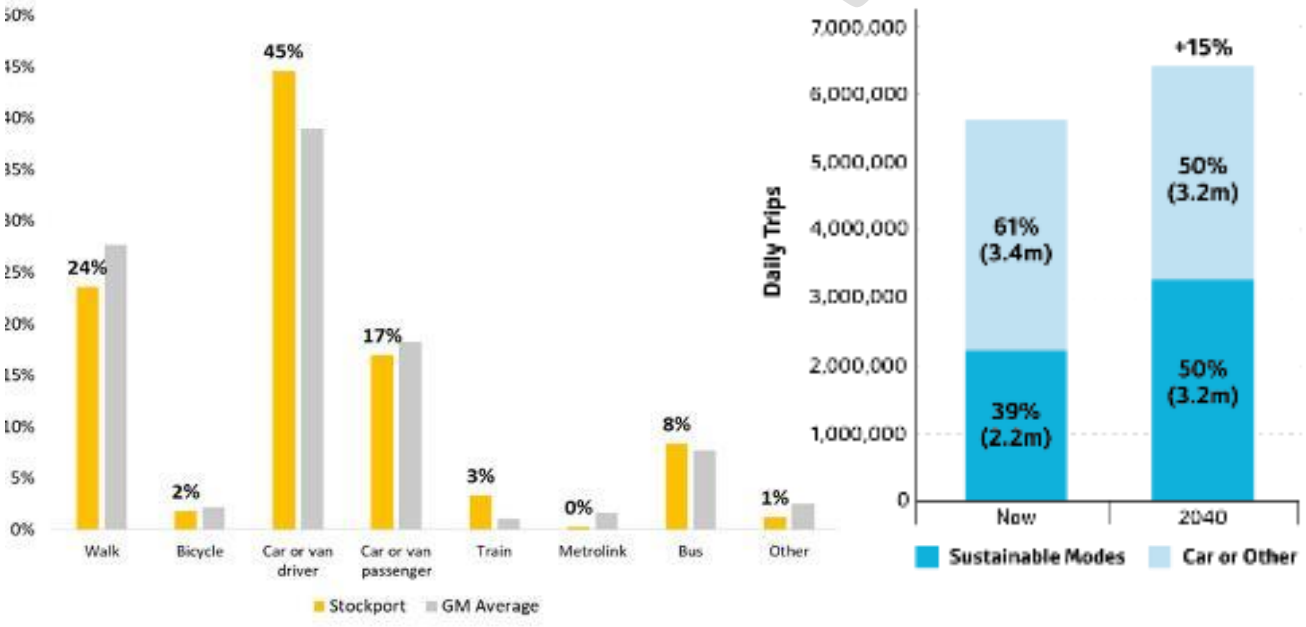


Image 1: Stockport's current modeshare and GM Right Mix objectives

[1] TRADS database

Stockport has also been working on several programmes to support the Right Mix aims. The Council's Play Streets Policy, adopted in 2013, explains how residents can set up temporary road closures to allow children to play on the street outside where they live, restricted to specific days or time durations. Stockport is the only district in Greater Manchester to have such a policy and has issued temporary street play orders for three different residential streets in Stockport to date.

Moreover, Stockport has recently developed its Cycling and Walking Plan which was adopted in 2019. The Plan sets out the council's ambition for delivering a high quality and fully connected walking and cycling network to enable walking and cycling to become the natural choices for all ages and abilities. The Plan is expected to be reviewed after 5 years to take account of changing priorities after the early implementation phases of the Bee Network/Mayoral Challenge Fund and LCWIP proposals.

Supporting Economic Growth (employment and housing growth)

Stockport has recently seen growth in its town centre residential offering, with 74 homes having been completed at a part of the Covent Garden Village development in 2019, with the scheme expected to deliver around 200 new homes when complete. This has been complemented by the growth of the town centre office market, with Phase 3 of Stockport Exchange having been completed in June 2020.

Significant further housing growth is also expected, with up to 3,000 homes being built as a part of Stockport Town Centre West regeneration, in addition to in the region of a further 3,000 homes being delivered elsewhere in the town centre, including c.196 flats being built as a part of the Stockport Interchange.

Out of the town centre, in 2018, the A6 Manchester Airport Relief Road (A6MARR) was opened and now provides a new 10km link between Hazel Grove and Manchester Airport. This has opened up new employment opportunities at the Airport as a result of improved connectivity with the wider road network and south Manchester generally.



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Further infrastructure will also be required to support access by sustainable modes to the proposed GMSF allocations, including:

- Bredbury Park Extension (60,000 sqm of industry and warehouse space)
- Former Offerton High School (185 homes)
- Heald Green 1 (West) (850 homes)
- Heald Green 2 (East) (850 homes) – including 325 already permitted
- Woodford Aerodrome (750 homes)
- High Lane (500 homes)
- Hyde Bank Meadows (250 homes)

These sites will support the Council's growth ambitions across the borough over the coming years.

Enhancing Air Quality

Parts of Stockport borough are found within the Greater Manchester Air Quality Management Area (AQMA), which measures exceedances in levels of nitrogen dioxide (NO2) across the region. Detailed analysis indicates that sections of the A34 and A6, as well as numerous road links around Stockport town centre, and on the road network near to M60 J25 in Bredbury, could potentially be in breach of 2020 legal NO2 limits.[2]

Despite this, Stockport shows a downwards trend in Nox readings across the network[3], with compliance likely to occur by 2023 in Stockport – a year ahead of the predicted compliance date for GM.[4] This reduction in nitrogen dioxide exceedances will be supported by ongoing work taking place across the borough and GM, including the ongoing delivery of a GM Clean Air Plan, the early stage delivery of GM's EV charge point network and the cycling and walking Beelines Network.



[2] SEMMMS Refresh
[3] 2019 Air Quality Annual Status Report
[4] http://democracy.stockport.gov.uk/mgConvert2PDF.aspx?ID=154148

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Greater Manchester's particulate matter (PM) PM10 AQMA was revoked in 2006 (Greater Manchester Air Quality Action Plan 2016-2021), although TfGM continue to monitor both PM10 and PM2.5 as a significant proportion of fine particulate emissions continue to be caused by non-exhaust sources, such as tyre and brake wear, road abrasion and suspended material (Ibid). Monitoring of particulate matter and NO2 will ensure no further air quality exceedances occur.

Improving the Quality of Life/Reducing Inequalities Across the Borough

Although Stockport borough has a higher than average life expectancy and lower than average mortality from cardiovascular disease compared to England, pockets of inequality still exist (Public Health England). Brinnington and parts of the town centre are located within the 10% most deprived neighbourhoods in the country, in contrast to the more affluent suburbs in the south of the borough (IMD 2019 LSOA Online Map).

Demography is also another issue effecting Stockport, with 19.8% of the borough's residents over the age of 65 – higher than the figure for GM, the North West and England (Public Health England). This figure is expected to increase in the future, with an increasing proportion of people over this age (Public Health England). This could place greater pressure on public transport provision and community transport, along with an increase in food and medical supplies being delivered to people with restricted mobility or who are disabled.

In terms of road incident casualties, there has been a 17% decrease (based on 2005-2008 baseline) in the number of people being killed or seriously injured (KSI) in Stockport, with 64 KSIs in 2018 (GMTU Report, 2009). This indicates road safety in the borough is improving, although more work needs to be done to reduce this number further.

The M60 motorway running east-west across the borough acts as a barrier to movement, especially for people wanting to access Stockport town centre from established residential areas to the north. Similarly, the severance caused by the borough's major roads such as the A6 and A34 makes accessing local amenities on foot or by bike increasingly difficult. The River Mersey, Goyt and Tame also act as barriers to movement, although improvements to the borough's walking and cycling network continue to be made, such as the recent installation of Woodbank Park Bridge improving connectivity between Bredbury and Little Moor.



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In order to reduce inequalities across the borough, the Council has developed an Active Communities Strategy (adopted in 2019) which aims to take a 'whole system' approach to identifying and prioritising actions to improve health and wellbeing throughout the borough. The Strategy utilises both national and local guidance and legislation to promote physical activity; promotes ways of enhancing natural and built cycling and walking networks; and sets out how the council works with partners and community groups, involves individuals, and listens and responds to the communities' needs.

Public Transport Reliability, Capacity and Connectivity

Public transport provision in Stockport suffers from reliability and capacity issues with poor connectivity within the borough as well as to neighbouring district centres outside the borough too. Moreover, towards the south of the borough towards the High Peak and rural parts of Cheshire, access to public transport can be severely limited.

Stockport has an advantageous location on the West Coast Main Line and benefits from strategic routes (London-Manchester and beyond) which enhance the station's image as a 'Southern Gateway' into Greater Manchester and the north.

However, capacity improvements on the local railway network have struggled to keep up with demand. Infrastructure pinch-points on the network include Slade Lane Junction (Airport Line joins WCML), Heaton Norris Junction (to Reddish South, Guide Bridge and Stalybridge), Stockport Station platform configuration and Edgeley Junctions 1 (Hazel Grove / Buxton) and 2 (Mid-Cheshire). These pinch-points affect capacity utilisation in the Stockport area, with the network between Manchester Piccadilly, Stockport and southwards to Cheadle Hulme and Hazel Grove at >90% capacity (although south of this, capacity constraints are less severe). The network's track layout exacerbates this problem and contributes towards significant conflicting train movements too.

Stockport also suffers from long east-west bus journeys, with some services not serving local residential areas as best they could. Similarly, journey times into Manchester city centre are slow and can be made worse by congestion caused by local traffic. Airport connectivity by bus and other modes is also poor and is not reflective of travel patterns of passengers or staff.

Highways Congestion

Stockport suffers from high levels of congestion, with traffic frequently queuing along the A6 and A34, with Gatley crossroads a particularly bad junction for queues. In addition, the road network surrounding the M60 suffers from severe air quality exceedances caused by queuing traffic, with the M60 frequently delayed too.

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Congestion in Stockport is caused by several factors, including high levels of vehicle ownership (527 cars per 1000 people) and single vehicle occupancy (approximately 78% of journeys in the morning peak are driver only), and a high proportion of Stockport residents (50%) who are managers and directors or in professional occupations who statistically travel longer distances than lower skilled workers. Stockport's major roads also act as a corridor for people commuting from Cheshire and Derbyshire to Manchester and this is reflected in the cross-boundary travel patterns between these different areas (Census 2011. See here, SRAD Report 1961 Transport Statistics Stockport 2017, Stockport Economic Overview 2019 Edition. Data taken from Annual Population Survey, NOMIS (2018)).

As a result of this congestion, average vehicle speeds are slightly lower in Stockport compared to GM:

- Average AM peak (8:00 – 09:00) vehicle speeds across Stockport have decreased by one mph between 2006/07 and 2017 to 13 mph (average for GM is 14 mph) (SRAD Report 1961 Transport Statistics Stockport 2017).
- Average PM peak (17:00 – 18:00) vehicle speeds across Stockport have decreased by two mph between 2006/07 and 2017 to 14 mph (average for GM is 14 mph) (SRAD Report 1961 Transport Statistics Stockport 2017).

In recent years, the Council has worked to alleviate congestion in the town centre and around the M60 by improving roads and junctions through its Town Centre Access Plan (TCAP). Schemes have included the widening of St Mary's Way and Hempshaw Lane, junction improvements along King Street West and the creation of a link road between the A6 and Travis Brow.

Figure 1 below sets out the current land supply and transport network in Stockport. New transport infrastructure and capacity improvements are needed to enhance this network and support growth in a sustainable manner, by enabling and enhancing access by walking, cycling, bus, rail and Metrolink, alongside improvements to the strategic highway network where sustainable transport improvements are not sufficient to address all these access issues.

Improved connections by sustainable, active modes of travel are also needed to support the regeneration of Stockport town centre and the borough's district centres. This will in turn support living, shopping, civic, commercial and cultural life across Stockport in the future.

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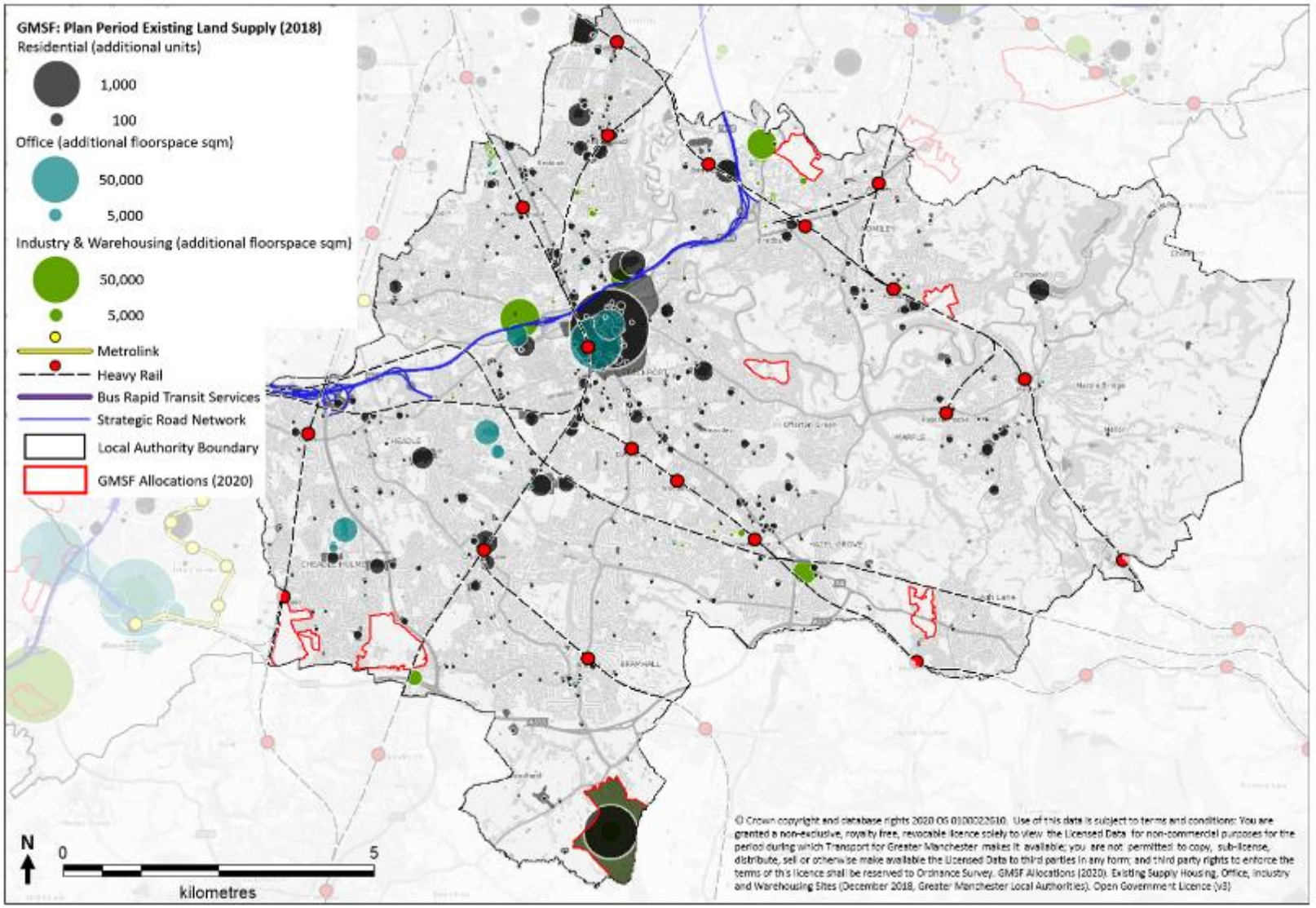


Figure 1: Stockport Current Transport Network and Planned Developments.

3. Spatial Theme Challenges and Opportunities

3.1. Neighbourhoods

At the neighbourhood level, 43.4% of trips that start in Stockport are less than 2km in length, with 44.1% of these trips made by private car (driver and passenger) – these trips could be reasonably walked or cycled (TRADS database). The predominance of vehicles and vehicle-based trips can cause severance between neighbourhoods and destinations, impact actual and perceived safety and can restrict footway space and accessibility as a result pavement parking.

Key destinations in Stockport can be difficult to access by public transport, including parts of the town centre. Stockport's district centres also suffer from transport challenges; both Cheadle and Gatley suffer from congestion, where localised traffic mixes with traffic attempting to access the M60. Cheadle also suffers from poor public transport provision, with no railway station and long, infrequent bus journeys into central Manchester.

Like the above district centres, Cheadle Hulme also suffers from congestion, particularly along Station Road. However, the area does benefit from a railway station, with direct links to Manchester Piccadilly.

Bramhall also suffers badly from congestion with Bramhall Lane South the 6th most delayed corridor outside of London according to INRIX (SEMMMS Refresh). The area also suffers from poor connectivity to Manchester Airport, with no direct means of accessing the airport by bus or by rail (SEMMMS Refresh).

In Edgeley, Stockport Station and the West Coast Main Line impede east-west walking and cycling movements, with people having to take extended journeys in order to reach the eastern side of the town centre. Parking is also a major problem, with a large proportion of the residential streets near Edgeley Park found within a Controlled Parking Zone (CPZ) as a result of pressures associated with visitor matchday parking at Stockport County Football Club.

Similarly, at Stepping Hill Hospital in Hazel Grove, issues around non-residential parking exist on residential streets surrounding the hospital. Congestion is also a problem in the area, although the district centre does benefit from good public transport links including a park and ride terminus.

Marple suffers from poor public transport connectivity, with no direct rail services to Stockport town centre. Moreover, although direct rail services do operate between Marple and Manchester Piccadilly, the journey takes approximately 30 minutes and train services can be regularly delayed and overcrowded. Romiley, the next stop along from Marple, also suffers from similar connectivity issues, which increases reliance on private car for people living in these district centres.

For all district centres, maintenance of roads, including both footways and carriageway is ongoing, with Stockport's Highways Improvement Programme (HIP) carrying out repairs in targeted areas until early 2022/23 (Stockport Highways Investment Programme Mid Term Review).

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3.2. Wider-City Region

Connectivity to the wider city region is poor, with a significant lack of public transport options to employment centres outside the borough. Slow, unattractive journeys towards Denton and Ashton in the east and the Trafford Centre and Salford Quays in the west makes accessing employment opportunities by public transport unpopular, which increases car dependency for those with access to a vehicle.

This problem is more acute towards the southern outskirts of the borough, where more rural settlements such as Woodford and High Lane are served by less frequent public transport outside of peak periods, with some routes running with financial support from TfGM and the Council. Rail services are frequently overcrowded and although some rural stations have step free access, many stations are not staffed, and the majority do not have wheelchairs available on the station platform. A lack of timetable integration and ticketing between different transport modes also affects passengers and means that even if commuters have made it on to the train, onward journeys remain complicated and can often be expensive too. All these factors contribute to high levels of car use for wider city region journeys.

North-south radial routes such as the A6 and the A34 face high levels of congestion which causes long delays to freight and general traffic, as well as delays to buses; both these routes also offer unfavourable walking and cycling environments too. These problems are intensified by motorway-related traffic which adds to congestion and causes severance along Kings Street West, Wood Street and Chestergate in the town centre.

At present, a significant absence from Stockport's current public transport mix is Metrolink connectivity, which causes challenges for people wanting to visit local centres and travel to neighbouring district centres by public transport. In the absence of Metrolink and a well-connected bus service, medium-length journeys will continue to be made by car causing localised congestion and air quality issues.

Access to Manchester Airport is also an issue, with no direct rail link and only a slow bus service operating between Stockport and the airport. A Metrolink service would improve access to the site and enhance city-region connectivity generally.

3.3. Town Centre

Stockport town centre suffers from high traffic flows along the A6, which causes severance between Stockport Rail Station to the west and Mersey Square and the Market/Underbanks area to the east and creates an unpleasant environment for pedestrians and cyclists. Congestion is also a problem along King Street West as a result of vehicles queuing onto the M60 motorway. Residents living on the periphery of the town centre in Edgeley also suffer from severance as a result of the station's footprint and rail sidings connecting to the West Coast Main Line, with people having

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to make extended journeys in order to access the town centre on the eastern side of the station.

Similarly, the presence of the M60 motorway also causes severance between areas of the Heatons to the north and Stockport town centre to the south, with only limited crossing points across it. The topography of the town centre also makes accessing the town centre by foot difficult for disabled users, people with mobility impairments and parents with prams.

Although the total number of vehicles crossing Stockport town centre's cordon has decreased by 18% since 2008, the central location of the town centre's car parks contributes to an increase in vehicle movements and results in an inefficient use of space in an area where there are competing interests for land (TfGM SRAD Report 2021 Transport Statistics 2018-2019). The number of people visiting the town centre by bus has also decreased by 36% from 5,983 to 3,828 between 2003 and 2018 (TfGM SRAD Report 2021 Transport Statistics 2018-2019).

One of the most significant developments taking place in the town centre is the development of the Mayoral Development Corporation's (MDC) Town Centre West – a mixed-use urban village comprising 3,000 new homes and 100,000 m2 of employment floorspace. The Strategic regeneration Framework (regeneration masterplan) for the development proposes the creation of a neighbourhood which caters for pedestrians and cyclists ahead of vehicles, reduces vehicle dominance and car dependency and supports a modal shift in the way people access local facilities and services.

Pivotal to the MDC area is the redevelopment of Stockport Station as the station's existing size and configuration is expected to struggle to accommodate the significant housing and employment growth planned for the Town Centre West area. The redevelopment of the station and the station's vicinity will make Stockport a 'Southern Gateway' into Manchester, accommodate future rail investment proposals such as HS2, and improve connectivity between the MDC area and the Bus Interchange.

In addition, Stockport town centre is expected to accommodate up to an additional 3,000 homes over the next 15-20 years spread across a series of sites. This will be accompanied by infrastructure improvements in the town centre, including further walking and cycling improvements as a part of TCAP, public realm enhancements to Stockport's Old Town and the redevelopment of the Merseyway Shopping Centre and Mersey Square. These improvements will allow the MDC area and adjacent Stockport town centre to integrate with one another and form a transit-oriented growth hub.

3.4. Regional Centre

Stockport residents have varied levels of access to Manchester city centre across the borough. Frequent, direct rail services operate between Stockport Station and Manchester Piccadilly (16 trans per hour during peak periods) and are supplemented by local stopping services too.

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Residents living to the south of the borough near the A6 are served by a high frequency bus service operating between Hazel Grove and Manchester Piccadilly. The 192 service also has a park and ride terminus in Hazel Grove and benefits from bus priority measures along the A6 (although inevitably the service is still sometimes delayed by congestion). Several bus services also operate between Stockport town centre and Manchester city centre serving local residential areas, but these services often have longer journey times.

In more rural parts of the borough, bus routes are less extensive with few services operating directly to Manchester city centre. Those services that do operate to Manchester city centre can be infrequent and do not always run late into the evening or on Sundays. Similarly, although some rail services in the rural parts of the borough do offer a direct service to Manchester Piccadilly, they are often not very frequent or can be delayed, making journeys to central Manchester increasingly difficult.

Stockport's absence of Metrolink also reduces accessibility to Manchester city centre, especially for people who do not live within close proximity of a railway station. This means the majority of journeys made to the regional centre are made by either car or by rail. As a result of this, accessing other areas in the regional centre such as Media City is more challenging and contributes to a reliance on cars.

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4. Stockport 5-Year DLIP Outcomes

This section presents transport-related outcomes for the next 5 years. Each outcome includes a set of priorities for investment over this timeframe, including schemes to be delivered or developed. These schemes are included in map 2.

Outcome 1: Increasing the number of neighbourhood journeys (under 2km) made by foot and by bike in Stockport's district and local centres

In the next 5 years this means progressing the aims and objectives of the Stockport Cycling and Walking Plan by delivering street improvements that create attractive, safe neighbourhoods that are pleasant for people to spend time in, and support people to make local trips by foot or by bike rather than by private car. These neighbourhoods will also be safe and usable for people with disabilities and mobility impairments, providing them with access to the local amenities they need. Priorities for investment over the next 5 years include:

Scheme Name	Description
Bee Network Phase 1: Active Neighbourhoods	Delivery of measures to remove through traffic from local streets and deliver high quality environments for walking and cycling. To include early delivery of improvements in Romiley and the Heatons.
Bee Network Phase 2: Active Neighbourhoods	Delivery of measures to remove through traffic from local streets and deliver high quality environments for walking and cycling (including Edgeley, Marple, Marple Bridge/Mellor, Marple South and High Lane, Hazel Grove, and Cheadle)
Bee Network Phase 1: Beeway routes	Delivery of severance mitigation/crossing points and wayfinding to link up existing quiet and traffic free C&W routes
Bee Network Phase 2: Beeway routes	Delivery of severance mitigation/crossing points and wayfinding to link up existing quiet and traffic free C&W routes
Bee Network Phase 1: Busy Beeway routes	Delivery of high-quality cycling and walking provision on major road corridors
Bredbury and Woodley Cycling and Walking Improvement Package	To improve cycling and walking access to existing and potential new developments in Bredbury and Woodley
Cheadle Station Access Package	To improve cycling and walking access to the new proposed station in Cheadle, including new signal or priority junction with pedestrian and cycle links to Mill Lane and Cheadle District Centre.
Stockport Canals Improvement Package	To improve lighting and surfacing along the canal network as a high quality, off road cycling and walking network in the east of the borough.

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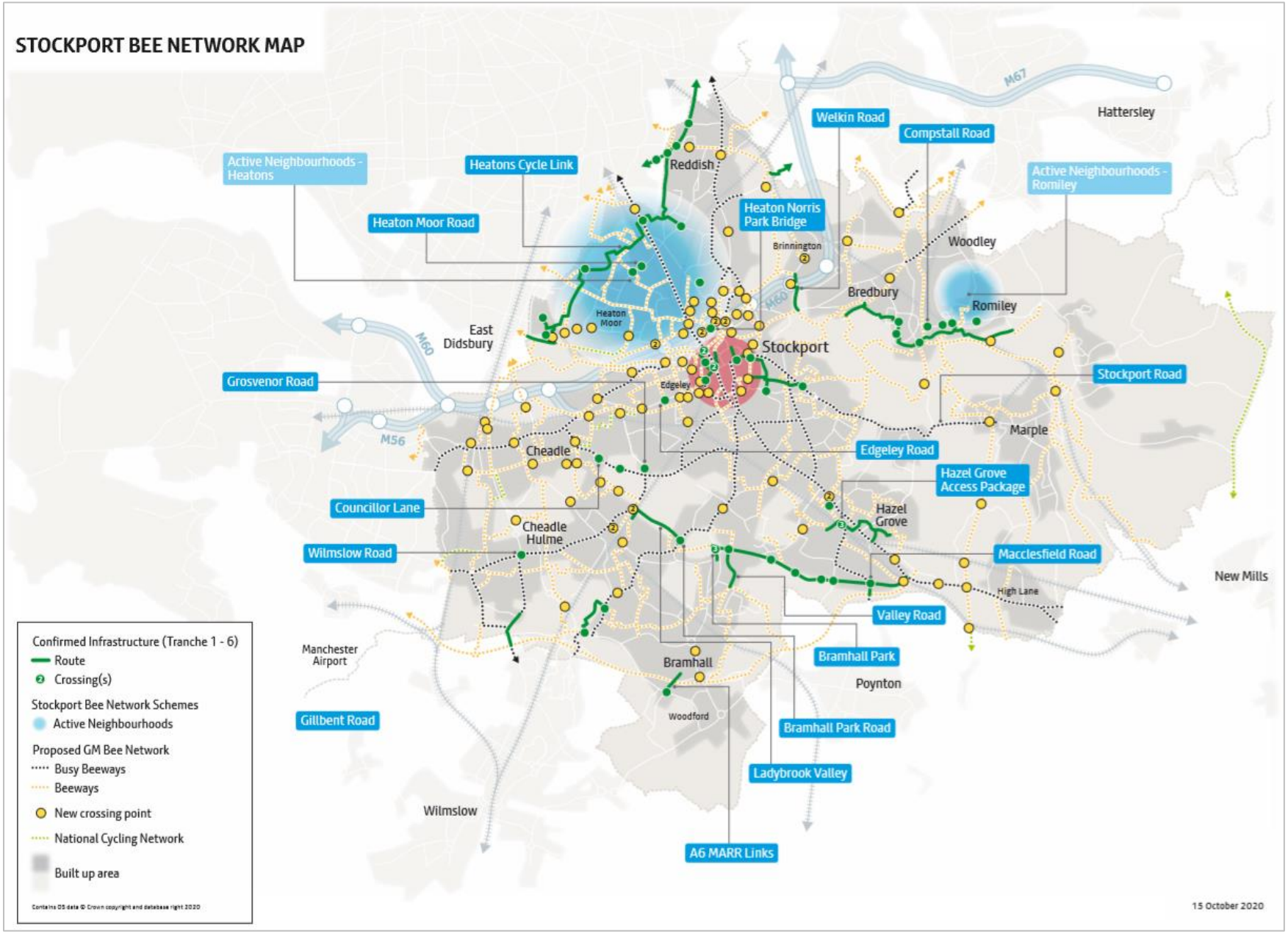
Scheme Name	Description
Middlewood Way Improvements	Upgrade to surfacing and lighting from Rose Hill to Middlewood Station

Outcome 2: Enhanced connections to and within Stockport town centre by foot, bike, and public transport

In the next 5 years this means supporting the sustainable growth of Stockport town centre and improve walking, cycling and public transport connectivity for local communities to ensure that everyone has access to facilities and opportunities in the Town Centre. Priorities for investment over the next 5 years include:

Scheme Name	Description
Stockport Interchange redevelopment	To increase the accessibility of bus and rail from nearby destinations and increase the attractiveness of the Interchange as the focal point for intra-urban growth in Stockport town centre. Scheme will also include improved pedestrian and cycle links to Stockport Station.
Stockport Town Centre Access Plan	To tackle congestion in and around Stockport town centre and remove barriers to movement for all modes.
Town Centre West Accessibility Package	To include delivery of new connectivity hubs, active neighbourhoods, slow streets, public realm improvements, EV charging and car club expansion. To include early delivery of A6 Railway Road junction, remodelled to include increased capacity and east-west cycle route
Town Centre East Accessibility Package	To include delivery of new connectivity hubs, active neighbourhoods, slow streets, public realm improvements, EV charging and car club expansion. To include early delivery of Mersey Square, remodelled to improve bus movements.
Town Centre SUDS Package	Stepping stone spaces, Slow flow Streets, Stockport Southbank Sponge Promenade, Wearside Slipway and Grey water harvesting, Mersey Habitat Corridor
Underbanks/ Hillgate / old town sustainable transport Package	Package of cycling and walking improvements in the Old Town, including around Market Place, Underbanks and Hillgate.

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Map 2: Schemes with programme entry within the Mayors Challenge Fund and the future Bee Network within Stockport

Outcome 3: Improved rail capacity and improved facilities across Stockport

In the next 5 years this means focusing on addressing key capacity challenges on the rail network in Stockport, delivering new stations, and supporting the redevelopment of Stockport Station. Priorities for investment over the next 5 years include:

Scheme Name	Description
Stockport Station Redevelopment	To address immediate capacity constraints on the West Coast Main Line, which will become more pressing between 2027 and 2033, when HS2 trains will arrive from Crewe, but new infrastructure to Piccadilly will not yet be complete. Also includes highway layout including measures for walking and cycling and the redevelopment of the station to improve facilities and access.
Stockport area rail infrastructure improvements including Greek Street Bridge Replacement	To upgrade the rail corridor for National Rail / HS2 / potential Metro/tram-train services, improve local highways, and facilitate a high quality gateway to the Town Centre West MDC area.
Further Mobility Hub / Park and Ride upgrades emerging from the Mobility Hub / Park and Ride Study	To provide better access to public transport through Mobility Hub / Park and Ride facilities
Local rail stations, explore partnership options for management and improvement	To maximise existing rail assets to provide better facilities, improve transport integration and deliver community benefits. Includes working with existing Friends groups and Community Rail Partnerships
New Stations Delivery Tranche 1 and 2	Delivery of new train stations (subject to business case) at Cheadle, Stanley Green, High Lane and Adswood) to provide a new public transport options, contributing to modal shift and reducing pressure on the highway network where this can be shown to be viable.
Station Alliance Station Enhancement Programme	To identify regeneration opportunities at Bramhall, Cheadle Hulme, Rose Hill Marple and Hazel Grove stations. Seeking to enhance station facilities focusing on the access to and from stations, alongside work to provide residential, commercial and community facilities.
Mid-Cheshire Line Redoubling	To deliver additional capacity and resilience on the mid-Cheshire line
Rose Hill Marple to Hazel Grove Line Reinstatement	Improvement of closed and existing railway lines to facilitate rail-based travel between Marple, Romiley and Stockport and improve orbital public transport

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Scheme Name	Description
	services.
Rail capacity improvements on key commuting corridors: South East Manchester	To provide increased frequency and capacity for journeys into the Regional Centre, facilitating new developments and contributing to modal shift.
Ashton to Stockport Line Improvement	The expansion and upgrading of the current mainly single-track freight route between Stockport (Heaton Norris Junction) and Guide Bridge/Ashton Moss Junction to improve opportunities for orbital passenger services.
Hope Valley Line improvements (to Sheffield) including new passing facilities	To increase capacity so that the line can continue to carry mixed traffic and complement NPR services. Line improvements will also improve journey times and reliability between Manchester and Sheffield.

Outcome 4: The transport network in Stockport will be clean and green and well-maintained

In the next 5 years this means reducing the environmental impact of the transport network across Stockport through interventions that accelerate the uptake of low emission vehicles and reduce emission of air pollutants from vehicle traffic across the Borough. This will also involve measures that make the transport network in Stockport more resilient to the impacts of climate change and flooding. Clean air and carbon priorities over the next 5 years include:

Scheme Name	Description
Implement the Greater Manchester Clean Air Plan	To improve air quality in the regional centre and other areas and improve the health of GM residents and visitors.
Retrofit or upgrade buses to comply with more stringent emissions standards (continuation programme)	To improve air quality in the regional centre and other areas and improve the health of GM residents and visitors.
Electric buses introduced to support Clean Air Plan and other environmental agendas - linked to Bus Reform and programme of BRT, QBT and Bus Corridor Improvements	To improve air quality in the regional centre and other areas and improve the health of GM residents and visitors.

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Scheme Name	Description
Continued expansion of electric vehicles network charging points, including for use by private hire vehicles and taxis (continuation programme)	To improve air quality in the regional centre and other areas and improve the health of GM residents and visitors.
Electrifying Stockport Package	Package of electric vehicle charging opportunities in the town centre to include car charging points, bus charging, e-bike charging, van charging and taxi charging. These will be delivered as part of the connectivity hubs proposals, with opportunities to integrate with battery storage and energy generation schemes.
Retrofit or upgrade Local Authority fleet	To improve air quality in the regional centre and other areas and improve the health of GM residents and visitors.

Outcome 5: Stockport's residents, workers and visitors have good access to rapid transit connections and local public transport connectivity

In the next 5 years this means delivering improvements to the accessibility and capacity of Stockport's rapid transit network, supporting more residents, workers and visitors to travel to and from Stockport by sustainable modes as part of the wider GM Rapid Transit network. Priorities for investment over the next 5 years include:

Scheme Name	Description
Quality Bus Transit on key bus corridors: Ashton-Stockport	To provide an attractive alternative to car journeys between the Ashton – Stockport corridor, by delivering improvements to quality and reliability of local bus journeys, public realm within town centres, and the cycling and walking environment.
Quality Bus Transit on key corridors: A6 Manchester City Centre-Stockport College	To provide an attractive alternative to car journeys on the Manchester City Centre - Stockport College corridor, by delivering improvements to quality and reliability of local bus journeys, public realm within town centres, and the cycling and walking environment.
A6 Stockport to High Lane Streets for All and Bus Route Improvement Package	To improve reliability and resilience of A6 corridor and to support new residential development at High Lane and in Derbyshire by: improving reliability and speed of buses between Manchester City Centre and High Lane; improving walking and cycling provision to and along the A6; formalising on-street parking provision; and providing localised junction improvements for all modes. To address

Scheme Name	Description
	capacity and resilience issues in the High Lane area.
Bus Rapid transit corridor (Stockport-Ashton)	To provide a more attractive alternative to the car for orbital journeys between these key centres, thereby reducing pressure on the M60, A6017 and other local roads
Bus Rapid Transit corridor (Airport to the east)	A bus rapid transit connection from the Airport (with rail connections for the Regional Centre) to major new proposed GMSF allocations and existing residential areas, both presently poorly served by public transport. It will help achieve the step-change in non-car mode share needed to support the growth of the Airport area.
Metro / tram-train services to Hazel Grove and Stockport / East Didsbury	Complementary to a city-centre metro tunnel in providing network-wide capacity benefits to rail-based rapid transit plus benefits to specific corridors. Tram-train operation provides an alternative approach to metro operation.
Metro / tram-train services Manchester to Marple	Complementary to a city-centre metro tunnel in providing network-wide capacity benefits to rail-based rapid transit plus benefits to specific corridors. Tram-train operation provides an alternative approach to metro operation.
Metro / tram-train services (Stockport town centre to Manchester Airport)	A rapid transit connection from the Airport to Stockport and other locations to the north-east of Manchester Airport, needed to facilitate the growth of Manchester Airport area, which requires a step-change in non-car mode share.
Stockport to Denton/ Stalybridge Service Improvement Package	Including improved facilities and services to Reddish South
Metro/ tram train services Stockport to Marple	A rapid transit connection from Stockport to Marple, needed to improve public transport connectivity and improve accessibility to Stockport town centre

Outcome 6: Stockport's highway network will be well-maintained and congestion pinch-points will be addressed to support active travel and public transport.

In the next 5 years this means delivering upgrades and enhancements to existing infrastructure assets to improve safety, air quality and the local environment and designing highways solutions to ease traffic congestion and support active travel and

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public transport. Asset management and infrastructure priorities over the next 5 years include:

Scheme Name	Description
Road Maintenance Fund	To support the economic performance, resilience and liveability of the city region by maintaining the current network in good condition.
Drainage Improvement and Flood Risk Mitigation Package	To support resilience by improving drainage and addressing key flood risk points including: - Torkington Park - Adswood Park - Rosevale Park - Shearwater Estate, Offerton - Heaton Moor Culverts Rehabilitation - Schools Hill and Bruntwood Park - High Lane Drainage and Sewers
Rights of Way Improvement Programme	To support resilience of the Rights of Way network and support delivery of the ROWIP
Highway Trees Improvement Programme	To support improved air quality and local environmental quality across the borough.
Street Lighting Column Replacement Programme	To improve resilience of the street lighting network and increase opportunities for 'smart uses'
A555 Electronic Signs and Information System	To improve signage and traffic management along the A555 and surrounding routes.
Road Safety – Minor improvement package	To improve road safety at key points and junctions across the borough, including improvement of safety signs.
Road Safety Around Schools Package	To improve road safety around schools
A34 Area Access Package	To improve capacity at key locations along the A34 between Handforth and Cheadle and improve conditions for walking and cycling, supporting and unlocking growth potential.
A560 Cheadle and Cheadle Heath Corridor resilience and reliability package.	To address capacity and resilience issues on the A560 corridor through Cheadle.
Poynton Relief Road	To address capacity and resilience issues on Cheshire East border
Bredbury Economic Corridor Improvement (BECI) Package	To support delivery of new industrial development and GMSF housing growth by providing a new link between the M60 and Bredbury Gateway, J25 signalisation, widening of railway bridge to improve access for freight vehicles, pedestrians and cyclists, better linkages from residential areas of Bredbury,

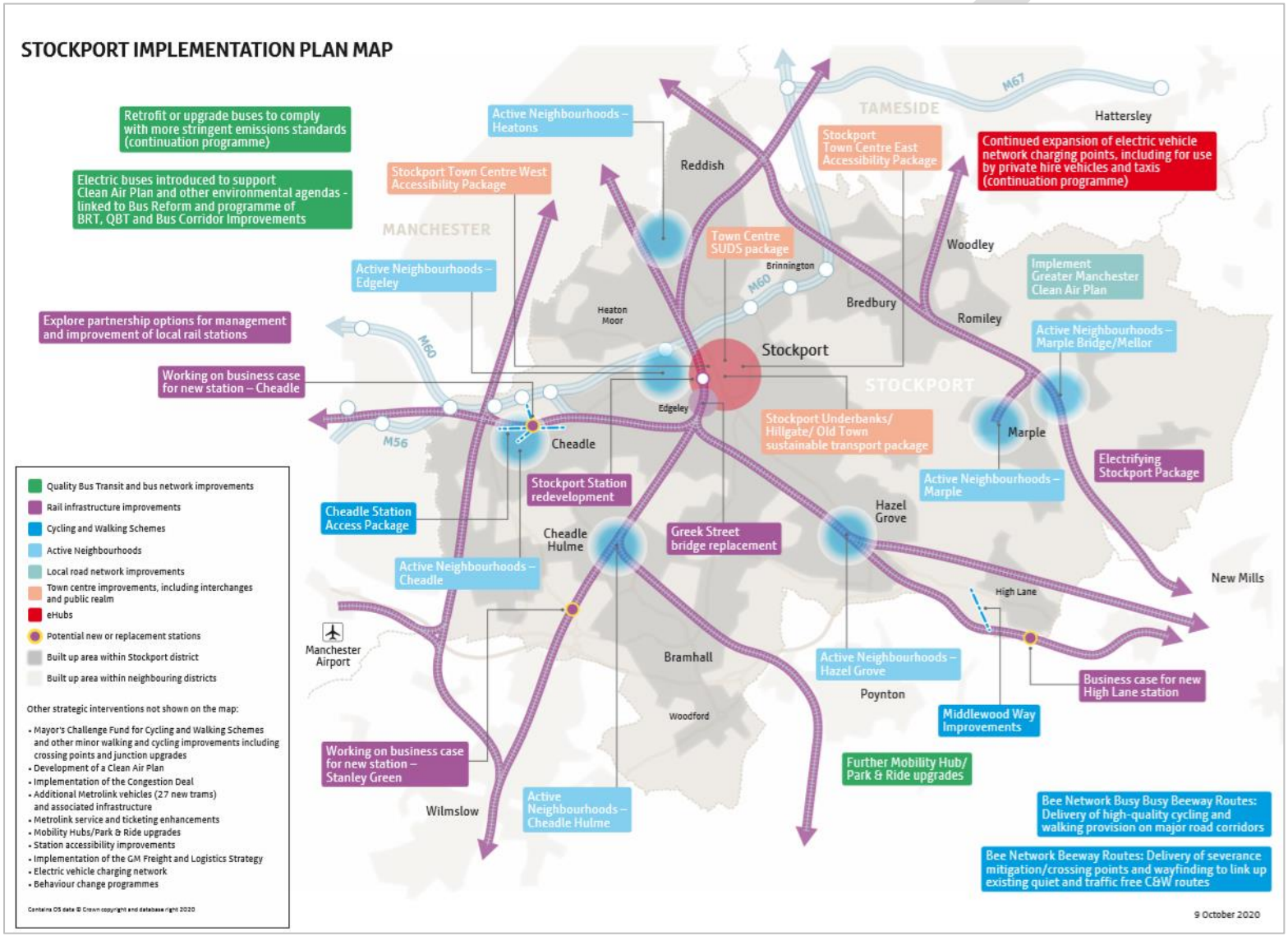
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Scheme Name	Description
	Romiley and Woodley to the M60 and Bredbury Gateway, upgrading of cycling and walking networks across the area, and passive provision to enable delivery of Ashton-Stockport Quality Bus Transit
GMSF Delivery Package	Package of improvements to facilitate delivery of GMSF sites
Stockport Structure Enhancements Package	To support maintenance and resilience of key structures across the Stockport network including those on Rights of Way and in Greenspace areas.
A6 to M60 Relief Road	To further explore options to address capacity and resilience issues between Bredbury and Hazel Grove and facilitating reduced flows on the A6
M60 South East Junctions Study	To address existing congestion and reliability issues on the SRN and adjoining LRN and provide the capacity for anticipated growth both within the city-region and in neighbouring authorities.

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4.1. Stockport's Delivery Plan Schemes 2020 – 2025

Map 3 below shows schemes listed as priorities for investment within the outcomes above, that are not included within the GMTS 2040 Delivery Plan (Map 1).



5. Indicators

Stockport Council and TfGM will work together to develop a monitoring framework to measure the success of the interventions within this Plan. It is anticipated that this will include aims and targets to measure success against the 5-Year Local Implementation Plan outcomes, carbon targets, and changes in mode-share to meet Right Mix targets.

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