Response ID ANON-AZ6T-GWUN-6

Submitted to Greater Manchester Transport Strategy 2050 and Delivery Plan Consultation (long)
Submitted on 2026-03-02 15:06:32

Our vision

What are your thoughts on our transport target:

About right

Please explain your answer:

Although we'd like to see a higher contribution from sustainable travel we accept this is a realistic target within the 2040 timescale.

Our people, our place

Which of the following are most important to you, select 1-6 with 1 being the most important and 6 being the least important to you.

Which of the following are most important to you - Getting around your neighbourhood:

Which of the following are most important to you - Getting to and from your local town centre:

Which of the following are most important to you - Getting into and around our city centres:

Which of the following are most important to you - Travelling to other places in Greater Manchester:

Which of the following are most important to you - Travelling to places outside of Greater Manchester:

Which of the following are most important to you - Connections to and from the airports and ports:

Please explain why you have ranked them in this order:

All 6 options are felt to be equally important, depending on the circumstances and travel requirements of individuals within our community. There are no obvious omissions in this list.

Do you think there is anything important missing?

No

Please tell us more if yes:

Our network ambitions

Which of our network ambitions are most important to you, rank 1 – 7, with 1 being the most important and 7 being the least important to you. To clear a ranking answer, just click on '-- Please Select --' at the top of the list.

Network ambitions ranking - Reliable:
1

Network ambitions ranking - Integrated:
2

Network ambitions ranking - Inclusive and affordable:
3

Network ambitions ranking - Healthy:
5

Network ambitions ranking - Environmentally responsible:
6

Network ambitions ranking - Safe and secure:
4

Network ambitions ranking - Well-maintained and resilient:
7

Please explain your answer:

The network ambitions are interdependent and all need to be fulfilled so ranking is somewhat artificial. For example, how can the network be inclusive if it is not safe? And, how can it be reliable if it is not well-maintained and resilient?

Our policies - Overarching policies

We will prioritise expansion of, and improvements, to the Bee Network – our joined-up public transport, walking, wheeling and cycling network.

Strongly agree

We will support new development and regeneration with a 'sustainable modes' first approach, especially in town centres and our growth areas, including the regional centre. That means provision for walking, wheeling, cycling and public transport will be considered first.

Strongly agree

Do you have any further comments on these overarching policies?

Do you have any further comments on these overarching policies?:

While we agree with the sustainable first approach in town centres and growth areas, it is important to include district centres such as Marple in the provisions because key workers will need to travel from these districts into the town centres and growth centres.

Our policies - Network policies

Reliable and integrated

NP1: A reliable transport network

Strongly agree

NP2: Network planning

Strongly agree

NP3: Integrated fares and payments

Strongly agree

NP4: Journey planning and information

Strongly agree

NP5: Land use and new development

Strongly agree

Reliable and integrated: further comments

Please provide further comments on our reliable and integrated policies:

NP4 - While personalised journey planning is important, there is a need for accessible travel information at the delivery points eg. bus stops to ensure individuals without smartphone access are not excluded.

Accessible and healthy

NP6: An inclusive and accessible network

Strongly agree

NP7: Tackling transport-related social exclusion

Strongly agree

NP8: Affordability

Strongly agree

NP9: Night-time travel

Strongly agree

NP10a: Health

Strongly agree

NP10b: Health

Strongly agree

Accessible and healthy: further comments

Please provide further comments on our accessible and healthy policies:

NP6 - Accessibility must include accessible travel information as well as physical infrastructure, as noted in the Reliable & Integrated comments above on NP4

Environmentally responsible

NP11: Pollution

Strongly agree

NP12a: Climate change

Strongly agree

NP12b: Climate change

Strongly agree

NP13a: Green infrastructure

Strongly agree

NP13b: Blue infrastructure

Strongly agree

NP14: Built and natural environment

Strongly agree

Environmentally responsible: further comments

Please provide any further comments on our environmentally responsible policies:

NP13a - Use of existing green infrastructure as part of the network has potential but rights of way need support and maintenance and good way-finding. Marple has a high proportion of the RoW in Stockport, but many are muddy and poorly maintained. Examples are legion, but include Rollins Lane (Compstall to Marple Station link), Middlewood Way (NCN55) from Marple to High Lane (useful traffic-free link from Marple to A555 cycleway) and NCN55 Marple to Lower Bredbury via Chadkirk (Marple to Stockport link).
NP13b - Canals can be an attractive part of the network, but need adequate funding for maintenance.

Safe and secure and well-maintained

NP15: Vision Zero

Strongly agree

NP16: Personal safety and security

Strongly agree

NP17: Network security

Strongly agree

NP18: Maintenance and asset management

Strongly agree

Safe and secure and well-maintained: further comments

Please provide further any further comments on our safe and secure and well-maintained policies:

NP18 - Maintenance of infrastructure must include Public Rights of Way and other footpaths / shared use routes where these are part of the network.

Our policies - Delivery policies

Our streets and roads

DP2: Streets for All

Strongly agree

DP3: Walking and wheeling

Strongly agree

DP4: Cycling

Strongly agree

DP5: Bus services

Strongly agree

DP6: Bus infrastructure

Strongly agree

DP7: Neighbourhood transport services

Strongly agree

DP8: Freight and logistics

Strongly agree

DP9: Strategic roads

Strongly agree

DP10: Planning of key routes and local roads

Strongly agree

DP11: Management of key routes and local roads

Strongly agree

DP12: Parking and kerbside management

Strongly agree

DP13: Car clubs

Strongly agree

DP14: Cycle and e-scooter hire

Strongly agree

DP15: Motorcycles, mopeds and e-scooters

Strongly agree

DP16: Taxis

Strongly agree

DP17: Coaches

Strongly agree

DP18: Zero and ultra low emission vehicles

Strongly agree

Our streets and roads: further comments

Please provide further comments:

DP2&3 - Walking, wheeling and cycling requires well way-marked paths and good surfaces.
DP7 - Neighbourhood transport should include regular district centre bus services not just Local Link and Ring and Ride request services.
DP8 - We support sustainable logistics including use of electric cargo bikes and trikes. Reviving wagon level rail freight would support transport sustainability.
DP10 - Many road crossings do not give pedestrians (or cyclists) sufficient priority, often requiring long waits until all motor traffic is clear. The priority should not be just to keep traffic moving: pedestrians should be given priority except when there is a need to clear congestion.

Rail and light rail

DP19: Rail integration

Strongly agree

DP20a: Regional and national rail services

Strongly agree

DP20b: Northern Powerhouse Rail

Strongly agree

DP21: Existing light rail

Strongly agree

DP22a: Future light rail

Strongly agree

DP22b: Future metro

Strongly agree

DP23a: Transport hubs

Strongly agree

DP23b: Park and ride

Strongly agree

Rail and light rail: further comments

Please provide further comments:

DP19 - Careful consideration, and negotiation with Network Rail/Great British Railways (GBR) and partners, should be carried out around Network boundary decisions. For instance, we query why New Mills Central will not be included in the Network, given that other stations outside the ticketing boundary are included. Not including this heavily-used local service into Manchester will have impacts within the GM boundary such as increased traffic flows as people drive into the Bee Network area before commencing their onward journey by rail.

Our ways of working

DP24: Travel choices

Strongly agree

DP25: Technology and innovation

Strongly agree

DP26: Collaboration with neighbouring authorities and other organisations

Strongly agree

Our ways of working: further comments

Please provide further comments:

DP24/26 - Many journeys, especially those orginating towards the edge of the GMCA area, will be focussed on destinations outside of that area. Collaboration with neighbouring authorities and other organisations will be essential to encourage people to use walking, cycling and public transport for more of their journeys, including provsion of improved customer information across all types of transport across authority boundaries. Surely these artificial boundaries are generally not seen as such by the general public in their travel behaviours.

Our policies - overall

Overall, how far do you agree or disagree that our transport policies will help to achieve Greater Manchester's transport system for the future?

Strongly agree

Please provide more information on your answer:

The acid test of course is how successfully the policies are followed in the actual delivery of services.

Delivery Plan

Map 1: Deliver

Do you have any comments on the proposals in Map 1 - Deliver?:

It is unclear what is covered by "street improvements", such as along the A6 and Ashton-Stockport corridors. Significant active travel improvements are needed here.

We have noted that no schemes are planned to be delivered in Marple, and perhaps similarly in other areas on the GM periphery. If district centres and even outlying areas around the edge of Greater Manchester are not effectively provided for, then many journeys will have to start by car, with the concommitant risk that they will continue by car.

Map 2: Develop and deliver

Do you have any comments on the proposals in Map 2: Develop and deliver?:

We support delivery of the Metrolink/tram-train to Hazel Grove, but strongly think that this should be extended to High Lane. The active travel improvements along the A6 are welcome, but need to extend to providing the missing link between Mill Lane/A555 and Middlewood Way/ High Lane. Middlewood Way from High Lane to Marple also needs to be upgraded to a true all-weather surface.

Map 3: Explore and develop

Do you have any comments on the proposals in Map 3: Explore and develop?:

It is unclear which Marple stations will receive the Metrolink/tram-train. Given that the existing Marple local rail services will become part of the Bee Network, the benefits of substituting these for trams are unclear. Trams do not support integrated cycle and rail travel in the way trains do.
The tram-train to Hazel Grove is more sensible, though there are no obvious locations for tram stops between East Didsbury and Hazel Grove along the line shown. Extending this line beyond Hazel Grove to Rose Hill Marple would provide tram links to Stockport and South Manchester.
The map as shown does little to improve connections from Stockport to its outer district centres, with the focus all being on connecting to the regional centre and the airport growth zone. Those living in Marple, High Lane, Romiley etc but working in the airport growth zone will have little choice but to drive.

Map 4: Regional centre

Do you have any comments on the proposals in Map 4: Regional centre?:

No comments

Map 5: Bee Network Rail

Do you have any comments on the proposals in Map 5: Bee Network Rail?:

We strongly support these proposals. Rose Hill Marple is shown as being in Phase 1 of incorporation into the network, but we question whether this will offer service improvements in evenings and at weekends as well as integrated ticketing? Rose Hill needs a half-hourly clock-face timed service Monday to Saturday until midnight and at least hourly on Sundays. Travel to and from the city centre at weekends and in the evenings must be at least as important to the regional economy as weekday commuting.

Do you think anything important is missing?

Yes

If yes, please provide more information on your answer.:

We query why New Mills Central will not be included in the Network, given that other stations outside the ticketing boundary are included. Not including this heavily-used local service into Manchester will have impacts within the GM boundary such as increased traffic flows as people drive into the Bee Network area before commencing their onward journey by rail.

Also, why is the inclusion of Marple services delayed until Phase 4 in Dec 2030?

Evidence & measuring success

Evidence documents

Do you have any comments you would like to make about our evidence documents (Population and Economy Report, Environment Report and Transport Investment for Growth Report)?:

No

Integrated appraisal

Do you have any comments you would like to make on our Integrated Assessment or Habitat Regulations Assessment:

No

Measuring success

Do you have any comments you would like to make on our approach to evaluation and measuring success?:

The measures set out in the Strategy document should be regularly and publicly reported using the now-common online "dashboard" type display. This should perhaps be a direct link off the TfGM home page, with more detailed commentary available on links from the dashboard. "Commercial confidentiality" concerns should not overide public access to data.

Any general comments or suggestions

Do you have any general comments or suggestions, that haven't already been covered in your previous responses, about Greater Manchester's Transport Strategy 2050 and Delivery Plan?

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GMCA could consider outreach events at e.g. street markets to promote the Bee Network concept and engage in ongoing conversations with residents across the Authority area. Local organisations such as Walk-Ride groups and Friends of Stations could be invited to take adjacent space at these events.

About you

Which of the following best describes how you are responding?

A business or organisation

Resident living outside Greater Manchester, please specify::

Elected councillor, please give your name and state which area you represent::

Member of Parliament, please give your name and state which area you represent::

Within Stockport

Please provide the name and postcode of your business or organisation::
Marple Civic Society, SK6 6PX

Not Answered

How did you hear about this consultation? (select all that apply)

Local community group or organisation

If other, please specify:

Within Greater Manchester how often, if at all, do you...?

Mode of travel - Travel by bus:

Mode of travel - Travel by train:

Mode of travel - Travel by tram:

Mode of travel - Cycle (including tricycle, handcycle, e-bicycle etc):

Mode of travel - Walk for short trips or as part of a longer journey:

Mode of travel - Wheel for short trips or as part of a longer journey (here we mean use of a wheeled mobility aid):

Mode of travel - Drive a car or van:

Mode of travel - Travel as a passenger in a car or van:

Mode of travel - Drive a light or heavy goods vehicle:

Mode of travel - Drive another road vehicle as a professional driver (e.g. bus):

Mode of travel - Travel by taxi, black cab, or private hire vehicle:

Mode of travel - Travel by motorcycle or moped:

How often do you make the following types of journeys in and around Greater Manchester?

How often do you make the following types of journeys in and around GM - Commuting to/from regular place of work:

How often do you make the following types of journeys in and around GM - Travelling to/from school, college or university:

How often do you make the following types of journeys in and around GM - Shopping (e.g. groceries, retail):

How often do you make the following types of journeys in and around GM - Leisure or social activities (e.g. visiting friends, dining out, entertainment):

How often do you make the following types of journeys in and around GM - Health-related appointments (e.g. GP, hospital, therapy):

How often do you make the following types of journeys in and around GM - Caring responsibilities (e.g. school drop-offs, visiting dependents):

How often do you make the following types of journeys in and around GM - Religious or cultural activities:

How often do you make the following types of journeys in and around GM - Personal business:

How often do you make the following types of journeys in and around GM - In connection with work or business:

How often do you make the following types of journeys in and around GM - Other:

If other, please specify:

Postcode

What is your postcode?:

Which of the following age brackets do you fall into?

Not Answered

How would you describe your gender?

Not Answered

If you use a different term, please explain:

Is your gender identity the same as the sex you were assigned at birth?

Not Answered

Are your day-to-day activities limited because of a long-term health problem or disability?

If other, what health issue or disability limits your activities? :

How would you describe your ethnicity?

Not Answered

Any other ethnic group, please explain:

Which statement best describes your working status? (If you are on long term leave from work i.e. maternity, paternity, sickness, please describe your status when you are working)

Not Answered

If other, please explain:

How do you describe your sexuality?

Not Answered

If other, please explain:

How do you describe your religion?

Not Answered

If other, please explain: