Response ID ANON-2D7V-2B6W-4

Submitted to Consultation for the Stockport Transport Strategy 2026-2042
Submitted on 2026-11-06 11:05:06

Before you start

What best describes you as a respondent?

Responding on behalf of a group, organisation, or club (please specify)

Please specify:
Marple Civic Society

Issues, Opportunities and Challenges.

Tell us to what extent you agree or disagree with the issues, opportunities and challenges outlined in Chapter 2 of the Strategy

Strongly agree

Do you believe that there have been any issues, opportunities and challenges that have not been identified in this section or need to be expanded on?

Do you believe that there have been any issues, opportunities and challenges that have not been identified in this section or need to be expanded on?:

1. The safety of women and girls is specifically highlighted in the Greater Manchester transport strategy. This seems not to have been specifically mentioned in the Stockport Strategy. This topic is of key significance to encouraging the use of public transport and active travel modes and must be highlighted in the Stockport Strategy.
2. Whilst we are supportive of economic growth, the emphasis on the airport itself does not fit well with the overall strategy objective of sustainable transport and environmental improvement.

Planning for the Future

Are there any key sources of change in the borough we have overlooked when considering the future of transport?

Are there any key sources of change in the borough we have overlooked when considering the future of transport?:

Encouraging multi-modal transport is to be applauded but would be helped by planning to allowing cycles on buses (by racks) and trams (in a designated area). This does not appear to have been allowed for.

Strategy Vision and Objectives

To what extent do you support the strategy vision and objectives?

Support

How can we improve or strengthen our vision and objectives?

How can we improve or strengthen our vision and objectives?:

1. The timeframes referred to later seem rather vague - an objective should be that infrastructure development precedes or arrives at the same time as economic and residential development to establish travel patterns from day one of new requirements.
2. With employment spread across the borough, the objective to "Use sustainable transport to improve access to jobs, services and opportunities, particularly in vulnerable and poorly connected communities" must be based on a network approach to transport planning rather than hub and spoke.

Our Strategy for Bus

Tell us to what extent you agree or disagree with the approach for our strategy for bus.

Bus - Delivering enhanced bus services - Working with TfGM to increase service frequency and expanding the bus network.:
Strongly agree

Bus - Cross boundary services - Working with partners to improve cross boundary services.:
Strongly agree

Bus - School bus services - Integrating school and general services.:
No comment

Bus - Bus Rapid Transit - Orbital bus corridor allowing for East - West connectivity.:
Strongly agree

Bus - Quality Bus Transit - Whole route improvements to improve bus journeys.:
No comment

Bus - Future Bus Corridor Upgrades - Making bus journeys more reliable.:
Strongly agree

Bus - Bus Pinch Point Improvements - Addressing local issues to infrastructure.:
Strongly agree

Are there any interventions that you feel are missing from our strategy for bus?

Are there any interventions that you feel are missing from our strategy for bus?:

1. Effective transport to Stepping Hill Hospital. Both the Woodley - Romiley - Marple - High Lane and Marple - High Lane - Hazel Grove routes should all directly visit Stepping Hill Hospital. Using a bus interchange hub at Hazel Grove is simply unacceptable, particularly for elderly or other people needing hospital services.
2. The 394 should be upgraded to at least a half-hourly service through to Glossop - this fits with the objective to connect with neighbouring areas and avoids hub and spoke routes through Piccadilly to get to Glossop.
- in fact, a high frequency Woodley - Romiley - Marple - High Lane - Hazel Grove service with every half hour an extension to Stepping Hill with a half hourly Glossop - Marple - High Lane - Hazel Grove - Stepping Hill service at a 15 minute offset would mean a large part of the eastern side of Stepping Hill Hospital's catchment area would be really effectively served by public transport.
3. There is no mention of town services to bring people into district centres from outlying villages. Such services are crucial to meet the objectives of encouraging sustainable travel modes and reducing short-distance car journeys, especially in an area like Marple with its multiple surrounding small settlements. This fits with GMCA pledge in section 7 that most people will be within a 5 minute walk of a bus stop.
4. The existing 383/384 should be restored to a 15 minute service frequency and an improved and extended evening and weekend service.

Do you have any further comments on our strategy and delivery plan for bus?

Do you have any further comments on our strategy and delivery plan for bus?:

The timeframes are generally too vague and too long where specified.

Our Strategy for Rapid Transit

Tell us to what extent you agree or disagree with the approach for our strategy for Rapid Transit.

Rapid Transit - Delivering East Didsbury to Stockport Rapid Transit Extension (Metrolink).:
Strongly agree

Rapid Transit - Stockholm Road Network Rail Bridge Replacement while protecting future Tram/Tram-Train options.:
Agree

Rapid Transit - Exploring opportunities for Stockport to Manchester Airport Rapid Transit.:
Neither agree nor disagree

Rapid Transit - Exploring opportunities for East Manchester to Marple Rapid Transit.:
Neither agree nor disagree

Rapid Transit - Exploring opportunities for Rose Hill Marple Rapid Transit.:
Strongly agree

Rapid Transit - Exploring opportunities for Stockport to Tameside (via Reddish South and Denton) Rapid Transit.:
Agree

Are there any interventions that you feel are missing from our strategy for rapid transit?

Are there any interventions that you feel are missing from our strategy for rapid transit?:

No

Do you have any further comments on our strategy and delivery plan for rapid transit?

Do you have any further comments on our strategy and delivery plan for rapid transit?:

Implementation plans are too long!

Our Strategy for Rail

Tell us to what extent you agree or disagree with the approach for our strategy for Rail.

Rail - Stockport Station Redevelopment.:
Neither agree nor disagree

Rail - Supporting Stockport Area Rail Capacity Solutions.:
No comment

Rail - Bee Network rail integration (Rail Reform).:
Strongly agree

Rail - Delivery of the new Station at Cheadle.:
Agree

Rail - Making a case for other New Rail Stations.:
Agree

Rail - Implementing Station Access for All Programme.:
Strongly agree

Rail - Making the case for Station Growth Hubs.:
Strongly agree

Rail - Making the case for Longer Trains (and Platforms).:
Strongly agree

Rail - Regular Engagement with Network Rail.:
Strongly agree

Rail - Continuing to support the Community Rail Partnerships.:
Strongly agree

Are there any interventions that you feel are missing from our strategy for rail?

Are there any interventions that you feel are missing from our strategy for rail?:

1. The return of a half hourly service through into late evening for Rose Hill Marple together with a Saturday and Sunday regular service to address the service deficit situation that TfGM acknowledge is wholly unsatisfactory.
2. The ending of the perverse alignment of Rose Hill trains with Marple trains - by changing the departure times of the Rose Hill services to be approximately 15 minutes after the Marple services (in both directions) would mean a 15-minute service to Romiley and a fifteen minute service to the Marple area for those who don't mind a walk from either station.

Do you have any further comments on our strategy and delivery plan for rail?

Do you have any further comments on our strategy and delivery plan for rail?:

Tap in - tap out through journeys should be supported all the way to New Mills, as it is to Glossop. Whilst this is a cross-border issue, it has potential benefits to Stockport in removing the temptation for New Mills residents to travel to Marple by car before using trains. However we have no no data on whether this would have a significant impact on Marple parking / traffic.

Our Strategy for Cycling, Micro-Mobility and Walking and Wheeling

Tell us to what extent you agree or disagree with the approach to our strategy for Cycling and Micro-Mobility and Walking and Wheeling.

Cycling and Micro-Mobility and Walking and Wheeling. - Delivering schemes currently in Development or Construction for active travel.:
Strongly agree

Cycling and Micro-Mobility and Walking and Wheeling. - Working with partners to develop a Strategic Cycle Network.:
Strongly agree

Cycling and Micro-Mobility and Walking and Wheeling. - Applying our design principles to all schemes.:
No comment

Cycling and Micro-Mobility and Walking and Wheeling. - Delivering the Stockport Town Centre Sustainable Accessibility Packages.:
No comment

Cycling and Micro-Mobility and Walking and Wheeling. - Delivering Sustainable Access to our District Centres for active travel.:
Strongly agree

Cycling and Micro-Mobility and Walking and Wheeling. - Applying a Streets for All approach to scheme design.:
Strongly agree

Cycling and Micro-Mobility and Walking and Wheeling. - Expanding 20mph Zones on Residential Roads.:
Strongly agree

Cycling and Micro-Mobility and Walking and Wheeling. - Delivering School Travel and School Streets initiatives.:
Strongly agree

Cycling and Micro-Mobility and Walking and Wheeling. - Delivering Public Rights of Way Improvements Schemes.:
Strongly agree

Cycling and Micro-Mobility and Walking and Wheeling. - Delivering Local Accessibility Improvement Schemes in Parks and Greenspaces.:
Strongly agree

Are there any interventions that you feel are missing from our strategy for cycling and micro-mobility and walking and wheeling?

Are there any interventions that you feel are missing from our strategy for cycling and micro-mobility and our strategy for walking and wheeling?:

There is no clear separation in the strategy between routes that are "active travel routes" i.e. to get to a given place and "leisure routes" i.e. used for relaxation, exercise and accessing the countryside. Some routes have both functions of course, but active travel routes must minimise distance, have all-weather sealed surfaces and be as continuous as possible.

Do you have any further comments on our strategy and delivery plan for cycling and micro-mobility and walking and wheeling?

Do you have any further comments on our strategy and delivery plan for cycling and micro-mobility and our strategy and delivery plan for walking and wheeling?:

1. Walking, wheeling and cycling works must be properly consulted on with local pedestrians, cyclists and disabled people. Local voluntary groups could be asked to participate or indeed undertake such consultation on behalf of the Council. A simple example - the zebra crossing adjacent to the main Asda supermarket in Marple is 40m north of where it should be in the view of many in Marple; it does not cross Hollins Lane where the majority of people actually cross. These are very small projects in the overall scheme of things, but getting them right and avoiding wasting money can only happen if local users can input their local knowledge.
2. We highly commend the ambition to create an "integrated cycle network".
3. There must be sufficient funding allocated for ongoing maintenance of dedicated cycleways including vegetation cut-back, leaf clearance, de-icing and surface repair.
4. Similarly, our footpaths and bridleways are a wonderful resource for increasing well-being and health, but the changing climate means repair and maintenance budgets will need to be increased not cut.

Our Strategy for Streets

Tell us to what extent you agree or disagree with the approach for our strategy for Streets.

Streets - Delivering the Highway Asset Maintenance Programme.:
Strongly agree

Streets - Delivering the Flood Risk Mitigation and Sustainable Drainage Systems (SuDS).:
Strongly agree

Streets - Maintaining and enhancing Highway Trees stock.:
Strongly agree

Streets - Delivering A34 Major Route Network improvements.:
Agree

Streets - Developing Targeted Highway Capacity Improvements.:
Neither agree nor disagree

Streets - Safeguarding the A6 to M60 Relief Road Corridor.:
Strongly disagree

Streets - Considering options for High Lane / Disley Bypass.:
Strongly disagree

Streets - Continuing to work with partners to address Highway Congestion on the Strategic Road Network.:
Agree

Streets - Implementing Traffic Regulation Orders and Enforcement of Moving Order Violations where necessary.:
Strongly agree

Streets - Coordination of Roadworks.:
Strongly agree

Streets - Investigating the potential for Red Routes.:
Neither agree nor disagree

Are there any interventions that you feel are missing from our strategy for streets?

Are there any interventions that you feel are missing from our strategy for streets?:

1. Engagement with delivery companies to encourage last-mile logistics to be approached in a more sustainable way; some evidence base of the amount of traffic generated by these operations would be a useful desk-top exercise to undertake.

Do you have any further comments on our strategy and delivery plan for streets?

Do you have any further comments on our strategy and delivery plan for streets?:

1. A reference to the GMCA "Right Mix" in the context of the highways section and some thinking about how the expected reduction in especially short-distance car journeys might impact the highway network would be welcome.

Our Strategy for Integrated Transport

Tell us to what extent you agree or disagree with the approach to our strategy for Integrated Transport.

Integrated Transport - Supporting Simpler Integrated Fares.:
Strongly agree

Integrated Transport - Supporting Service Pattern Integration.:
Strongly agree

Integrated Transport - Developing the case for new and improved Interchange and Travel Hubs.:
Strongly agree

Integrated Transport - Developing the case for Mobility Hubs.:
Strongly agree

Integrated Transport - Providing better Access to Stations and Bus Stops.:
Strongly agree

Integrated Transport - Developing the case for Enhanced Rail-Based Park-and-Ride Opportunities.:
Strongly agree

Are there any interventions that you feel are missing from our strategy for integrated transport?

Are there any interventions that you feel are missing from our strategy for integrated transport?:

Clarity on how tap in - tap out multi-mode journeys can be made to recognise railcard concessions.

Do you have any further comments on our strategy and delivery plan for our strategy for integrated transport?

Do you have any further comments on our strategy and delivery plan for our strategy for integrated transport?:

There is much fanfare about the Stockport Interchange, and rightly so - a real gem in the centre of Stockport's bus network. However, arriving at Stockport Station, many people then transfer to a bus on the A6 at Wellington Road South / Grand Central. This important interchange stop is probably the lowest point in Stockport's bus network: cramped, poorly lit, and entirely inadequate.

Our Strategy for Zero-Emission and Future Travel

Tell us to what extent you agree or disagree with the approach for our strategy for Zero-Emission and Future Travel.

Zero-Emission and Future Travel - Supporting the Greater Manchester Clean Air Plan including Bee Network Electric Bus Fleet / Bus Depot.:
Strongly agree

Zero-Emission and Future Travel - Aligning our Taxis and Private Hire policies with GM Clean Air Plan.:
Strongly agree

Zero-Emission and Future Travel - Expanding our Zero Emission Vehicle Charging Infrastructure.:
Agree

Zero-Emission and Future Travel - Optimising Traffic Signals.:
Strongly agree

Zero-Emission and Future Travel - Supporting Real Time Bus Customer Information improvements.:
Strongly agree

Are there any interventions that you feel are missing from our strategy for zero-emission and future transport?

Are there any interventions that you feel are missing from from our strategy for zero-emission and future transport?:

Nothing obvious

Do you have any further comments on our strategy and delivery plan for our strategy for zero-emission and future transport?

Do you have any further comments on our strategy and delivery plan for our strategy for zero-emission and future transport?:

No

Our Strategy for Travel Safety and Security

Tell us to what extent you agree or disagree with the approach to our strategy for Travel Safety and Security

Safety and Security - Continuing to deliver Road Safety Schemes.:
Strongly agree

Safety and Security - Supporting Public Transport Safety and Security schemes.:
Strongly agree

Are there any interventions that you feel are missing from our strategy for travel safety and security?

Are there any interventions that you feel are missing from our strategy for travel safety and security?:

Specific plans around the safety of women and girls.

Do you have any further comments on our strategy and delivery plan for travel safety and security?

Do you have any further comments on our strategy and delivery plan for travel safety and security?:

As already mentioned, the GMCA strategy specifically focusses on the issue of the safety of women and girls. Indeed, it was modified when the Scrutiny Committee highlighted the lack of focus on this issue. If 50% of the population are potentially feeling unsafe unless they are safely in a private car then the aspirations of the strategy will never be achieved.

Our Strategy for Travel Demand Management and Sustainable Development

Tell us to what extent you agree or disagree with the approach to Travel Demand Management and Sustainable Development

Travel Demand Management - Delivering Behaviour Change, Education, Training and Scheme Activation Programmes.:
Strongly agree

Travel Demand Management - Exploring the potential for Cycle and Micro-Mobility Hire Schemes.:
Strongly agree

Travel Demand Management - Reviewing parking provision for all modes of travel.:
Strongly agree

Travel Demand Management - Working with developers to deliver Sustainable Development.:
Strongly agree

Are there any interventions that you feel are missing from our strategy for travel demand management and sustainable development?

Are there any interventions that you feel are missing from our strategy for travel demand management and sustainable development?:

A general planning policy that is "infrastructure first". Any large scale developments must be phased so only limited development is possible until infrastructure (including transport infrastructure) is functional. Transport decisions and travel patterns are established by people early in a new job or their occupation of new home, so having active / public transport options avialable from day one is critical.

Do you have any further comments on our strategy and delivery plan for travel demand management and sustainable development?

Do you have any further comments on our strategy and delivery plan for travel demand management and sustainable development?:

See above.

About you questions

Are you happy to complete the following section?

No

Where did you learn about this consultation?

Where did you learn about this consultation?:
Email notification from SMBC

What is your postcode? (If you are representing a business or organisation please provide the postcode relevant to them. We ask this so we can know where responses are received from. Your postcode will not be published.)

Postcode:
SK6 6LT

What is your age?

Prefer not to answer

What is your sex?

Prefer not to answer

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

Prefer not to answer

Which of the following best describes your sexual orientation?

Prefer not to answer

Other, please specify:

How would you define your ethnic group?

How would you define your ethnic group?:
Prefer not to answer

Other, please specify:

How would you define your religion or belief?

How would you define your religion or belief?:
Prefer not to answer

Other please specify:

Are your day to day activities limited because of a health problem or disability that has lasted or is expected to last at least 12 months?

Prefer not to answer

Which of the following best describes your employment status?

Which of the following best describes your employment status?:
Prefer not to answer

Other, please specify: