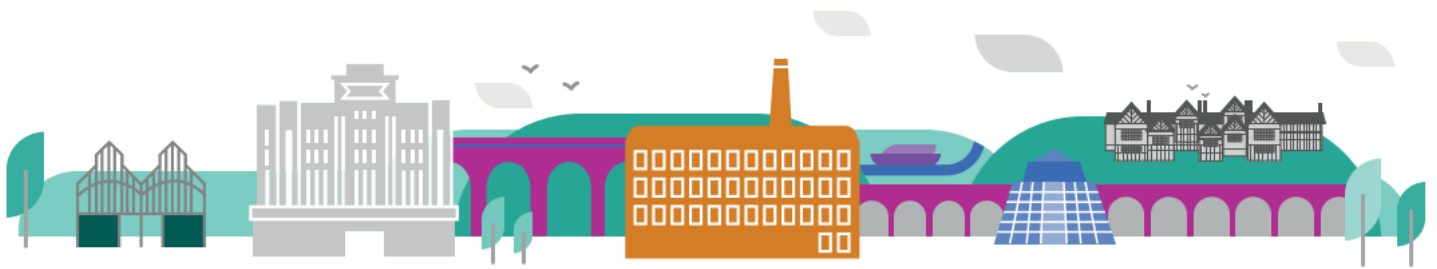


# Stockport Transport Strategy 2026-2042

Consultation Draft  
Autumn 2026



**STOCKPORT**  
METROPOLITAN BOROUGH COUNCIL

**Ambitious Stockport,  
creating opportunities  
*for everyone***

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**This document is a consultation draft.**

**Feedback will be considered before a final  
version is presented to Cabinet for adoption.**

# Foreword

Stockport is a borough on the rise, ambitious, fast-changing and confident about the future. Across our towns and neighbourhoods, we are creating a cleaner, greener and better-connected place where people, communities and businesses can thrive.

This Transport Strategy sets out how we will turn that ambition into reality, delivering a modern transport network that powers opportunity, supports vibrant communities and makes everyday journeys easier, safer and more reliable.

Our vision is bold and clear: a transport system that puts people first, connects communities, unlocks growth and helps create healthier, more sustainable lives.

At the heart of this Strategy are seven ambitious objectives that will help shape the future of the borough, driving investment, improving connectivity and supporting long-term transformation across Stockport.

We will strengthen Stockport's role as the Southern Gateway to Greater Manchester, including providing a transformed Stockport Station at the heart of a thriving town centre, with better accessibility and step-free access helping more people travel with ease and confidence.

We will improve rail connectivity across Stockport with the delivery of more step free access at stations and the New Cheadle Station which will provide intercity and interurban rail travel to the west of the borough.

The confirmed extension of Metrolink to Stockport is a once-in-a-generation opportunity, a transformational investment that will reshape how people move across the borough and beyond eventually expanding into the wider borough through Tram-Train. By connecting Stockport to the wider Bee Network, it will deliver faster, greener and more joined-up journeys while unlocking new opportunities for residents, businesses and visitors alike.

We will improve sustainable connections to Manchester Airport and the Southern Growth Corridor, support growth along key routes including the A6, A34 and A560, and ensure more people can access jobs, education and opportunity quickly and easily.

Closer to home, we want walking, cycling and public transport to become the natural first choice for local journeys across Stockport, creating healthier streets, safer neighbourhoods and stronger connections between communities, schools, town centres and local high streets.

Stockport is already gaining national recognition for this approach, leading the way on active travel through landmark schemes such as our award-winning Interchange development and the Bramhall Park to A6 route, projects that are changing how people experience and move around the borough.

Safety remains central to everything we do. Alongside investment in infrastructure, our dedicated road safety teams support thousands of schoolchildren every year, helping young people build the confidence and skills to travel safely and independently.

Above all, this Strategy is about shaping a transport network fit for the future: decarbonised, resilient, reliable, supporting economic growth especially in areas experiencing deprivation, and built around the needs of people and place.

By delivering this vision, we will reduce emissions, improve air quality and create healthier, better-connected communities, while supporting the borough's continued growth and ambition.

Together, we can create a transport system that not only meets the needs of today, but helps power a more ambitious, connected and sustainable future for Stockport.

Councillor Grace Baynham

Cabinet Member for Parks, Highways & Transport Services

**Councillor Grace Baynham** Cabinet  
Member for Parks, Highways & Transport Services



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# Introduction

## Welcome to our Transport Strategy for the Stockport Borough

Throughout the first half of the 2020s, Stockport has been a thriving place to be. From its recognition as the “Best Place to Live in the North West” by The Sunday Times Best Places to Live Guide in 2024, to groundbreaking regeneration projects and cultural milestones, Stockport’s evolution shows no signs of slowing down.

Following our [One Stockport: One Future](#) plan, there is a clear vision for Stockport to be a borough where people, communities, and businesses can thrive. Emphasising collaboration, inclusivity, and ambition, the plan focuses on addressing inequalities, combating climate change, and creating opportunities for all. This aim is also demonstrated in the [Greater Manchester Strategy 2025-2035](#) which has the vision for ‘a thriving city region where everyone can live a good life’.

We will be building on our successes. These include the opening of Stockport Interchange and Viaduct Park, key milestones in the town’s £1 billion regeneration journey.

Whilst our town centre regeneration may be headline-grabbing, our district centres are flourishing too – bucking the national trend of declining high streets. With unique personalities, vibrant communities and bustling businesses, they are leading the way in creating strong, welcoming places for all.

As Greater Manchester plans out its next steps, Stockport too, as a forward-thinking authority, must consider what is needed locally to drive sustainable economic growth and prosperity for the people and businesses in the borough – and make the case for investment.

A good transport system is going to be

crucial for the social and economic vitality of Stockport, enabling journeys to be made safely, healthily, efficiently, with predictable journey times, whilst making a significant contribution to Stockport’s response and resilience to the climate emergency.

Our new Transport Strategy presents our ambition for the type of transport system we need for the borough to 2042, and the new transport infrastructure and public transport services required to support it.

### Building on recent investments in our transport network

As a borough we have invested heavily in recent years to improve our transport network, with a focus on public transport and sustainable travel.

As well as the completion of Stockport Interchange our new £140m state-of-the-art transport hub in the town centre, we have successfully secured significant investment to make improvements to our walking and cycling infrastructure. We have even more ambitious plans to come to help people to walk, wheel and cycle, and we know there is still much more to do if active travel is to be a natural first choice for short distance journeys throughout the Borough.

Buses across Stockport are part of the Greater Manchester Bee Network which presents us with a real opportunity to improve local bus service planning and to shape the network in a fairer way. We want to see new and improved routes provided connecting with developments and addressing connectivity gaps. As well as buses, neighbourhood transport services such as Local Link will also be critical to how we help to provide better travel options to people who currently live in less accessible parts of the borough.

The plans to expand the Greater Manchester Bee Network also include integrating local rail services by 2030. We have secured investment for a new rail station in Cheadle which will run services to

Stockport town centre, Manchester Piccadilly and Chester.

Maintaining and investing in our highway network is incredibly important too. Over the last decade we have significantly improved our assets with over £100 million invested through our Invest to Save, Highway Investment Programme (HIP) which aimed to restore our deteriorating highway network to a sustainable standard.

The local road network also benefited from major investment in our streetlights which were upgraded to Light-Emitted Diodes (LEDs) which provide brighter, more targeted lighting to our roads and pavements as well as being significantly more energy and carbon efficient and requiring less maintenance.

Yet, despite these successes, there is much more work is needed if we are to ensure our residents have access to the opportunities and services they deserve, and to make sure the borough continues to grow and prosper.

We have proven that we are up to the challenge to deliver schemes at pace, where funding allows, and have the capability to continue to do so.



Travis Brow, Stockport town centre

## One Stockport: One Future

Our One Stockport: One Future plan is a 15-year strategy to 2040, aiming to make the borough a resilient and thriving place to

live, work, and play. It is the next phase of our borough plan and involves collaboration with local residents, businesses, and organisations.

The Plan focuses on five key challenges:

- ensuring a fair and inclusive environment for all,
- addressing climate change,
- supporting economic growth,
- improving population health and reducing health inequalities, and
- creating thriving neighbourhoods.

Transport and travel are a fundamental determinant of health and an important cross-cutting enabler of social change. How safe, convenient and affordable it is to get around underpins where people want to live and where they may choose to work.

In Stockport we know that not all our residents and families have the same opportunities. We must ensure our decisions advance equality, inclusion, and diversity by removing or minimising disadvantages experienced by people because of their protected characteristics, in line with the Equality Act 2010 and the Council's adopted policy. Where possible prioritising those communities at greatest disadvantage.

Well-planned transport infrastructure can revitalise neighbourhoods, attract businesses, and encourage community engagement which can lead to safer and more vibrant communities.

Transport services can improve both physical and mental health by enabling access to services, supporting social connection, reducing isolation, and making it easier for people to build physical activity into everyday journeys such as walking and cycling. Our transport plans will be most successful if its implementation is closely integrated with work already being done to improve public health and community partnerships to support prevention, reduce health inequalities, and improve population

wellbeing.

We must also recognise the environmental impact which transport has, such as on air quality, and grasp the opportunity we have to make a positive change if we can improve the sustainability of the transport system.

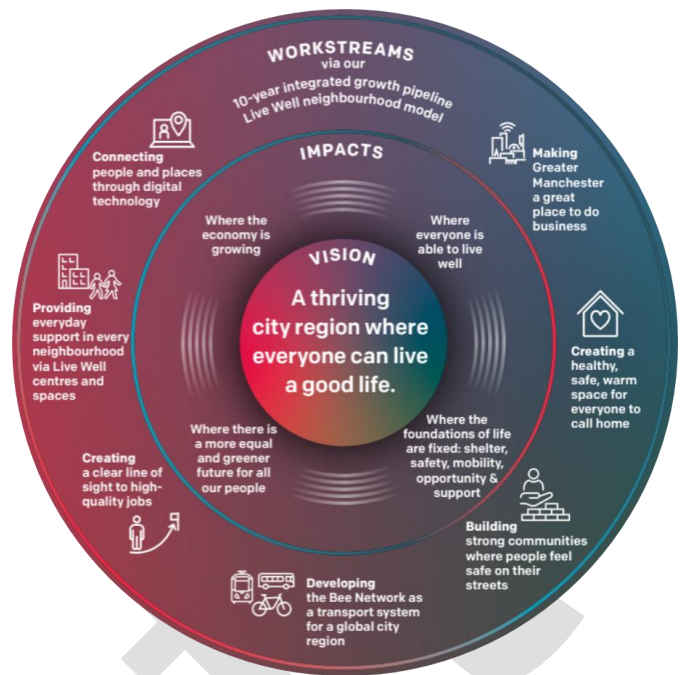
Our Transport Strategy is part of the Council's wider family of strategies and plans which outline how we will achieve our ambitions for the borough.

Specifically, the priorities and actions in our Transport Strategy are intended to complement, influence and reinforce our [One Stockport Economic Plan](#), [Climate And Nature \(CAN\) Strategy](#), Active Communities Strategy, Housing Plan, [Mayoral Development Corporation Business Plan](#), and the [emerging Local Plan](#)

## Greater Manchester Strategy

Stockport is strategically located within one of the most important and dynamic city regions in the country. Greater Manchester already has the fastest growing economy in the UK and has attracted more foreign direct investment than any other UK region.

The [Greater Manchester Strategy](#) (GMS) was rewritten in 2025 to set the vision for Greater Manchester for the next 10 years to 2035. The GMS is mission focused, with the ambition of creating a thriving city region where everyone can live a good life, delivering prosperity for people and places, responding to inequalities and achieving environmental goals.



Source: Greater Manchester Strategy, page 33

Fundamental to this is the delivery of well-connected employment and housing sites, underpinned by Greater Manchester's approach to delivering transport-led regeneration opportunities.

The GMS is underpinned by a 10-year Growth & Prevention Delivery Plan, which brings together priority actions to realise regeneration across the city region's ten boroughs. This includes a £10 billion Integrated Pipeline which brings together transport, housing, innovation, and the net-zero economy to deliver well-connected developments that pave the way for new investment to unlock jobs and growth.

This funding will target investment at six Growth Locations across the city region – areas with the biggest potential to boost growth and deliver benefits across all ten boroughs. This includes the '[Airport and Southern Growth Corridor](#)', an arc across the south of the city region, taking in Manchester Airport and Stockport town centre, and covering a large amount of our borough.

In 2025, Greater Manchester transitioned to a new financial arrangement with government as part of its devolution deal. A single funding settlement replaced the previous system of fragmented funding

streams. The single funding settlement provides the Greater Manchester Combined Authority (GMCA) with greater flexibility in planning and funding local priorities, much like a government department.

The deal includes a 10-year agreement for the GMCA to retain 100% of its business rates, providing long-term financial stability and supporting economic growth.

The Strategy looks to make greater use of Mayoral Development Corporations (MDCs), following the example of the Stockport town centre MDC which was the first in the city region when it was created in 2019. The MDC has helped us to deliver over 1,200 new homes and attract £600 million of private investment to the town centre. The Stockport MDC has now been expanded to cover the whole town centre (both Town Centre West and East areas).

## Greater Manchester Transport Strategy Refresh

Greater Manchester has been updating its Local Transport Plan (LTP), known as the Greater Manchester Transport Strategy. The LTP is a statutory document which sets out the long-term goals and ambitions for transport in Greater Manchester – guiding future investment and strategic policy decisions on transport across Greater Manchester and providing a clear rationale for intervention, government funding and local investment for transport.

The Greater Manchester Transport Strategy 2040 (GMTS2040) was adopted in 2017 with a light refresh published in 2021.

Since 2017, the most visible change has been the increased prominence of the yellow 'Bee Network' brand which is used across the Greater Manchester public transport network including buses and trams. This follows the Mayor's vision which is for a London-style integrated public transport system that integrates buses, Metrolink, rail, and cycle hire with improved services, simpler fares, and integrated ticketing. These plans have been developed

as part of the devolution deal and the first City Region Sustainable Transport Settlement (CRSTS).

The Draft Greater Manchester Transport Strategy 2050. Was consulted on between December 2025 and March 2026. Preparing the new strategy has been a collaborative exercise with TfGM 'holding the pen'. The final GM Transport Strategy 2050 will need to be formally adopted by each Greater Manchester Local Authority (including Stockport) - which is planned for summer 2026.

GM Transport Strategy 2050 defines its vision as 'a transport system for a global city-region' and reflects on the progress that has been made in delivering the Bee Network as well as the next steps which are needed. The Mayor has already talked about a further expansion of Metrolink, and the need for rail/tram tunnels beneath Manchester city centre by 2050, to ensure that further trips can continue to be accommodated. The strategy links across to the region's economic investment plans to deliver good growth.

GM Transport Strategy 2050 reaffirms the region's Right Mix ambition for 50% of all journeys in Greater Manchester to be made by active travel or public transport by 2040.

GM Transport Strategy 2050 also continues to promote seven Network Ambitions - principles that need to be followed to ensure that the needs of all customers are met. These are Reliable, Integrated, Inclusive and affordable, Safe and secure, Healthy, Environmentally responsible, and Well-maintained and resilient. At the heart of the ambitions are residents, businesses, and visitors.

Continuing to deliver Greater Manchester's vision for transport requires long-term funding, with recent years showing how fragile transport funding can be. There was a jolt to the system when ticket sales fell during the COVID-19 pandemic. We have also experienced periods of high inflation when operating costs rose quickly which

placed added pressure on maintenance budgets.

The devolution deal provides a funding model which seeks to provide greater financial sustainability, which should deliver greater certainty and reliability for customers.

The investment approach for the next phases of the development of the Bee Network are to be framed around the need to:

- **Sustain the transport network:** for it to continue to be well-maintained resilient, safe and reliable.
- **Grow the transport network:** to meet growing demand for travel and continue to improve accessibility.
- **Transform the transport network:** to accommodate and exploit opportunities from improvements to regional and national inter-urban connectivity and exploit funding opportunities that grow the transport network locally.

This Stockport Transport Strategy will complement the GM Transport Strategy 2050 but with further local detail on the investment priorities that we consider to be most important to Stockport.

And working collaboratively with TfGM as a key partner, the other nine Greater Manchester local authorities, landowners, developers and our neighbours outside of Greater Manchester, we can together influence and positively shape the national and regional debate on the future of transport in the ways which we want.

As this draft Transport Strategy is being consulted on before the final version of the GM Transport Strategy 2050 is released we recognise that we may need to amend the document following consultation in order to ensure suitable alignment with the GM Transport Strategy 2050 which is ultimately adopted by the Combined Authority and partners.

## Climate Change

The [Greater Manchester Five-Year Environment Plan \(2025-2030\)](#), launched at the 2024 Green Summit, outlines how meeting the city region's long-term environmental vision – to be carbon neutral by 2038 – is still achievable.

This plan creates a framework for decision-makers to take the next actions required to progress towards the long-term environmental vision and ensure everyone in Greater Manchester has a healthy, low carbon, nature-rich environment in which to live-well, prosper and grow.

To be carbon neutral by 2038, we need a fundamental shift in attitudes towards car journeys, alongside a major shift towards sustainable transport modes. This will require non-car and low-carbon options to become more accessible, affordable and convenient to use. These changes are essential to reduce the number and use of fossil fuel vehicles.

It will also be important to support a mass transition towards electric vehicles (EV) which will require additional power to be generated by the national grid.

We need to plan for growth in a way that minimises reliance on the car by ensuring that communities have easy and local access to amenities such as education, food, healthcare etc. while encouraging, where possible, flexible working to reduce the need to travel unsustainably.

As well as challenging whether the GM Right Mix targets to reduce car travel go far enough, we need to accelerate innovations that will help to decarbonise heavy goods vehicles, trains, aviation and freight. This may need a reprioritisation of policy and investment at the national level.

Locally, Stockport's [Climate And Nature \(CAN\) strategy 2025 to 2030](#) outlines our plan to create a climate and nature-friendly borough. It sets out how working alongside residents, businesses and organisations we can achieve carbon neutrality by 2038, and

how we plan to reduce Stockport Council's greenhouse gas emissions to be operationally net zero by 2030 and enhance biodiversity on our sites and buildings.

The impacts of climate change are already affecting how we live, with frequent flooding disrupting our roads. The ability of our transport system to be resilient to extreme weather events caused by climate change is a key component of a well-adapted transport system.

## Vision Zero

Stockport Council is fully committed to the Greater Manchester [Vision Zero Strategy and Vision Zero Action Plan](#). Work to deliver these is coordinated through the Safer Roads Greater Manchester Partnership (SRGMP).

First implemented in the 1990s and now adopted by countries and cities around the world, Vision Zero is a strategy to eliminate all traffic fatalities and life changing injuries by 2040, as well as supporting economic prosperity and inclusivity across the city region.

The Vision Zero Action Plan, backed by multiple agencies from across Greater Manchester, is squarely focused on saving lives but will also deliver added benefits

including creating safer and more attractive streets, reducing network incidents which can lead to congestion, and reducing the costs of collisions including that to emergency services and damage to property. We have a history of working closely with the police to proactively address road safety issues where they arise on the network.

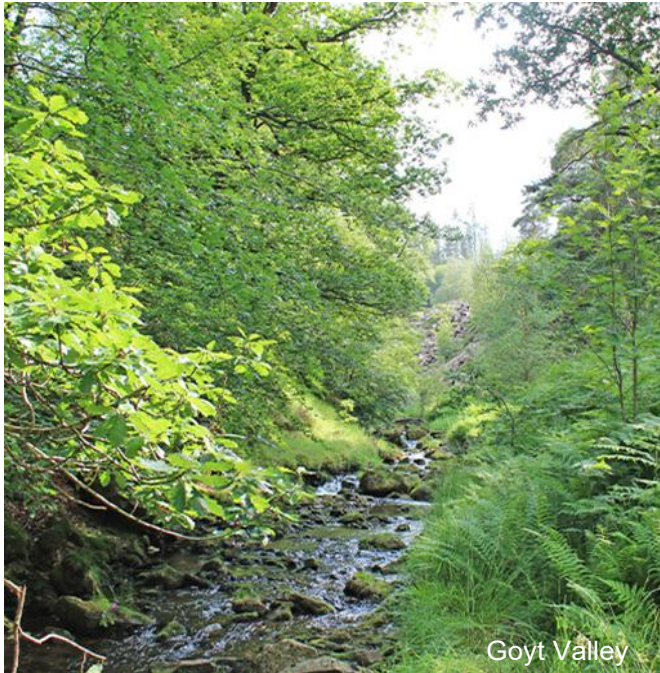
Vision Zero requires local action and support but will also rely on central government support including policy changes.



# 2

## Issues, Opportunities and Challenges





Goyt Valley

While the borough's urban core reflects our industrial heritage, we also enjoy significant areas of countryside, Parkland and other green spaces which are rich in flora and fauna. Our river valleys give rise to many of those green areas with the Goyt, Tame and Mersey being surrounded by many of our green spaces such as Reddish Vale Country Park and Mersey Vale Nature Park.

These green and blue corridors are complemented by an abundance of parks and open spaces which provide important habitat for wildlife, many of which are designated as local nature reserves. These include Etherow Country Park, Happy Valley, Heaton Mersey Common, Woodbank Park, and Gatley Carrs.

But Stockport is not immune from the big challenges of our times.

Stockport is a flourishing borough, but with some very deprived areas, including the most deprived small area in GM. We need to decarbonise and respond to the global climate emergency.

We need to meet the needs of a more diverse community.

Our population is ageing, with –us being one of the top places to retire.

## Our Transport Network

Our borough's location south of Manchester, on the West Coast Main Line (WCML), close to Manchester Airport and with direct access to the M60 motorway ring road (with onward connection to the national motorway network), means Stockport is uniquely positioned to be an influential national hub for the whole of the North West of England, as well as Greater Manchester's 'Southern Gateway'.

As part of the 'Airport and Southern Growth Corridor', Stockport will be able to leverage the economic impact of major transport infrastructure assets to drive growth across the south of the city region.

### Rail network

Heavy rail is the only rapid transit mode in the borough at present. It is a hub and spoke network centred on Manchester Piccadilly. The borough is served by 9 passenger rail lines and 19 stations.

- West Coast Main Line (Manchester Piccadilly – Crewe Spur) serving Heaton Chapel, Stockport and Cheadle Hulme stations.
- WCML (Manchester Piccadilly – Stafford Spur) serving Heaton Chapel, Stockport and Cheadle Hulme and Bramhall stations.
- Styal Line (Manchester Piccadilly – Manchester Airport / Crewe) serving Gatley and Heald Green stations.
- Hope Valley Line (Manchester Piccadilly – Sheffield Southern Branch) serving Stockport and Hazel Grove stations.
- Hope Valley Line (Manchester Piccadilly – Sheffield Northern Branch) serving Reddish North, Brinnington, Bredbury, Romiley, Marple and Strines stations.
- Hope Valley Line (Manchester Piccadilly – Rose Hill Marple Northern Branch) serving Woodley, Romiley and Rose Hilly Marple stations.

- Buxton Line (Manchester Piccadilly – Buxton) serving Heaton Chapel, Stockport, Davenport, Woodsmoor, Hazel Grove and Middlewood stations.
- Mid-Cheshire Line (Manchester Piccadilly – Chester) serving Stockport Station (and a future new station at Cheadle).
- Stockport – Stalybridge Line serving Reddish South and Stockport stations.

Stockport Station is a national transport hub, facilitating passenger and freight transport, and connecting to Manchester, London, Birmingham and other national, regional and local destinations. Office for Rail and Road (ORR) station usage data for 2023/24 indicates around 4.2 million passengers used the station (including use for interchange).



There are presently 15 passenger trains per hour in each direction stopping at Stockport, including three services between Manchester and London, and two services between Manchester, Birmingham and the South West. Stockport Station can boast direct rail connections with a number of other major cities and towns such as: Sheffield, Crewe, Macclesfield, Stoke, Nottingham and Bristol.

All stations in the borough apart from Reddish South offer direct services to Manchester Piccadilly and provide highly competitive journey times compared to driving.

In contrast, only seven of our stations currently offer regular direct services to Stockport town centre:

- Bramhall
- Cheadle Hulme
- Heaton Chapel
- Middlewood
- Hazel Grove
- Woodsmoor
- Davenport

Whilst Reddish South also offers a direct service to Stockport town centre, via the Stockport to Stalybridge line, it is currently a very limited (parliamentary) service, carrying just 128 passengers in 2023/24. Despite these very low passenger numbers, the line itself is used regularly for freight traffic and empty stock transfers.

Our remaining ten stations all require interchange at Manchester Piccadilly for anyone wishing to make any onward journey to Stockport town centre:

- Heald Green
- Gatley
- Rose Hill Marple
- Romiley
- Woodley
- Strines
- Marple
- Bredbury
- Brinnington
- Reddish North

This lack of high-quality intra-borough connectivity is symptomatic of the city region's current radially focused rail network, and the closure of some the borough's historical railways, limiting orbital travel.

Source: TfGM (May 2024)

Source: Creative Commons (2016)

## Highway network

Stockport benefits from its excellent strategic location on the national motorway network. The M60 passes through the borough forming part of the South Pennines Strategic Route, linking North Wales, Liverpool, Greater Manchester and Leeds.

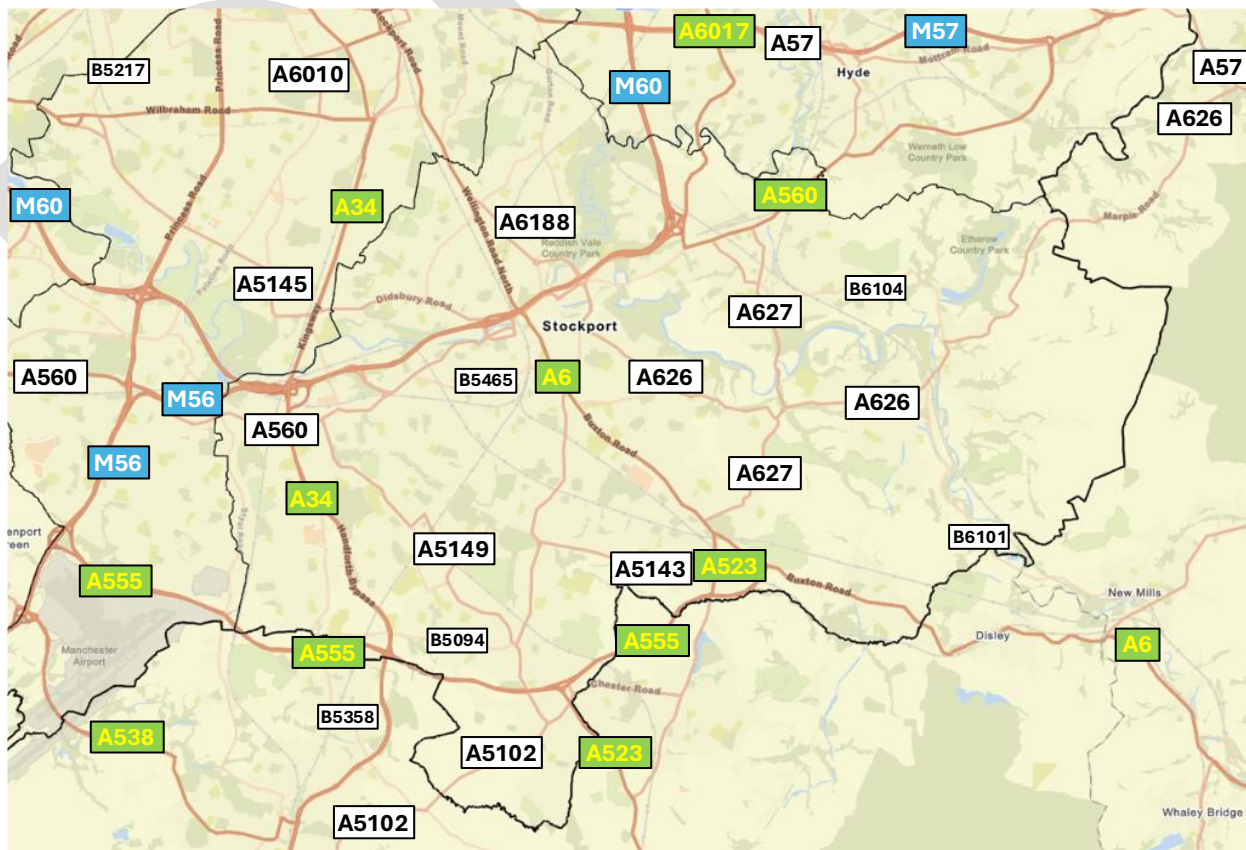
Like rail, Stockport has good radial road connectivity to Manchester city centre via:

- A6 which passes through Stockport town centre as part of its route between Manchester city centre and key towns in north Derbyshire including Buxton, Matlock and Chapel-en-le-Frith.
- A34 which passes through Gatley and Cheadle as part of its route between Manchester city centre and key towns in Cheshire including Handforth, Wilmslow, Alderley Edge and Congleton.

Stockport is also connected to Manchester Airport via the A555 (A6 to Manchester Airport Relief Road) from Hazel Grove, which has improved orbital movement in the south of the borough since its completion in 2018.

Our other important primary routes include:

- A523: north-south route connecting Stockport with Macclesfield via the A523 (Poynton Relief Road).
- A560: east-west route connecting the A56 at Altrincham to the M67 at Hattersley via Stockport town centre and onwards via the A628 to the east.
- A626: connecting Stockport town centre with Glossop via Marple.
- A627: connecting the A560 at Bredbury with the A6 at Hazel Grove.
- A5102: connecting Stockport town centre with Wilmslow via Bramhall.
- A5143: suburban link connecting Bramhall with Hazel Grove.
- A5145: connecting Stockport with Stretford via Heaton Mersey and East Didsbury.
- A5149: connecting Gatley with Poynton
- A6017: connecting Bredbury with Ashton-under-Lyne.
- A6188: connecting the A6 north and south of Stockport town centre with the M60 at Portwood.



## Bus network

Stockport has an established and mature bus market – in any given year, over half of our residents will travel by bus.

Bus services across Stockport joined the franchised Bee Network in January 2025. High-frequency services (12-minute weekday daytime frequencies) are currently focused on Manchester city centre and Stockport town centre. They are the:

- 192: Manchester city centre – Heaton Chapel – Stockport town centre – Heaviley – Stepping Hill – Hazel Grove
- 203: Stockport town centre – Reddish – Manchester city centre.
- 325: Stockport town centre – Brinnington
- 330: Stockport town centre – Bredbury – Woodley – Hyde – Ashton-under-Lyne

Together, these routes account for a significant portion of bus use within the borough.

Prior to 2025, the bus network operated as a deregulated market which gave bus operators freedom to choose where to run services, as well as which days of the week and what times of day. A consequence was operators were drawn towards sustaining routes that were the most commercially profitable. Many of these ran inside the M60 where population density is generally higher and so there is a greater mass of potential users.

The market competition also created perceived issues, as operators were encouraged to compete for passengers on the busiest corridors with each provider having their own ticketing products that did not allow for easy interchange between buses. Services that were not profitable for operators were subsidised by TfGM to meet the social need, with 15% of bus mileage in Greater Manchester in September 2021 operated with subsidy support. Many of these routes were in Stockport, serving our rural communities. As subsidy budgets reduced, many less profitable services were

cut back or withdrawn leaving communities under-served. Overall, the model was not providing an effective service that will be needed to help the city region grow and prosper.

The bus network is now operating under local control as the Bee Network. We must grasp this opportunity to take advantage of the ongoing transformation of Stockport town centre and growth for travel, along with our world-class Interchange, to reset our bus offer with a more comprehensive bus network of higher frequency routes operating right across the borough.

## Tram network

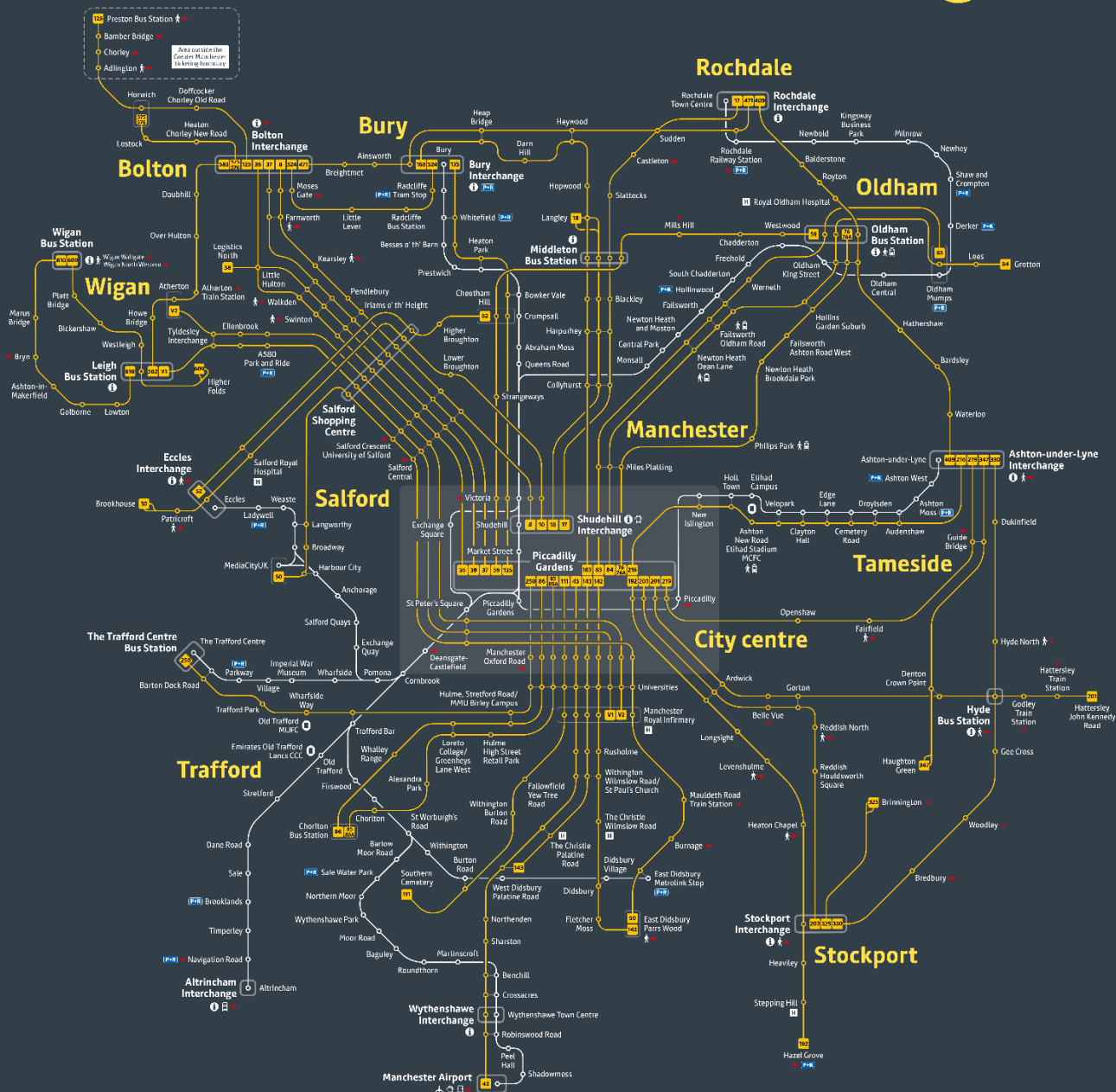
Greater Manchester is already a proven leader when it comes to developing and operating rapid transit. Metrolink, the city region's light rail system, is the largest in the country with 99 stops across more than 100km of track. There are now eight lines in operation which radiate from Manchester city centre to termini at Altrincham, Ashton-under-Lyne, Bury, East Didsbury, Eccles, Manchester Airport, Rochdale and Trafford Centre. Stockport is currently not connected to the network.

However, the strategic case for a Metrolink from East Didsbury to Stockport has been successfully made, attracting mayoral and government support - namechecked as part of the launch of the Transport for City Regions (TCR) fund. There are now significant opportunities to be considered as we develop the scheme including:

- on-going regeneration of Stockport town centre, including in the established Town Centre Mayoral Development Corporation (MDC) covering both the Town Centre West (TCW) and Town Centre East (TCE) regeneration areas and their plans for 8,000 new homes - where public transport and active travel will be the first option; and
- wider economic opportunities across the Airport and Southern Growth Corridor (one of six growth locations across the city region).

# Daytime buses and trams every 12 mins or less

For details of all other bus services visit [beenetwork.com](https://www.beenetwork.com)



Please note: Not all bus stops are shown. Evening and weekend timings can be different.

|                          |                  |                         |                      |                                        |               |          |
|--------------------------|------------------|-------------------------|----------------------|----------------------------------------|---------------|----------|
| High frequency bus route | Main interchange | Tram route and stop     | Connection with bus  | Connection with tram                   | Coach station | Hospital |
| Bus service terminates   | Bus stop         | Information and tickets | Connection with rail | Short walk to bus/rail/tram connection | Park and Ride | Stadium  |

Source: Bee Network Maps, October 2025

The Bee Network is promoting a high frequency public transport network, comprising tram services and bus routes operating with a minimum frequency of every 12 minutes or less.

## Our travel choices today

Around two-thirds of journeys in Stockport are currently made by car, compared to a Greater Manchester average of 58%.

Around 30% of journeys are made on foot, with almost 3% of journeys made by bus and 2% by train. Cycling and taxis contribute towards the remaining 3%.

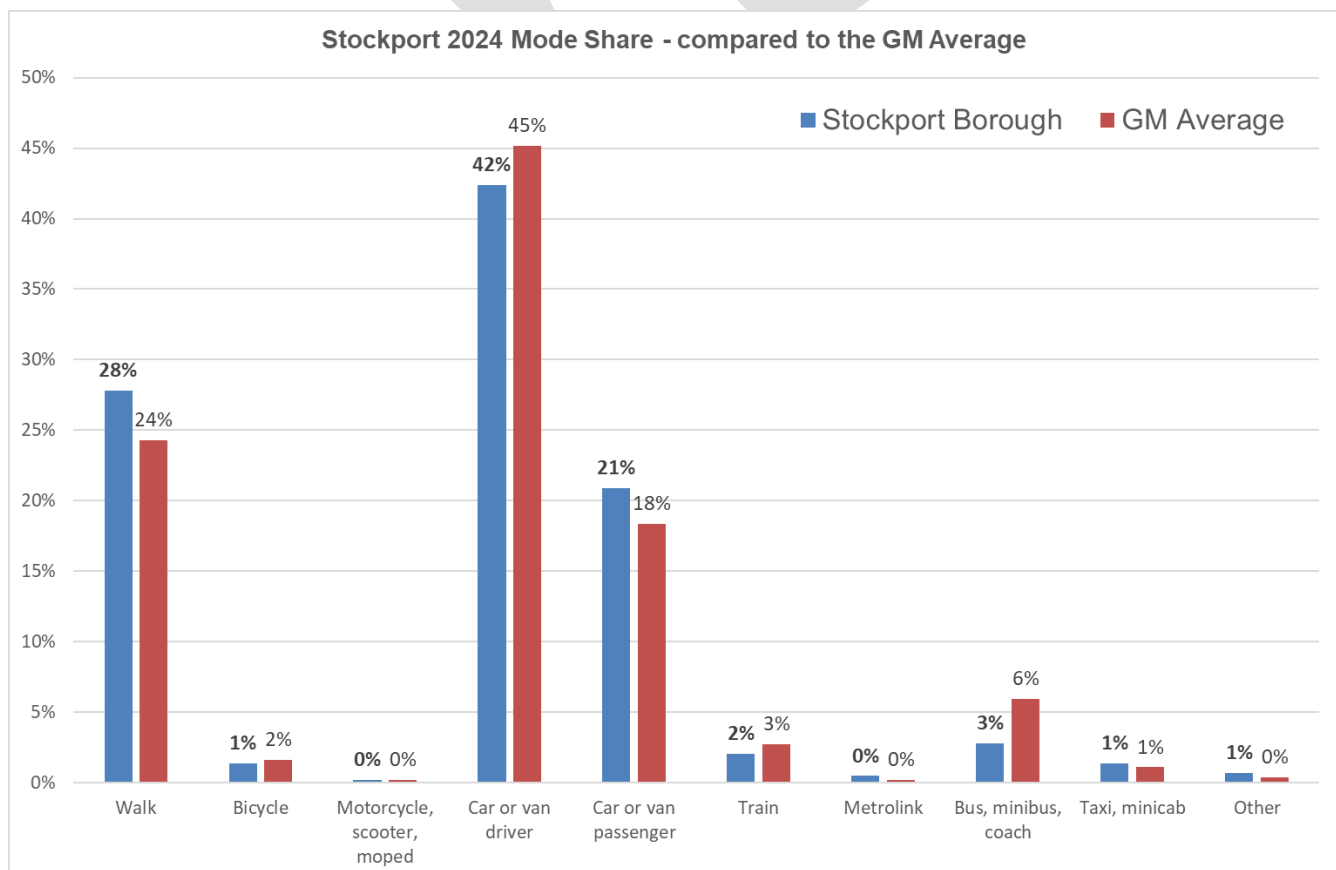
By way of insight, the 2024 Greater Manchester Travel Diary Survey (TRADS) data for Stockport Borough shows:

- 14% of all journeys are commuting. This compares to 17% for education, 21% for shopping, and 27% for entertainment or to visit friends.
- 46% of trips made are under 2km in length, 26% are between 2km and 5km, 15% are between 5km and 10km, and 13% are over 10km in length.
- 41% of journeys under 2km are made by car. A reduction from 46% reported in the 2023 TRADS.
- 88% of people use a car as a driver or as a passenger at least once a

week, with 41% using a car 5 or more days a week.

- 92% of people walk at least once a week (20 minutes or more in one trip without stopping), with 49% doing so 5 or more days a week.
- 22% of people use the bus at least once a week, with 60% of people having made a least one trip in the last year. 7% of people use the train at least once a week, with 61% of people having made a least one trip in the last year.
- 12% of people cycle at least once a week, with 23% of people having made a least one trip in the last year. 77% of people had not cycled in the last year with 34% of people stating they have never cycled.

And despite not being connected to the Metrolink network, 3% of our residents use the tram at least once a week, and 38% of people having made a least one trip in the last year.



Source: TfGM TRADS 2024

The busiest hour for travel is 0800-0900 when 12% of all daily trips are made (dominated by commuting and education trips), with the second busiest hour being 1500-1600.

There is a strong link between car ownership and household income. Analysis by the Health Foundation shows that in 2022-23:

- 32% of the poorest fifth of households across the country did not have access to a car, compared with just 7% of the wealthiest fifth of households.
- Over the last 10 years, the gap in car ownership rates between the poorest and richest households has reduced but remains large.

One in five households in Stockport do not have a car (or van). Lowest car ownership is generally within Stockport town centre and surrounding areas such as Edgeley, Heaton Norris and Brinnington.

In urban centres and town centres, car ownership is typically declining, especially among younger professionals. Where public transport, walking and cycling links offer excellent access to employment opportunities and leisure attractions, some residents are deciding that car ownership is no longer necessary, nor essential.

In contrast, where there is fragmented, unreliable and unaffordable public transport and/or poor active travel provisions in car-dominated environments, some of our residents in more deprived areas are “forced” into owning a car to make the journeys they need to make, which can bring additional hardship.

We also recognise that there are parts of the borough that are relatively more affluent and where car ownership levels are high. Particularly in our suburban and rural areas, multi-car households are common, and residents often tend to choose to drive even where alternative forms of transport are an option. This presents specific challenges as we consider how to increase the use of

public transport to help manage congestion and improve sustainability.

Travel choice for commuters is also impacted by working patterns with some industries often requiring shift working which means people need to travel early in the morning or later at night; outside of the hours that public transport services traditionally operate.

## Understanding the journeys being made across the borough

The journeys that people make in any year are many and varied, ranging from short neighbourhood trips, trips into Stockport town centre or Manchester city centre, trips to other parts of the borough or wider city region or further afield.

And that range of journeys will vary depending on where: we can live, we work, our children go to school or college, our family and friends live and how easy and safe it is to travel. This creates a complex web of different journeys being made across the borough.

Understanding the journeys being made across the borough is important if we are to shape a sustainable integrated transport system that enables people to get to where they want to go (now and in the future) as seamlessly as possible, and with much less reliance on the car to make those journeys.

At a city region level, TfGM TRADS 2023 data shows:

- 45% of journeys stay within local neighbourhoods, trips of less than 2km in length including trips to schools, shops, sports centres, cafés, pubs and restaurants, or to visit friends etc.
- 19% of journeys are to the regional centre and major town centres within the city region.
- 33% of journeys are to other parts of the borough or city region.
- 3% of journeys are to areas outside of Greater Manchester.

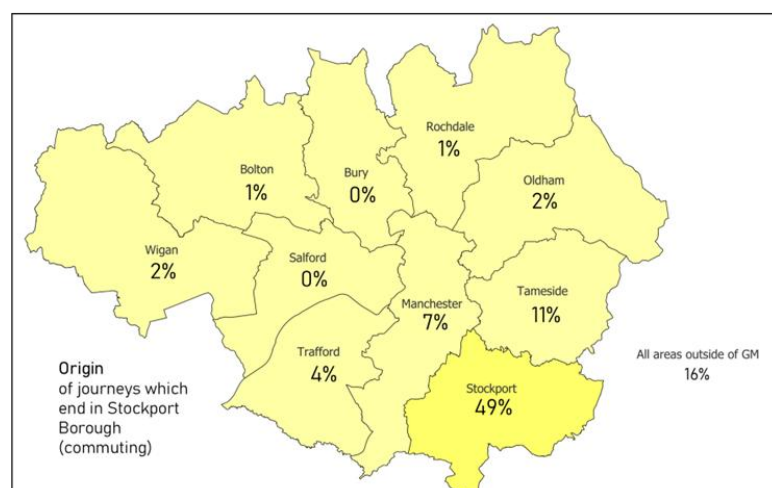
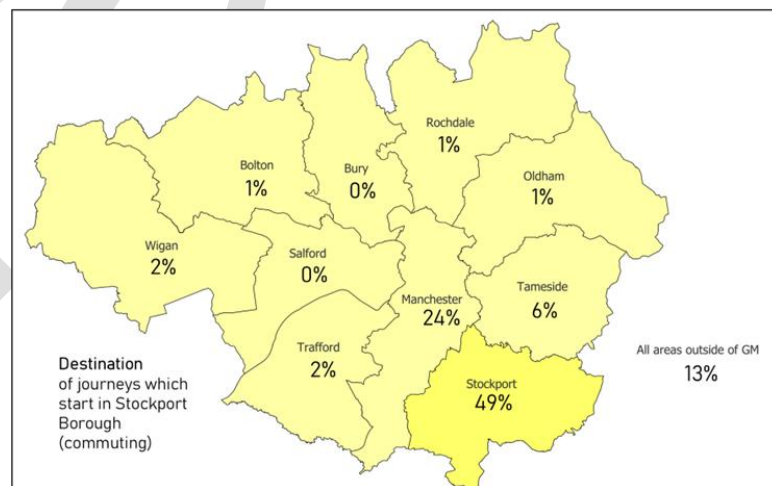
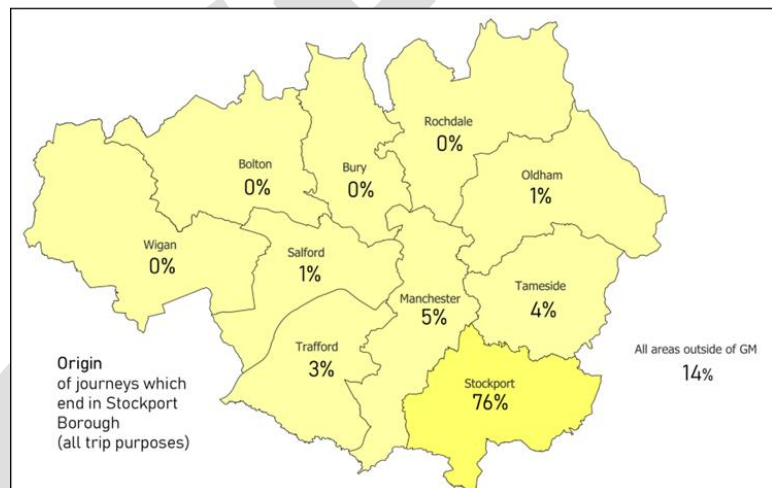
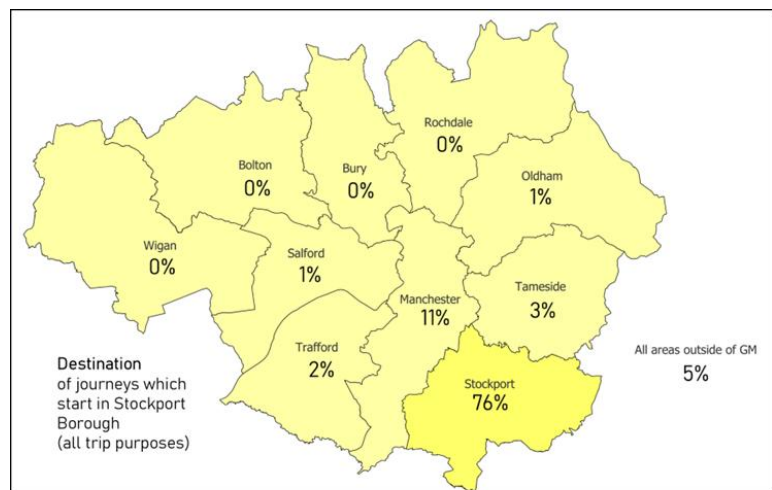
At the borough level, TRADS 2024 estimates 76% of trips in the Stockport borough have a start and end within the borough. The top two maps to the right show the patterns of movement for all types of trips which start or end in Stockport borough.

Travel patterns are broader for commuting, with only 47% of trips to work being made wholly within the Stockport borough.

These findings show the importance of providing a well-connected and integrated transport network – as such a diverse range of journeys are being made into and out of the borough. Of particular interest is:

- The strong movements to/from Manchester but also neighbouring Tameside, particularly amongst commuters. This highlights the need to focus on improved orbital transport networks to support economic growth and access to jobs, as well as the value of the radial routes which connect Stockport to the regional centre.
- The strong cross-boundary movements with areas outside of GM - likely to include Cheshire East, High Peak and Derbyshire Dales. Trips to/from these external areas account for around 1 in every 7 commuting journeys. We already work with these authorities to promote cross-boundary travel, and the travel diary data shows why we must continue to broaden the sustainable travel options that are available to reach neighbouring areas.

We also know that Stockport is located on a series of transport corridors which are used for strategic travel between Cheshire, Derbyshire, Staffordshire, Yorkshire and Merseyside and Manchester city centre, other parts of city region and beyond – such as the M60, A6 and A34. Our borough carries several thousand trips every day (by road and rail) that travel straight through but do not have any destination within the borough.



Source: TfGM TRADS 2024

## How does the general public feel about our transport system today?

As a Council we have been a member of in the National Highways & Transport Network (NHT) since 2008 and have participated in the annual Public Satisfaction Surveys every year to assess how our residents' view our performance in managing and maintaining our transport network, so that we can learn and do better.

The NHT survey results reports data for the borough, which can be compared with the average score recorded across all participating local authorities (96 authorities took part in the 2024 survey).

Public opinion is captured across 149 indicators that fall broadly in eight categories:

- **Transport network overall**
- **Accessibility:** This category focuses on the ease with which people can access services and facilities, including public transport, walking, and cycling routes.
- **Active travel:** This category evaluates the network infrastructure, including pavements, cycle lanes, and the overall safety and comfort for walkers and cyclists.
- **Communications:** This category focuses on the quality of information provided by the council relating to the transport network including the Council's actions on climate change, and how easy it is to report a problem and find something out
- **Highway Maintenance:** This category evaluates the condition of roads and highways, including surface quality, maintenance levels, and quality of repairs and improvements.
- **Public Transport:** This category assesses the quality and effectiveness of local bus, rail, and other public transport services.
- **Road Safety:** This category examines traffic accidents, road safety measures, and the overall safety environment for drivers and other road users.
- **Tackling Congestion:** This category assesses the level of traffic congestion in the area, including average journey times during peak hours and the effectiveness of traffic management strategies.

The NHT Survey 2024 highlights that Stockport performed above average (compared to all participating authorities) against 106 of the 149 indicators, at the same level against 13 indicators and below average against 30 indicators.

| Public Satisfaction Category Area | Nos of Indicators | 2024 Stockport Score | Trend Compared to 2023 | Average Score of Participating Local Authority (96 LAs) | Gap |
|-----------------------------------|-------------------|----------------------|------------------------|---------------------------------------------------------|-----|
| Overall                           | 3                 | 50%                  | 0%                     | 47%                                                     | 3%  |
| Accessibility                     | 12                | 69%                  | 0%                     | 67%                                                     | 2%  |
| Active Travel                     | 33                | 51%                  | 1%                     | 50%                                                     | 2%  |
| Communications                    | 13                | 45%                  | 3%                     | 43%                                                     | 2%  |
| Highway Maintenance               | 30                | 41%                  | -3%                    | 40%                                                     | 1%  |
| Public Transport                  | 28                | 59%                  | 2%                     | 56%                                                     | 3%  |
| Road Safety                       | 14                | 51%                  | 0%                     | 51%                                                     | 1%  |
| Tackling Congestion               | 16                | 41%                  | 1%                     | 41%                                                     | 0%  |

Source: National Highways & Transport Network public satisfaction surveys (2024)

Whilst this is positive news, the results also show that compared to 2023 there is room for improvement in several areas. While we performed better in 2024 against 65 of the 149 indicators, and performed to the same level against 29 indicators, there were 55 indicators where we performed less well. This shows that the public feels there is still much more work to do if we are going to deliver a transport system that is performing highly and meeting expectations. Areas of focus highlighted in the survey include highway maintenance and tackling congestion.

It is important to remember that this is a satisfaction survey and is thus measuring perception at a snapshot in time rather than a quantitative measure. The results are also a reflection of the population sample which NHT has collected and so does not represent the views of everybody.

## Our people and communities

Our borough is home to around 299,500 people: the fourth-most populous borough in Greater Manchester after Manchester,

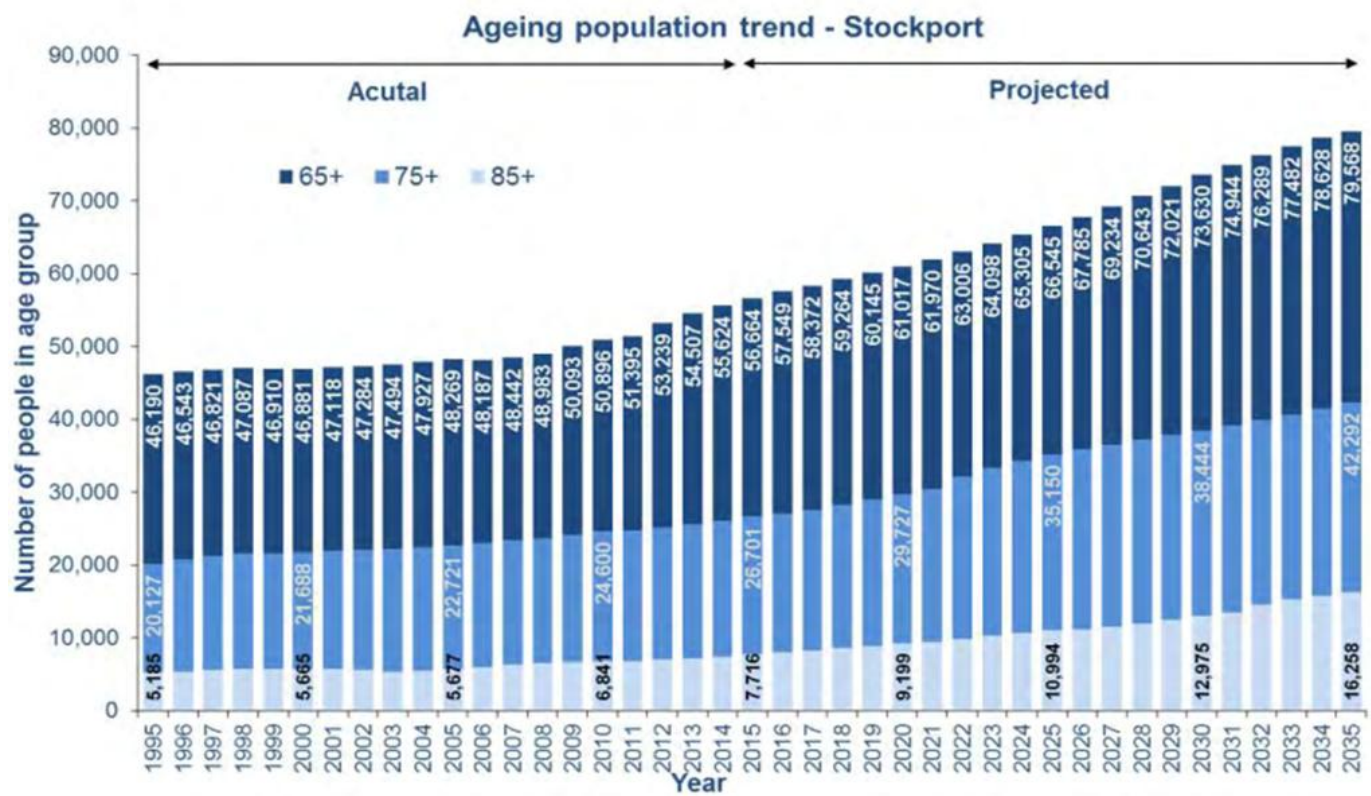
Wigan and Bolton. Around three in five (61%) of our residents are of a working age which is lower than the Greater Manchester average of 64% and the North West and England averages of 63%.

### An ageing population

Having a smaller proportion of working age residents is in part due to our higher proportion of older residents. Around one in five of our people are aged 65 or over (21% compared to the Greater Manchester average of 16% and North West and England average of 19%). And like the rest of the country, our population is ageing as people live longer.

We are working hard to become an age-friendly borough and have developed an [Ageing Well Strategy for Stockport](#) focusing on enabling our older residents to remain active, independent, and have a sense of purpose.

This strategy aligns with the [Greater Manchester Age-Friendly Strategy 2024-34](#), which emphasises the importance of economy, work, places, and working together.



Source: Ageing Well Strategy for Stockport, page 6



Little Underbank,  
Stockport town centre

Good transportation is vital to being an age-friendly borough. It supports changing mobility patterns in older age (particularly when these can change suddenly and radically in later life). It enables access to vital resources and services that support health and wellbeing. Moreover, good transportation encourages more equal access to the resources of the borough.

### **The Older Person's Travel**

**Pass:** Available to those who qualify for a state pension providing free bus travel and extended to include trams and trains in Greater Manchester for an annual fee forms a key element of the offer to older people.

Beyond supporting physical access to resources and maintaining good health, transportation and mobility represents a great deal more: not least, the ability to maintain independence and support a feeling of being connected to the 'real' world in some way, and being less isolated, including the particular challenge of providing better public transport for our more rural communities.

### **Our Young Adults**

In contrast, our population of young adults (18-29) in the borough is declining. This is primarily due to migration, with many leaving for education, employment, or more affordable housing.

As part of our efforts to redress this trend, our Housing Strategy is that everyone in Stockport should be able to access the right homes in the right places at the right time, and that those homes are affordable, safe, sustainable and support flourishing communities and independent living.

We are developing a new Local Plan which indicates the ambition to deliver 8,000 new homes in Stockport town centre, forming several new neighbourhoods in line with the Stockport MDC vision. We will continue to bring long-term empty homes back into use, and we will work with our partners to unlock sites for new homes where delivery has stalled.

The Stockport MDC is working hard to attract young adults to Stockport town centre by focusing on creating a vibrant,

diverse, and walkable environment with a range of amenities and opportunities which sets the standard for low-car dependent urban living. This includes developing new homes, including apartments and town houses, retail, and a thriving night-time offer, as well as improving public transport and creating green spaces.

## Our Residents With Disability

One in six of our residents have some form of disability under the Equality Act 2010.

Whilst the nature of those disabilities can vary, many of our residents face daily transport challenges or anxieties related to the travel choices available to them.

Working closely with various community organisations, we are able to offer targeted travel support for people with mobility difficulties or disabilities – providing accessible door-to-door services, including trips to doctors, hospitals, places of worship, and community excursions including:

- **Ring & Ride:** Offers accessible, low-cost transport for disabled people and older people with walking difficulties, providing door-to-door journeys.
- **Stockport Car Scheme:** Organises journeys for adults in Stockport who struggle to use public transport, helping with trips to doctors, dentists, social groups, visits, and some day centres. They have volunteer drivers and can assist with getting in and out of the vehicle.
- **Blue Badges:** Allow holders to park without charge or time limit in restricted areas and on yellow lines for up to 3 hours (unless a loading ban is in place).
- **Taxis:** Are an alternative for those who cannot use public transport, with the possibility of using TfGM vouchers for reduced rates.
- **Disabled Persons Railcard:** Provides discounted train fares for eligible individuals with disabilities.

## Inequalities, Transport-Related Social Exclusion and Affordability of Travel

Generally speaking, the southern parts of the city region including Stockport have higher levels of prosperity and lower levels of deprivation (though there are still some concentrations), compared to the northern parts of the city region which typically have extensive areas of deprivation and lower levels of prosperity. This makes Stockport one of the most polarised boroughs in England.

Indices of Multiple Deprivation (IMD) 2025 reflects this. Both the most deprived and least deprived areas of Greater Manchester lie within Stockport, with:

- 24% of our borough ranked amongst the 30% most deprived areas in England.
- 33% of the borough ranked amongst the 30% least deprived areas in England.

Stockport has around 50,000 people living in poverty with Brinnington, Reddish, and the town centre (including its surrounding areas) being amongst the most deprived areas. And it should not be forgotten that even in the wealthier parts of the borough there are pockets of deprivation that sometimes go unnoticed.

Brinnington is one of 20 trailblazer areas in England where government has committed to £20 million of investment over the next decade to support communities to drive forward the changes they want to see in their neighbourhoods.

Creating a fair and inclusive Stockport is a cross-cutting theme of the One Stockport Borough Plan, One Stockport Economic Plan and One Stockport: One Future Plan. This is reflected in our Anti-Poverty Objectives 2024-27, and includes the role that transport can play, namely:

- **Anti-Poverty Objective #2:** To maximise the income of residents through access to fairly paid, flexible and good quality work – requires a range of actions including a need to

*“strengthen our public transport infrastructure to enable affordable and accessible access to education, jobs and services.”*

Research undertaken by Transport for the North (TfN) takes this one step further, taking an analytic approach to targeting neighbourhoods at greater risk of transport-related social exclusion. These can be areas where transport issues such as fragmented, unreliable and unaffordable public transport can have a fundamental impact on everyday life and limit the ability of people to fulfil their everyday needs.

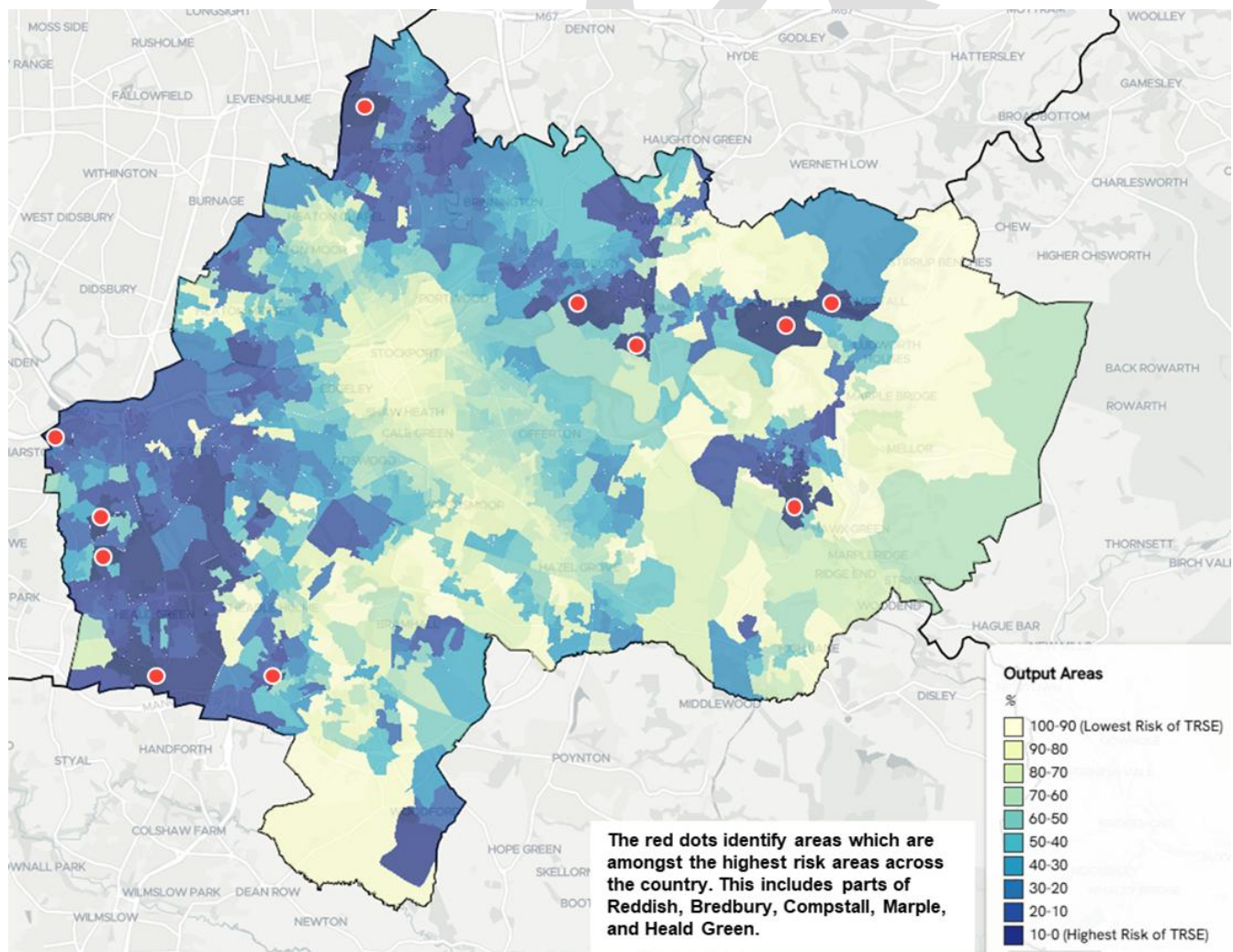
As shown in the plan below, this research suggests that lower paid workers in areas such as Reddish, Bredbury, Compstall, Marple and Heald Green are amongst those at the greatest risk of being unable to access jobs and training opportunities, because of limited access to affordable public transport. These could therefore also

be areas where people are forced into owning a car which they may not be able to easily afford.

We recognise that cost and affordability is a key consideration in the travel choices we all make, and high inflation in recent years has placed greater pressure on household finances. Travel costs are therefore a critical and sensitive issue.

Many costs associated with transport and travel have continued to rise alongside the cost-of-living crisis that has taken hold in last few years albeit data shows transport costs have overall risen at a similar rate to wages since January 2018.

Providing an attractive, accessible and affordable public transport system that provides a genuine alternative to car travel is critical, and a basic need for people that do not have the option of driving.



Source: TfN Transport Related Social Exclusion (TRSE) Analysis, <https://trse.transportforthenorth.com/>

Research undertaken in November 2022 by Ipsos UK on behalf of the Department for Transport (DfT) found that almost half of all people surveyed (47%) agreed that it was cheaper to travel by car than use public transport. In the same survey, just over a third of all people (35%) said they were finding it ‘difficult’ or ‘very difficult’ to cope financially on their household’s income and were more likely to change their travel behaviours to reduce travel costs.

Across the UK, bus fares have increased in line with wages overall over the last 7 years, albeit in 2022 fare increases were tracking much higher than wages.

Local action was taken in September 2022 under the leadership of the Greater Manchester Mayor to bring in a new fare structure which capped single and day tickets. This was followed by a similar national scheme that started in January 2023.

Fare capping (£2 for a single journey) has had a positive impact on affordability and accessibility. Monitoring released by TfGM in early 2023 showed there had been immediate benefits within the first 3 months

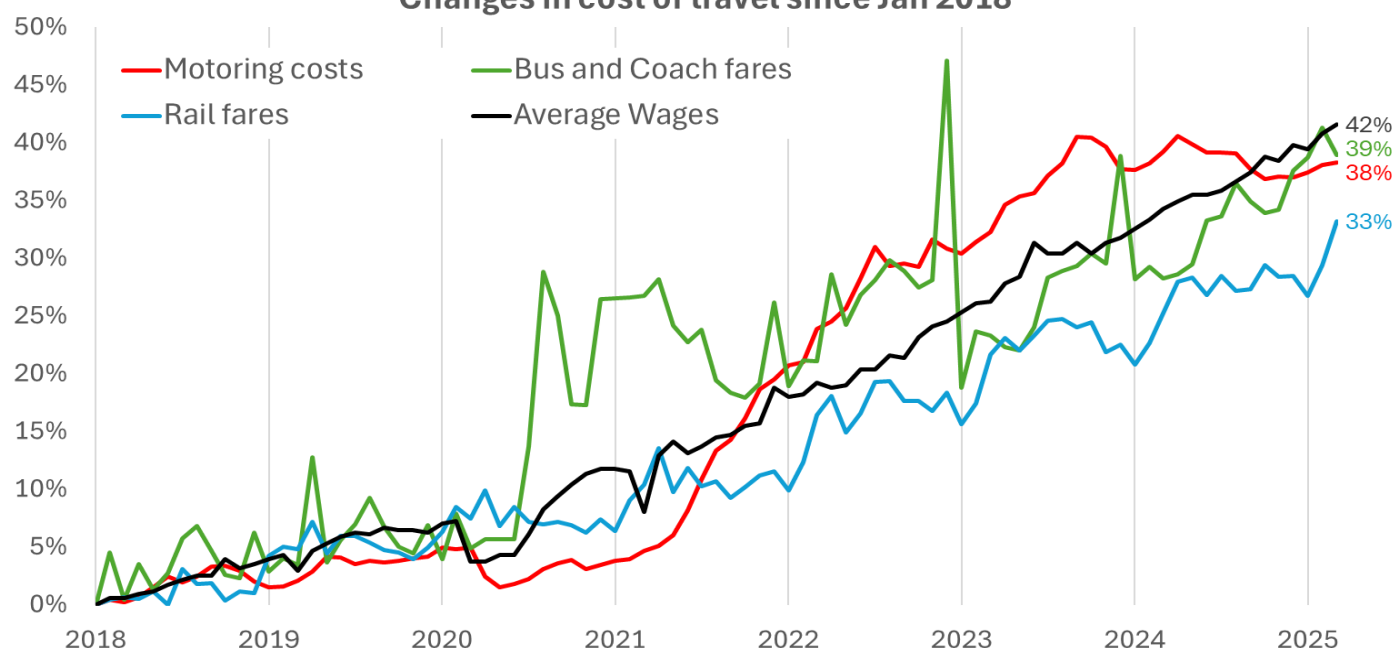
of the scheme and June 2025 reporting has suggested that fare capping has resulted in bus use increasing by around 5% from pre scheme levels based on operator data.

While the capped bus fare outside London and Greater Manchester has been raised to a maximum of £3 per journey (funded to March 2027), Greater Manchester has retained its lower cap in line with its aim to sustain a low fare integrated public transport system which generates higher revenues through expansion and getting more people to use it.

Since March 2025, contactless payments have been in place allowing passengers to tap in and tap out on buses and trams with fares capped each day, as they are in London.

Greater Manchester is working towards integrating local rail services into the Bee Network, aiming for seamless travel across buses, trams, and trains by 2030. This includes implementing contactless tap in, tap out ticketing and expanding fare caps to include train travel.

**Changes in cost of travel since Jan 2018**



Source: ONS Data

## Active Communities

We are always working to improve public health across the borough. Our One Stockport Active Communities Strategy was launched in 2022 with the aim of supporting our residents to become more active and to enjoy the health, social and environmental benefits of being more active. Our 2022-2030 implementation plan has been rebranded as Stockport Moving Together to align with GM Moving Together.

There is an extensive evidence base that physical activity performed on a regular basis can deliver positive physical and psychological health benefits and can prevent or help manage over twenty common medical conditions.

In Stockport, around 220 premature deaths each year could be prevented if minimum recommended levels of physical activity were achieved within the 40 – 79 years age group.

Stockport's data continues to compare well regionally and nationally in terms of the percentage of adults classed as 'inactive' (less than 30 minutes per week of moderate

to vigorous) by the Chief Medical Officers' definitions (CMO).

The CMO recommends that all children and young people achieve 60 minutes of physical activity a day.

The most recent Sport England Active Lives 2024/25 data showed:

- 21.8% of Stockport adults are inactive
- 25.6% of Stockport children and young people are less active.

Stockport Moving Together aims to improve the health and wellbeing of residents through increased physical activity and addressing health inequalities and has set targets to reduce inactivity.

Our strategy focuses on a 'whole systems' approach to promote physical activity and address the root causes of poor health, particularly in our more deprived areas. We recognise as well as environmental changes some people will need more support, and potentially more resources, according to their level of need.

### Active Communities Strategy – Implementation Actions. Sustainable delivery will be focused on...

#### Action 1:

Utilising the opportunities of national guidance, local legislation and policies as well as GM programmes to create a sustainable environment that promotes physical activity for all

#### Action 2:

Reviewing, developing and sustaining the built & natural environment to help facilitate physical activity for all

#### Action 3:

Working in partnership with early years settings, schools, the NHS and health care providers, local businesses and local charities to promote and embed physical activity for all

#### Action 4:

Identifying, encouraging and extending the range of support for our community groups that deliver programmes to promote and support physical activity for all

#### Action 5:

Developing in partnership, local interventions in a community setting for friends, families and social networks to support physical activity for all

#### Action 6:

Ensuring that all of our interventions and programmes support an individual's capability, needs and behaviours, by utilising the insight work from communities

Source: Stockport Active Communities Strategy 2022-2030, page 29

For example, the Brinnington Park Leisure Complex case study focused on how a Life Leisure facility in a highly deprived area of the borough, (with associated lower life expectancy rates, poor mental health, and higher levels of physical inactivity) has been transformed from an underused activity centre into a community hub that actively engages with its residents.

The study highlighted how, taking a 'whole systems' approach the centre adapted to the needs of the local community, including those with low mobility, low confidence, and social concerns, and how it evolved to address issues of physical inactivity, mental health, and lack of social interaction.

Encouraging more active travel is a clear win-win for us and we are keen to use it as a key tool in our Public Health Strategy. We know that improvements are needed in the quality and extent of walking and cycling infrastructure around our neighbourhoods, as well as behavioural change activities, to make active travel routes more accessible and to feel enjoyable and safe to use.

If we can make the infrastructure better, then we can expect to make active travel, and in turn, exercise, a more common part of more people's everyday lives.

## Digital Technology

Digital technology is transforming many aspects of our lives, bringing opportunities and challenges for Stockport Council, local

businesses, partner organisations, community groups and our residents.

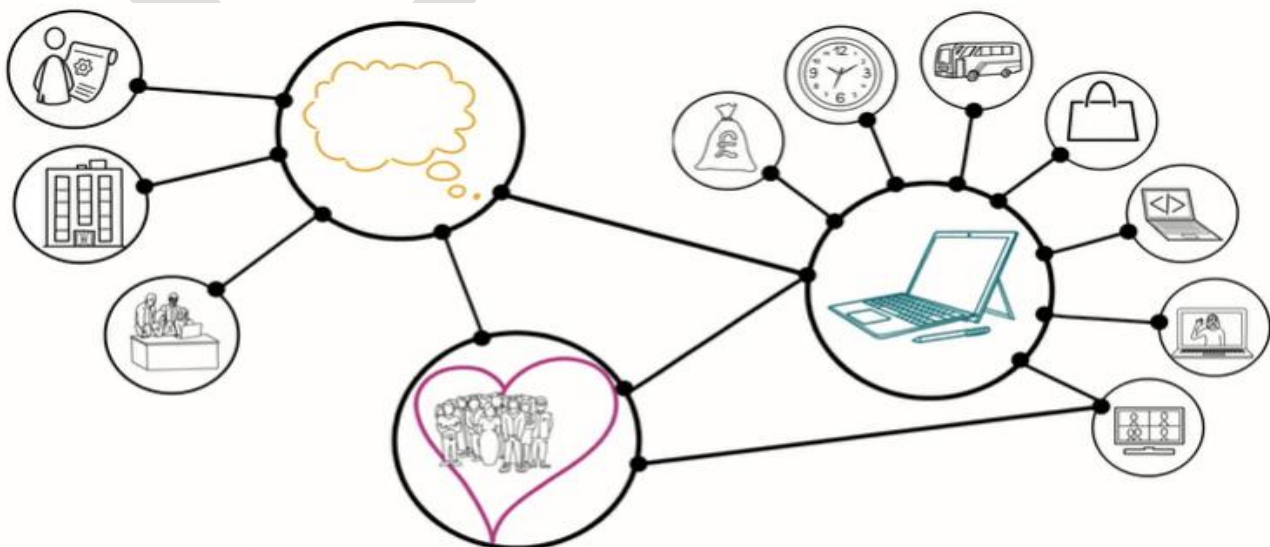
Our Radically Digital Stockport, launched in March 2022, aims to leverage digital technologies to enhance various aspects of our residents' daily lives, including transport. This includes promoting sustainable transportation options like walking, cycling, and public transport, as well as improving the efficiency and accessibility of these modes.

Almost everyone in the borough can receive superfast broadband (greater than 30 Mbps), with ultrafast broadband (gigabit speeds) and full fibre network (FTTP or FTTH) coverage available to 97% and 83% of premises respectively.

This is important when we consider how readily residents and businesses may be able to adapt to more flexible ways of working which do not require us to travel as much or enable changes in travel to more active modes.

Whilst the majority (93%) of our residents said they are confident in using digital services online, this drops to 62% amongst people aged 65 and above (which is below the Greater Manchester average).

We are a strongly committed to digital inclusion, with the DigiKnow Alliance playing a crucial role in improving residents' digital confidence and skills, working to ensure that all our residents are equipped to benefit from the digital age.



## Our Economy

Stockport is a major economic player in the city region and North West, with an estimated 14,000 businesses and employing a workforce of 137,900 people.

Five out of six of our residents, of working age, are classed as 'economically active' (which means working or actively seeking work). Exceeding the averages for the North West and England as a whole and giving us the 3<sup>rd</sup> largest workforce in the Greater Manchester city region.

While Stockport's identity and physical landscape are deeply intertwined with its industrial heritage, today the major employment sectors are in wholesale and retail, health and social care, and in admin and support services. 15% of those are in the wholesale and retail trade, and 14% are in the health and social care sector. 14,000 people are employed in professional, technical and scientific industries and 10,000 work in manufacturing.

Although we are home to big name brands – from world-renowned manufacturers to market-leading tech innovators – 80% of our businesses are micro-businesses or SMEs (employing under 50 people).

And because of our diverse economy, we can be competitive across a diverse range of industry sectors, with access to the skills and markets to support the growth of niche sectors and attract innovative businesses to the borough.

Underpinning the success of our economy is a highly skilled workforce, supporting our growth including in knowledge intensive business sectors.

Census data reports almost two in five Stockport residents are qualified to NVQ level 4 or equivalent (e.g. to a higher education certificate or first year undergraduate) - second only to Trafford and equal to Manchester (as below).

**10** STOCKPORT'S TOP 10 BIGGEST EMPLOYERS

  
6,000+ employees

  
2,790 employees

  
850 employees

  
830 employees

  
800 employees

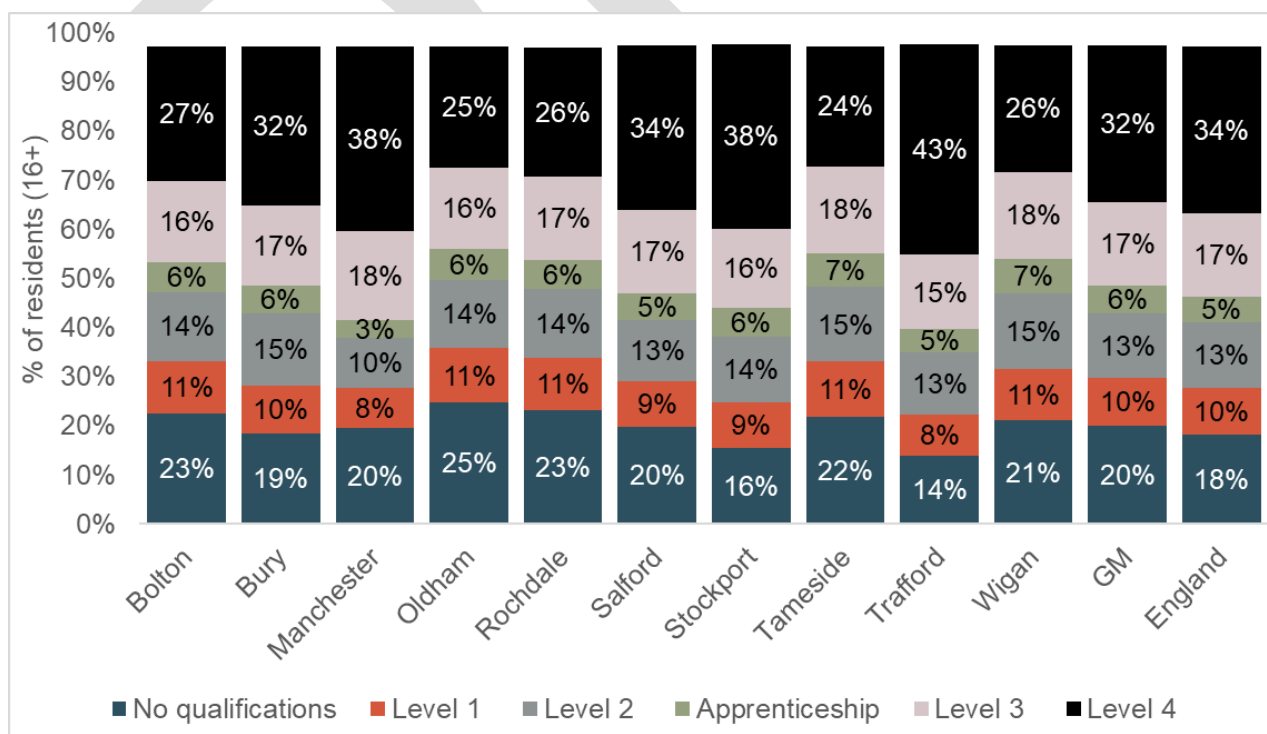
  
800 employees

  
750 employees

  
750 employees

  
719 employees

  
650 employees



Source: [GMCA Census 2021 Qualification briefing](#)

Stockport's connectivity to regional, national and international markets by road, rail and air is a competitive advantage for the borough. It is time therefore that this is matched by high quality intra-borough sustainable transport connections, including better public transport links to Manchester Airport.

Looking to the future, Stockport has ambitious plans for growth and is attracting new investment. By 2035, major planned developments will lead to the creation of new jobs across a range of sectors including:

- 7,000 new jobs in Business & Professional Services
- 2,300 new jobs in Construction & Property
- 1,500 new jobs in Digital & Creative Industries
- Business start-up rates continuing to exceed regional and national averages

Freight is important to our economy too, supporting a broad range of sectors including manufacturing, retail and waste management, as well as being an important sector in its own right.

Many logistics sites in the borough, and in neighbouring boroughs, however, are reliant on road-based freight taking advantage of the strategic connectivity of the M60. This makes freight a large contributor to carbon emissions in the borough.

## Our Environment

### Climate Change

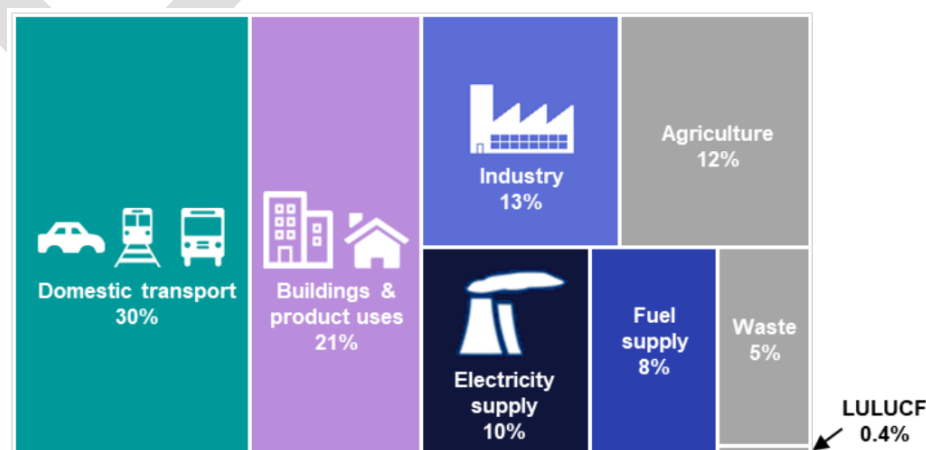
Globally, climate change poses an unprecedented threat to our society.

Motorised transport has brought great benefits to society, giving us easier access to a wide range of places and opportunities. However, the impact of transport has become very damaging to the environment, contributing towards climate change which poses an unprecedented threat to societies across our planet.

In the UK, the Department for Energy Security and Net Zero (DESNZ) report domestic transport as the largest contributor to greenhouse gas (GHG) emissions - accounting for 30% of emissions in 2024 (as below). By law, the UK's emissions must reach net zero by 2050.

Domestic transport emissions fell by 2% between 2023 and 2024, largely due to reductions in road vehicle diesel use, and despite a rise in emissions from road vehicle petrol use. Emissions from domestic transport in 2024 were around 12% lower than in 2019 (prior to the COVID-19 pandemic).

The total CO<sub>2</sub>e (carbon dioxide equivalent) emissions for Greater Manchester were estimated to be 11.9 million tonnes in 2022. This is equivalent to 4.1 tonnes per person. The largest two sources of emissions were energy used to power homes (36%) and transport (22%).



UK greenhouse gas emissions by sector, 2024. Source: [DESNZ](#)

Emissions from industry and the commercial sector together accounted for 30% of total emissions. Public sector accounted for 5%, agriculture 1% and waste management 2%.

The split in transport emissions in Greater Manchester is:

- 27% Motorways
- 30% Principal 'A' Roads
- 38% Minor Roads
- 1% Diesel Railway
- 3% Other Transport

At a borough-level the total CO<sub>2</sub>e emissions for Stockport are 1.1 million tonnes (in 2022) which is equivalent to 3.7 tonnes per person (the third lowest per capita value in the city region behind Oldham and Tameside). The largest two sources of emission are transport comprising 36% of the total and energy used to power homes comprising 35%. Emissions from industry and the commercial sector together accounted for 22% of total emissions. In contrast, for example, industry and commercial sectors accounted for 46% of emissions in Trafford, which also had the highest equivalent per capita emissions value of 6.2 million tonnes per person.

The split in transport emissions in Stockport broadly mirrors the city region average:

- 23% Motorways
- 31% Principal 'A' Roads
- 42% Minor Roads
- 2% Diesel Railway
- 2% Other Transport

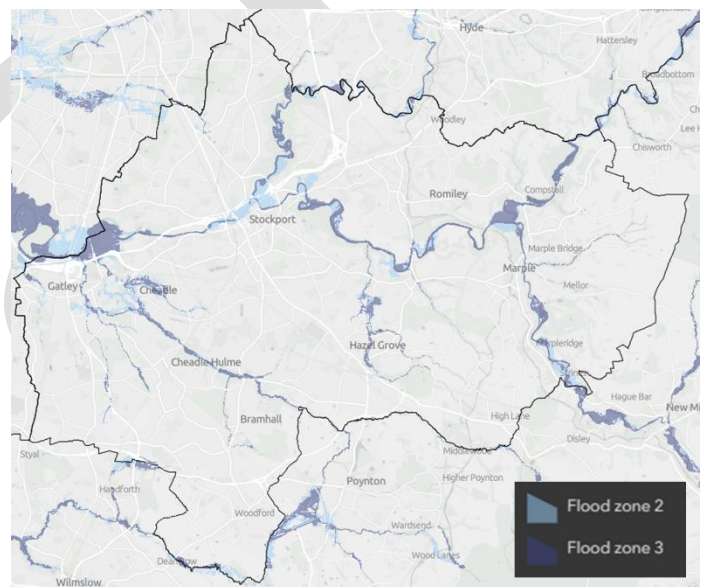
All ten Greater Manchester local authorities, and the GMCA, have declared a climate emergency, making clear that urgent action is needed to put Greater Manchester on a path to carbon neutrality by 2038.

Greater Manchester is already experiencing the impact of climate change and extreme weather events will increasingly cause damage to people and infrastructure.

Weather change forecasts predict a 13% increase in winter rainfall and an annual mean temperature rise of up to 2.3°C. This would require users to adapt to different, or

more extreme, weather, such as increased flooding. This will have an impact on how we can travel, and how we manage and maintain our transport infrastructure assets.

Stockport is at risk from a variety of sources of flooding which are known to interact with each other. The main sources of flood risk include surface water, groundwater and fluvial flooding, the effects of which are expected to increase as a result of climate change. The risks are heightened by our location in the middle / lower catchments of the Rivers Tame and Goyt, which converge into the upper catchment of the River Mersey at Stockport town centre. Areas to the south and west of the borough are within the Micker Brook catchment which joins the River Mersey at Cheadle.



Source: MappingGM, Flood Zone 2 and 3 Areas

2025 started with unprecedented flooding in our borough. People had to be evacuated from their homes, business fittings were ruined, and a bridge in Reddish Vale Country Park was damaged. The Trans Pennine Trail was impassable and several major roads, including the A555, were cut-off for a period. All this was caused by prolonged heavy rainfall resulting in water courses and grids overflowing onto surrounding land.

We will work collectively with system partners to ensure our readiness ahead of any environmental hazards through doing relevant planning exercises and regularly

reviewing plans and processes to mitigate any impact.

## Air Quality

Like many areas across the country, Greater Manchester experiences elevated levels of air pollution on some local roads. Air pollution affects everyone's health, contributing to a wide range of conditions and early death, and there is no safe level of exposure. Reducing air pollution remains a priority, particularly in the most impacted areas of the borough, and we are committed to continuous improvement. Greater Manchester publishes its Air Quality data annually in June each year via the Air Quality Annual Status Report, submitted to DEFRA. Since 2018, the Greater Manchester Clean Air Plan (GM CAP) has been using diffusion tube monitoring equipment to measure roadside levels of nitrogen dioxide (NO<sub>2</sub>). Additional monitoring sites have gradually been added

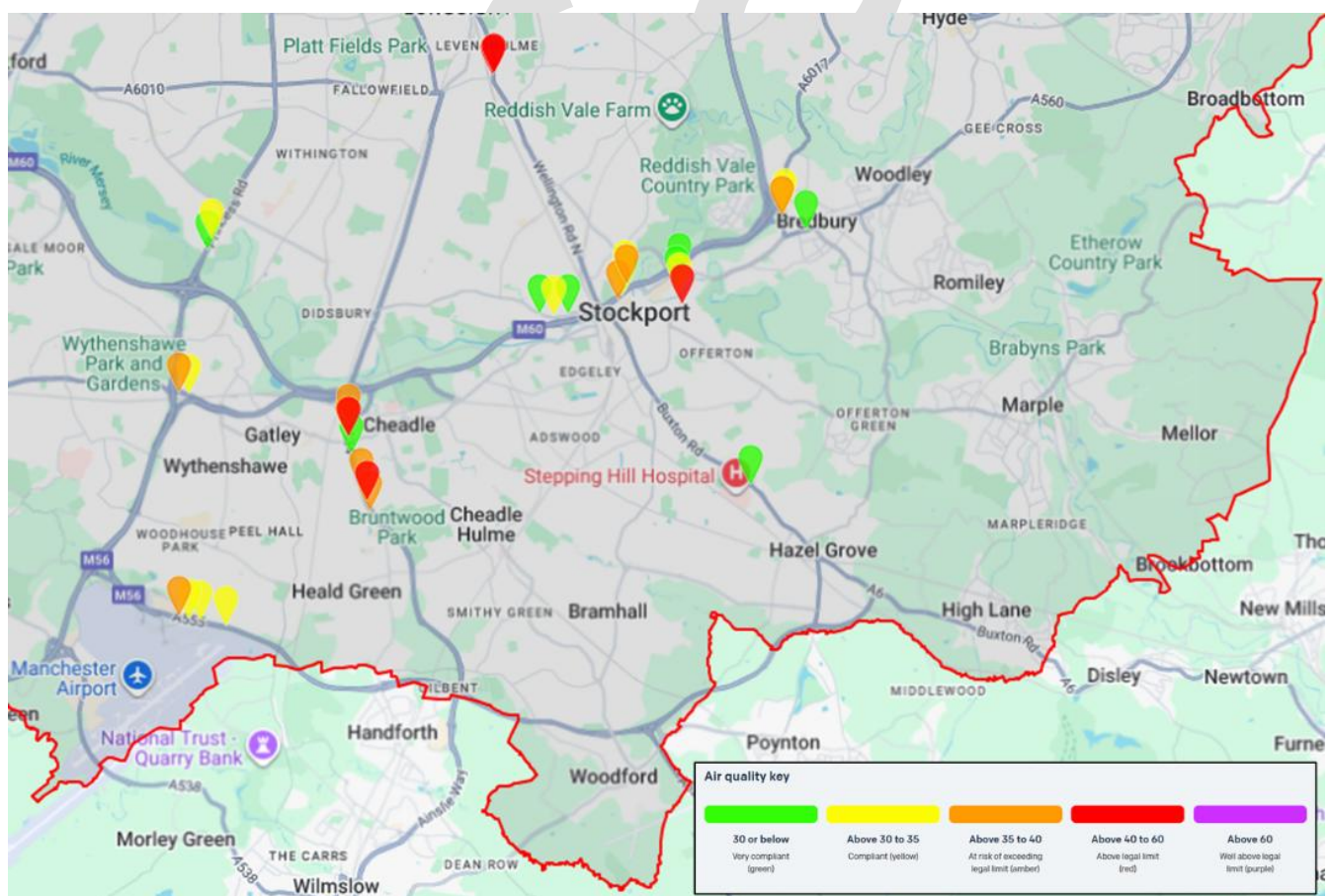
to the diffusion tube network used in the development of the GM CAP, helping to provide a clearer picture of NO<sub>2</sub> levels in Greater Manchester.

Greater Manchester air quality monitoring has shown levels of pollution have generally decreased in recent years.

In Stockport, there were 13 days during 2024 when a pollution alert was triggered for the borough (2 fewer than 2023). Of the 22 GM CAP monitoring sites in the borough there were 3 sites of exceedance – located on St Marys Way (town centre) and A34 Cheadle Royal & Gatley).

There are no sites in Stockport with exceedance of the Local Air Quality Management criteria which set the legally mandated air quality standards.

Greater Manchester monitoring excludes the M60 motorway which is the responsibility of National Highways and is kept under review separately.



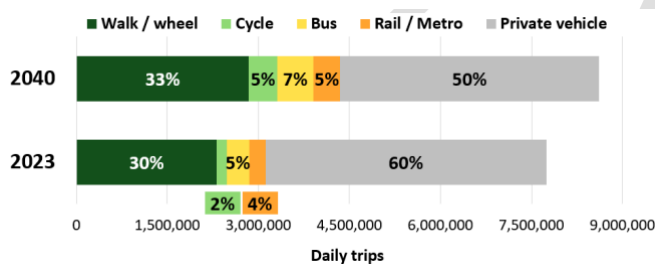
Source: Greater Manchester Clean Air Plan Monitoring, [2024 data](#)

## Some of the more focused transport-related issues and challenges facing the borough

### Increasing sustainable transport's mode share locally

Greater Manchester has set out its ambition to improve the transport system so that by 2040, 50% of all journeys in Greater Manchester are being made by public transport or active travel.

This requires a reduction from 60% of trips being made by car in 2023. At the same time, expected growth means overall travel numbers may increase to over 8 million daily journeys. GM Transport Strategy 2050 sets this out as below.



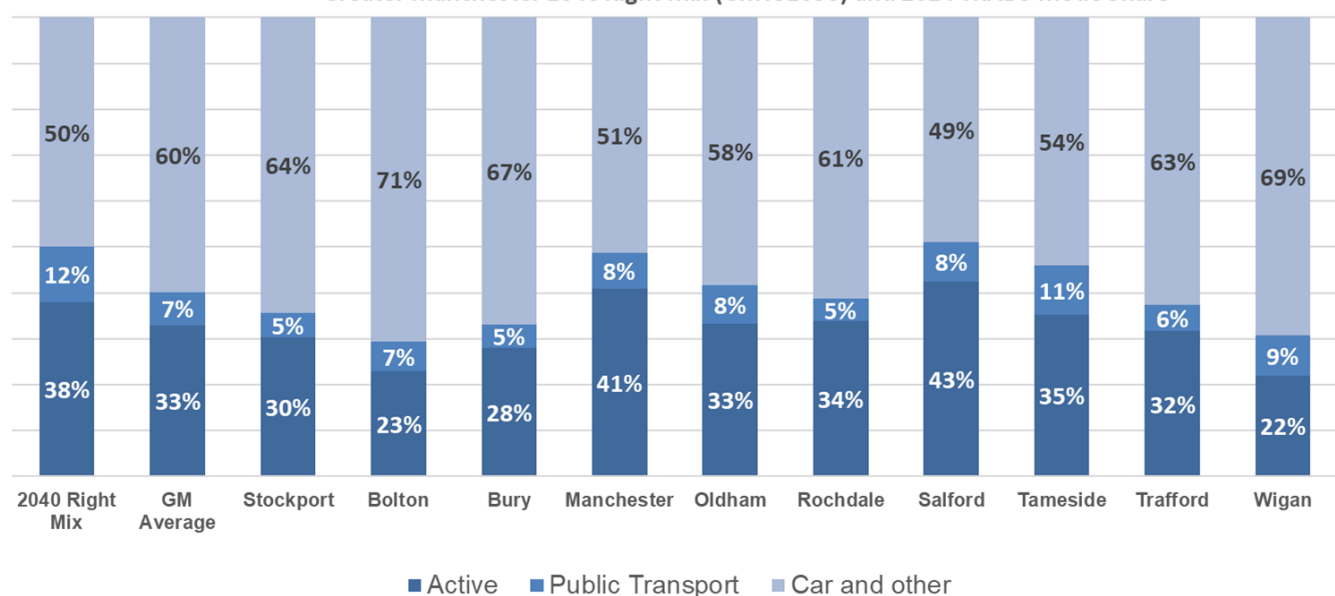
Source: GMTS2050, page 56

Achieving these targets will require a substantial increase in the level of investment to provide transport services and a cultural change in how people in GM choose to travel. Since 2021, there has been an increase in the rate of privately kept cars and vans per head within GM highlighting the scale of the challenge ahead.

High quality, sustainable and integrated transport is needed with the aim to reduce the dependency on private car use, by

- making walking, wheeling cycling the natural mode of choice for shorter journeys. TRADS 2024 shows 46% of journeys in Stockport that are less than 2km are made by car.
- making bus the most obvious public transport choice for short to middle-distance trips (up to 6km).
- delivering a rapid transit network focused on middle-distance trips between 6km and 40km, that is fast, frequent and capable of moving large numbers of people through conventional Metrolink, suburban rail, tram-train, and segregated busways.
- creating the capacity for our railways to carry more people on longer distance journeys.

Greater Manchester 2040 Right Mix (GMTS2050) and 2024 TRADS Mode Share



Source: GMTS2040 Right Mix (GMTS2050) & GM TRADS 2024

To harness the increasing range of sustainable modes of transport there needs to be better integration between travel modes, easier interchange, integrated ticketing and timetable synergy, as well as making transport nodes have a broader community value beyond boarding and alighting to make them more attractive and safe as places to use.

## Strengthening our public transport offer

Public transport is a cornerstone of our transport system – and the level of public transport accessibility of Stockport is dictated by its railway lines, and its high frequency bus routes.

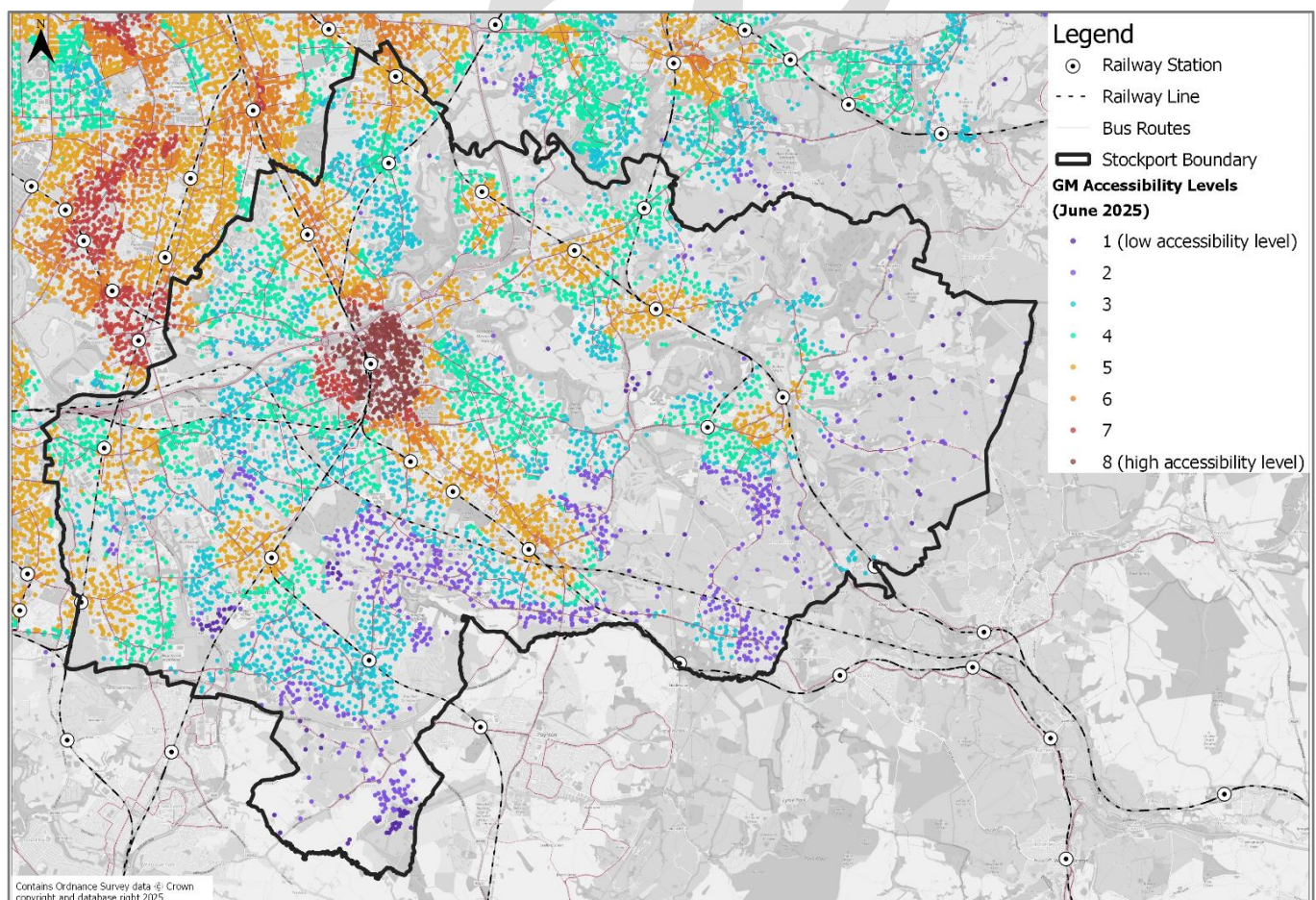
Greater Manchester Accessibility Levels (GMAL) are a simple way to represent the accessibility of a location to public transport, with a higher ‘scores’ representing better accessibility, compared to lower ‘scores’ with poorer accessibility. GMAL considers

all public transport modes, considering walk access time and service availability.

Using this measure, Stockport town centre is the only part of the borough which achieves a ‘very high’ classification with the level of connectivity quickly dissipating as distance increases from the town centre.

Our communities that have rail stations as well as high frequency bus routes also score better, notably along the A6 corridor. Although Marple is shown to have good accessibility by virtue of having two stations, neither provides a direct service to Stockport town centre. Beyond this, there are large areas of the borough that are shown to have poorer levels of public transport accessibility.

Poor access to key destinations for those dependent on public transport and active travel, alongside forced car ownership in which household are compelled to own and run a car (even though doing so causes them additional hardship) creates a high risk of transport-related social exclusion.



Source: Greater Manchester Accessibility Levels (GMAL) (June 2025)

Building on GMAL, public transport travel time catchments, visualised as isochrones, are very helpful in depicting the areas reachable from a specific location within a given time by public transport.

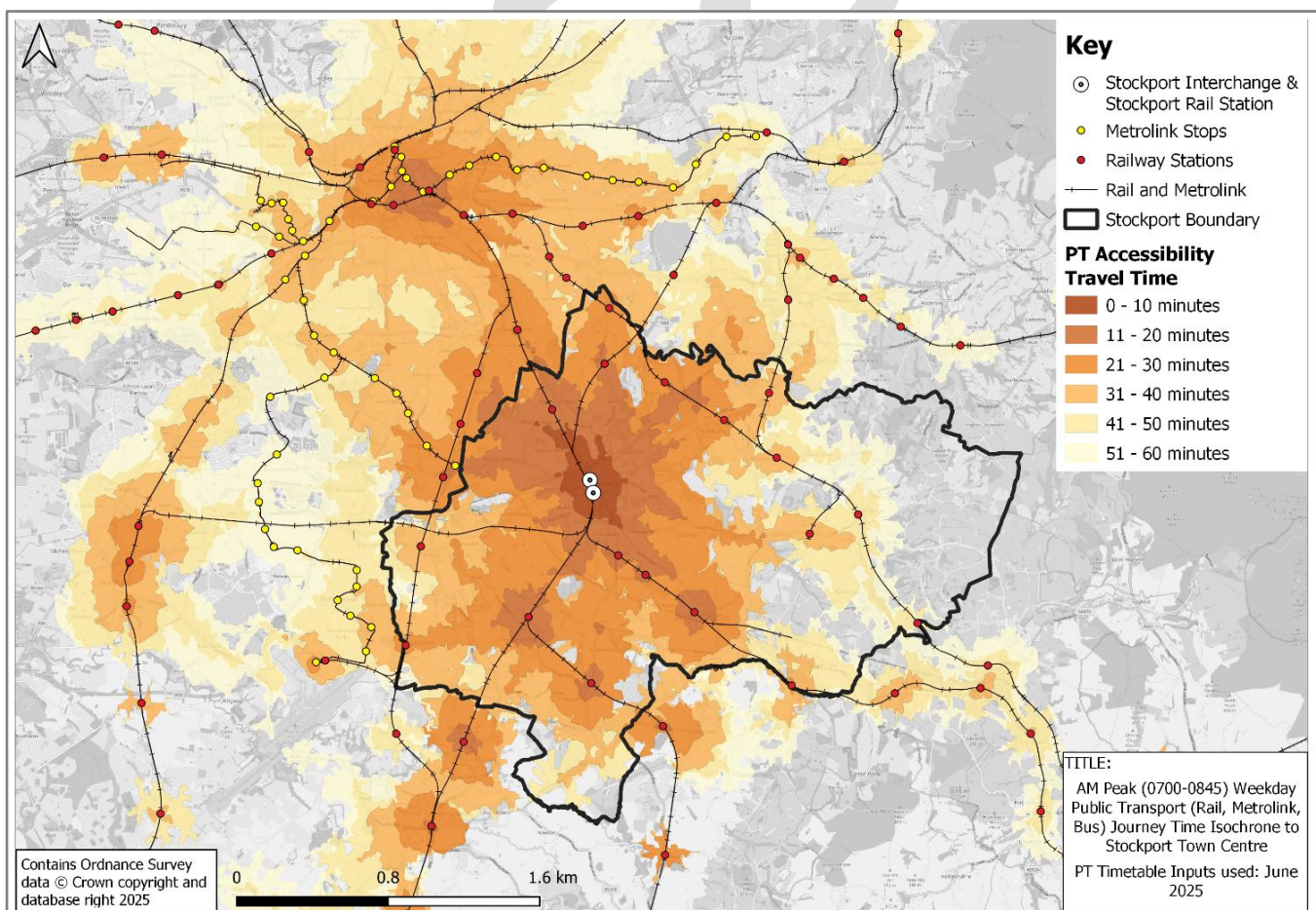
Accessibility analysis of public transport timetable data for the morning peak period (June 2025 schedules) shows over 1.5 million people live within a 60 minute journey of Stockport town centre with:

- Just under 12,000 people living within a travel time of less than 10 minutes, 72% of whom are in the 20% most deprived areas in England.
- Almost 99,000 people living within a 11-20 minute travel time including Manchester city centre, Heaton Chapel, Davenport, Woodsmoor, Cheadle Hulme, Bramhall and Handforth.
- Around 262,300 people living within a 21-30 minute travel time including Bredbury, Brinnington, Reddish,

Hazel Grove, Heald Green, Altrincham, East Didsbury, Wilmslow, Macclesfield and Manchester Airport.

- Around 407,000 people living within a 31-40 minute travel time including Gatley, Cheadle, Woodley, Gee Cross, Romiley, High Lane, Disley, Stalybridge and parts of Marple.
- Almost 418,500 people living within a 41-50 minute travel time including Wythenshawe, Hyde and other parts of Marple.
- Almost 333,000 people living within a 51-60 minute travel time including MediaCity.
- Neighbouring Ashton-under-Lyne is not accessible within a one hour travel time by public transport.

In contrast, some parts of borough find it as easy or easier to access Manchester city centre by public transport, as they do to access Stockport town centre, particularly from the eastern side of borough including



Source: Public Transport Travel Isochrones (June 2025 Timetables)

Romiley and Marple. In total, 70% of our residents can access Manchester city centre within 40 minutes and 36% within 30 minutes during the AM peak.

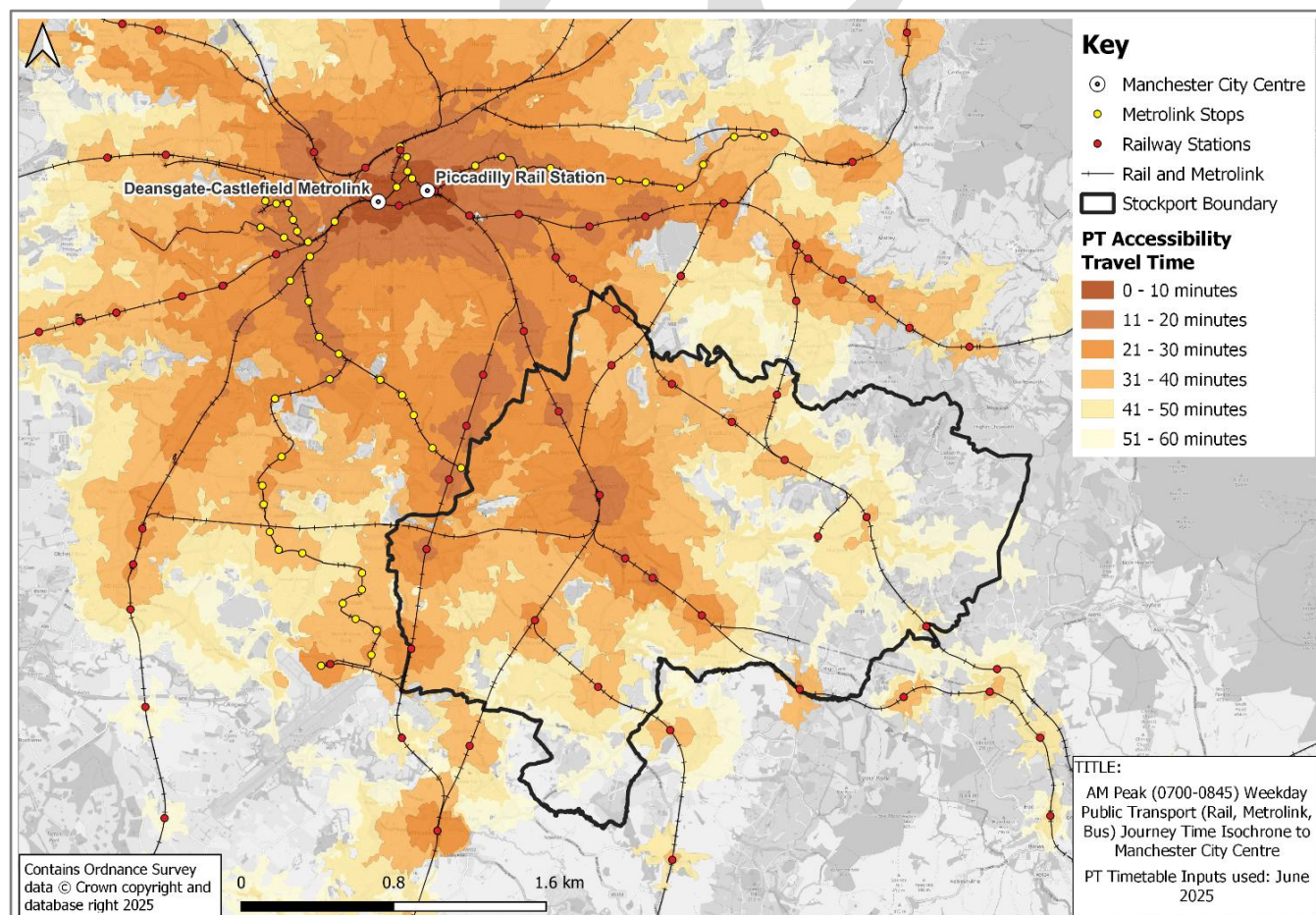
Similar analysis of public transport travel time catchments for other locations important to the borough highlights the paucity of intra-borough public transport connections beyond north-south radial routes. Connectivity is especially limited for some east-west orbital travel south of M60. For example, just 39% of Stockport residents can access the Airport within 40 minutes, with only 11% within 30 minutes.

Travel time catchments will be more concentrated outside of peak travel times when services are less frequent, including during evenings and on Sundays.

These findings reinforce the conclusions drawn from the Airport and Southern Growth Corridor economic study, and the GM Rapid Transit Strategy.

Addressing these gaps will require a step change in public transport service provision in the borough including:

- better public transport access to Stockport town centre from areas where access is currently poor.
- better intra-borough public transport connections between our district centres.
- better public transport connections to Manchester Airport / MIX Manchester (the UK's first airport-based science and innovation campus).
- better public transport connections to other parts to Greater Manchester including with East Didsbury and onwards towards to MediaCity, with Ashton-under-Lyne and onwards to Oldham and Rochdale, and with Wythenshawe town centre, Wythenshawe Hospital / Medipark and onwards to Davenport Green.



Source: Public Transport Travel Isochrones (June 2025 Timetables)



## Establishing bus service patterns that better connect all parts of the borough to each other and to neighbouring places

Stockport has an established and mature bus market which is the most well used of all public transport modes, with services focused on Manchester city centre and Stockport town centre.

Buses are, by some way, the most important element of Greater Manchester's public transport network, accounting for four out of every five public transport trips. In any given year, over half of our residents will travel by bus (with 16% using buses weekly and 33% using a bus at least once a month).

It is a highly versatile transport mode, which has the ability to serve more people than any other mode of public transport. As a result, we have historically known buses to be used for many journey types with a fairly even split in journey purposes such as commuting, education, shopping and leisure.

Bus travel has, however, been an increasingly unattractive proposition for some people for many years, and car dependency (including forced car ownership) have dramatically increased in some areas, partly in response to the limitations of public transport alternatives.

Greater Manchester, like many other parts of the country, was caught in a vicious circle, where falling bus passenger numbers and increasing fuel costs meant private bus operators elected to increase ticket prices and reduce bus services. The poorer quality of bus service in turn put off potential users, leading to patronage and revenues falling further. However, run well, the bus network can be a cornerstone of the public transport network.

Bus franchising has brought the bus network in Greater Manchester under public control for the first time since deregulation in the 1980s. This means that GMCA are now in control of the bus network and can decide where and how frequently buses run, and how much tickets cost.

For passengers, this is providing benefits including simpler fares and ticketing. It has enabled ticket prices to be capped across buses and trams (and in the future, trains).

so that users do not pay more than a fixed amount for daily, weekly or monthly journeys.

Bus franchising also means timetables can be adjusted to better join up between buses and other public transport services – to help passengers change between services more quickly and easily. It means TfGM is increasingly delivering a ‘one-stop shop’ for travel information and customer support, all presented under the yellow Bee Network transport brand which is easy to recognise.

Prior to launching bus franchising, Greater Manchester, through its Bus Strategy, set an ambitious initial target to increase bus patronage by 30% by 2030 from 2022/23 levels. This requires almost 50 million more bus journeys being taken each year, increasing overall use to around 200 million trips.

The direction of travel is positive. A [June 2025 monitoring report](#) indicates a 14% increase in bus journeys year on year in the first two franchising areas. Stockport joined the franchised network as part of the third tranche of services to change.

Other published aims are to run more high frequency services on key radial and orbital routes, and to provide 90% of Greater Manchester residents with a 30-minute

frequency bus (or Metrolink) service on weekdays within 400m of their home.

June 2025 analysis by TfGM found that *“the current network sees 83.9% of the GM population meeting the Bus Strategy target, up from 78% overall in November 2022.”* Stockport is the least well served district as of June 2025 with only 74.4% of residents meeting the criteria which shows there is work to do.

The challenge is to establish a wider reaching bus service that better connects all parts of the borough to each other, and to neighbouring places. This includes cross-boundary travel to areas outside of Greater Manchester including Cheshire, High Peak and Derbyshire.

Franchising has presented the opportunity for bus service planning to be undertaken in a more equitable way, and we will be working with TfGM to ensure that the bus network provides helps to make our communities more socially inclusive, and with local people having a say, which was not always the case previously (where operators focused on routes which offered higher commercial returns and profits), leaving Greater Manchester to subsidise “socially necessary” services.

**DESTINATION:**

**BEE NETWORK**



## Delivering a modern, fit-for-purpose rail network for suburban and longer distance journeys

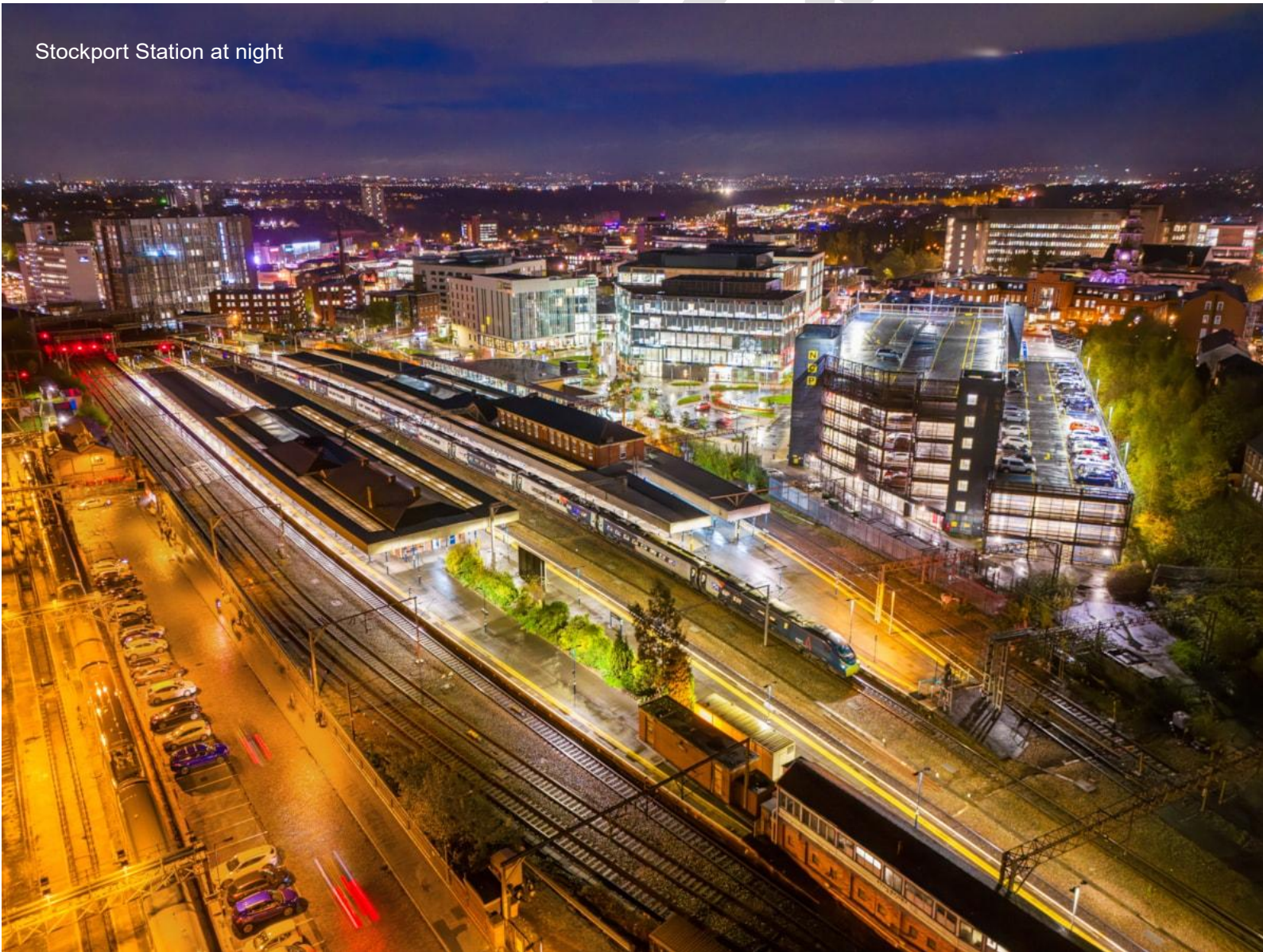
The rail network plays a key role in supporting growth, helping people and businesses in and around Greater Manchester to access the economic opportunities of the city region.

Rail is the most efficient way of moving large numbers of people to and between the city and regional centres. ORR station usage data for 2023/24 indicates around 8 million rail trips started or ended at a rail station in the borough, with Stockport Station used by over 4.2m passengers.

There are many issues with the rail system in Greater Manchester – and across the whole country, as documented in the Williams Review which cited infrastructure, planning and performance as key issues that needed to be addressing if the rail network is to improve and support growth. The Williams Review formed the basis of establishing Great British Railway and the Rail Reform Bill.

Some parts of Greater Manchester's rail network are heavily congested, and the May 2018 timetable illustrated the massive impact on reliability of attempting to squeeze more services in. In response the December 2018 timetable introduced service changes aimed at easing congestion and bringing much needed service stability and performance across the North of England.

Stockport Station at night



This required compromises to be made, including changes to origins and destinations, service frequencies, and stopping patterns so there was capacity to operate a more robust service that passengers could rely on.

From a Stockport perspective this included the removal of direct north to south through services, which now require interchange at Manchester Piccadilly. The impact of the COVID-19 pandemic, rail strikes and ensuring adequate rail staff coverage to ensure a 7-days-a-week service, have had a prolonged impact on passenger confidence and demand for rail across the North of England including Stockport.

Service frequency, journey times and hours of operation remain below pre COVID-19 pandemic standards, limiting the potential to meet the needs of passengers, local communities and our growth ambitions.

There are longstanding rail capacity issues on the Castlefield Corridor in central Manchester and emerging rail capacity issues in and around Stockport. The corridor is one of only a small number of sections of railway nationally to be designated as congested infrastructure.

The Manchester Recovery Task Force was set up by DfT in January 2020 to address the unacceptable levels of train performance across the North West through a programme of infrastructure upgrades and timetable changes, including in Stockport. Early concept upgrades to the WCML are being explored through the South Manchester Capacity Advice study being undertaken by Network Rail including platform reconfiguration at Stockport Station.

More generally, the rail network that serves Greater Manchester does not currently realise its full potential and is not integrated with other modes within the Bee Network, including from a customer experience, fares and ticketing, information and branding perspective. Fares and ticketing propositions are complex with a lack of information on products and limited multi-modal options.

Despite its national hub status, Stockport Station itself is functionally outdated with poor customer experience and severance between Edgeley and the Town Centre West MDC area and the rest of Stockport town centre.

The cancellation of the northern sections of HS2 infrastructure to Manchester means that Stockport's role as the Southern Gateway into Greater Manchester and Airport and Southern Growth Corridor is more important than ever.

Locally, the redevelopment of Stockport Station forms part of the Stockport Station Growth prospectus which focuses on the connections with the Town Centre West MDC regeneration area which is adjacent to the rail station.

Many of our other stations too are not meeting customer's expectations in areas such as accessibility, safety, security and service provision due to years of underinvestment.

Almost half of Greater Manchester stations have no step-free access which creates a barrier to travel for many people and falls short of the standards set out in the Equality Act 2010. In Stockport, 13 of our 19 rail stations either have stepped access or steep ramp access.

The borough's stepped access stations are Reddish North, Bredbury, Woodsmoor, Davenport, Woodley, Brinnington, Middlewood and Reddish South.

The borough's steep ramp stations are Heaton Chapel, Romiley, Heald Green, Bramhall and Strines.

In addition, inconsistent station facilities and are not integrated into our local places and communities. And although we have started to explore the opportunities to use the land around stations to unlock economic growth and housing schemes, these have yet to be fully exploited and integrated into our Local Plan.



## Connecting the borough to the city region's rapid transit network

One of Greater Manchester's key ambitions is to: *"To extend the benefits of rapid transit to more of Greater Manchester and provide the capacity and reliability needed to support growth in the economy."*

In Greater Manchester, rapid transit is focused on middle-distance trips of between 6km and 40km, requiring a network that is fast, frequent and capable of moving large numbers of people (mass transit) and includes conventional Metrolink / tram-train, suburban rail and segregated busway schemes.

Rapid transit offers faster journeys with fewer stops than local buses, and more frequent services than inter-city and regional trains and coaches. However, it should not be thought of as being distinct different to other modes. Rather, it needs to be presented and operated to users as a seamless additional option within the integrated Bee Network alongside other public transport options and underpinned by good active travel access.

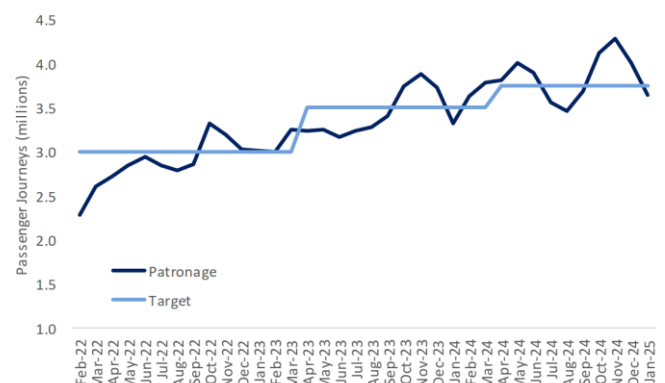
Greater Manchester's plans for transforming the transport network were set out in the

Greater Manchester Rapid Transit Strategy (July 2024), as TfGM seeks to double the number of rapid transit trips being made by 2040.

The tram network runs on a mixture of on-street track shared with other traffic; reserved track sections segregated from other traffic and converted former railway lines.

The success of Metrolink is demonstrated by its rising use, with 2024 seeing record passenger numbers using the service. 45.6 million passenger journeys took place, which beat the previous record set in 2019 and represented 13% growth on 2023 demand. There were more than 4 million passengers regularly using trams each month during the year.

Chart 10: Metrolink passenger journeys (millions)



Source: Delivering the Bee Network – Network Performance (GMCA, March 2025)

Yellow trams are a city icon with the yellow branding carrying forward into bus franchising and elsewhere across the Bee Network. The demand for new tram lines and extensions is testament to this success and reflects how the Metrolink network has transformed since the first line between Bury and Altrincham opened in 1992.

Metrolink was expanded to East Didsbury was opened in May 2013, and proposals to continue this route to Stockport have long been considered. The proposal was poised for a Transport and Works Act Order application in the early 2000s. Various alignment options were considered, seeking the most appropriate and deliverable solution. Work carried out at the time showed a business case to continue to route into Stockport was weaker than other potential Metrolink extensions and other schemes were ultimately funded instead.

The East Didsbury Metrolink stop is currently served by two regular services (East Didsbury – Rochdale Town Centre and East Didsbury – Shaw & Crompton). Both operate on a 12-minute frequency – which when combined provides a 6-minute headway on the line throughout the day. Interchange with the Manchester Airport and Altrincham lines is available at St Werburgh's Road (Chorlton) and Trafford Bar respectively. Interchange with services on the Trafford Park and Eccles / MediaCity lines is available at Cornbrook.

The long-awaited extension of Metrolink to Stockport is now finally set to go ahead after government announced its commitment to fund the project, in its comprehensive spending plans in June 2025.

There are other opportunities to deliver rapid transit services in the borough too, through emerging tram-train technology that maximises the potential to make best use of the borough's heavy rail network, including freight lines.

Although tram-train technology has successfully been implemented in the UK and around the world, it has not been done in Greater Manchester. Recognising this, TfGM has planned a phased approach that

seeks to mitigate risks, through an initial 'pathfinder' project as a proof-of-concept that is designed to maximise the learning for larger scale and longer-term projects.

TfGM is planning to progress with a Tram-Train Pathfinder covering a route which will include the existing Metrolink Oldham and Rochdale line, the National Rail network between Rochdale and Castleton, and the East Lancashire Railway heritage corridor between Castleton, Heywood and Bury.

The pathfinder project will require new and upgraded infrastructure on both the heavy rail and light rail networks, and new tram-train vehicles that would allow the new service to run smoothly across both networks. A compatible fleet of Metrolink 'Next Generation Vehicles' would be procured with tram-train capability to service the project.

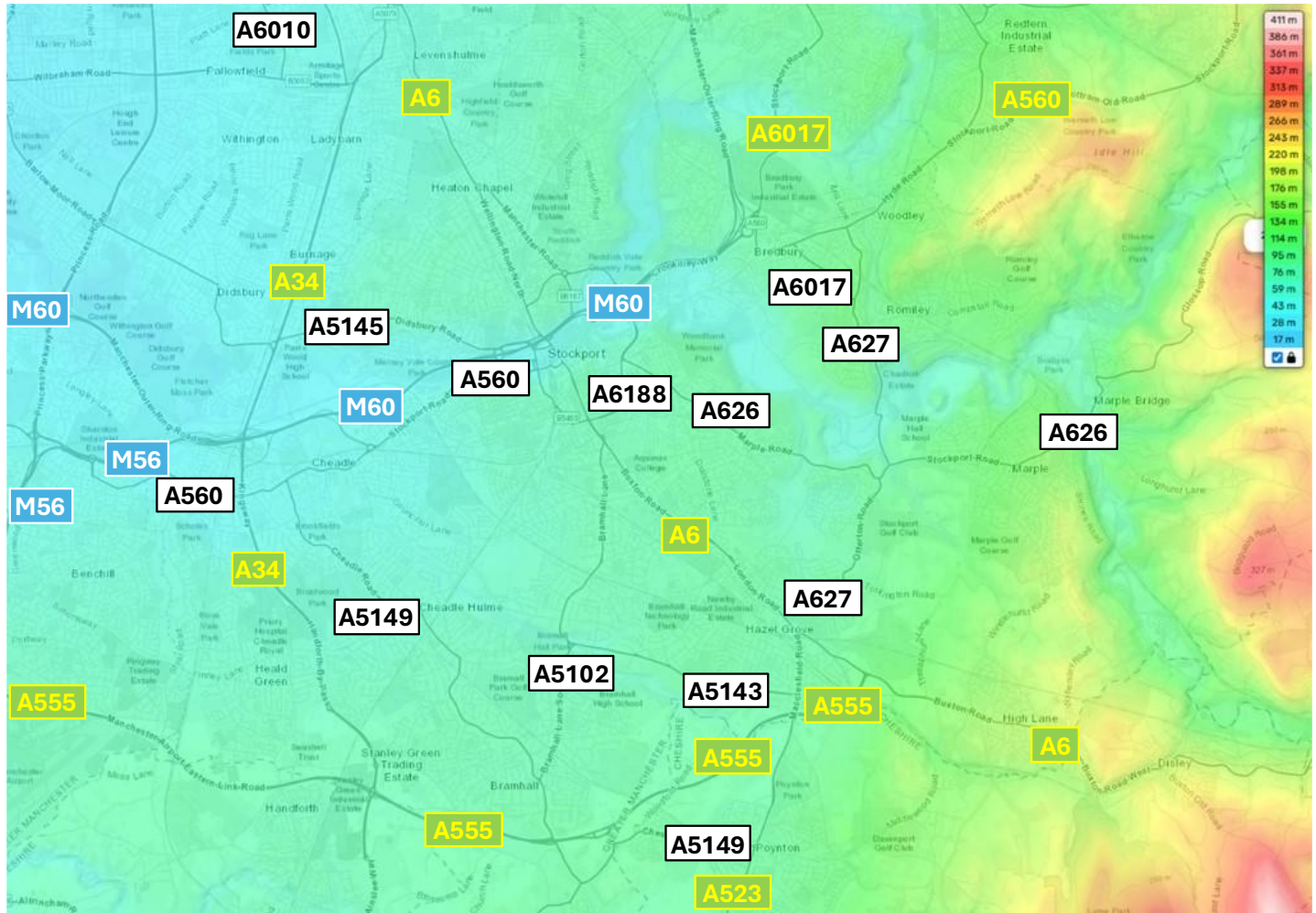
The Leigh–Salford–Manchester Busway is another clear example of rapid transit in action in Greater Manchester, carrying over two and a half million journeys per year and removing the need for around half a million car journeys. Opportunities for this type of intervention exist between Manchester Airport and Hazel Grove.

## Maintaining and improving the quality and function of our existing highway assets

The borough has a mature highway network comprising approximately 970km of carriageway, 1,800km of footway as well as a further 290km of other rights of way including cycleways.

Situated on the western edge of the Peak District National Park, Stockport's highway network is shaped by its varied topography, heavily influenced by the Rivers Goyt, Tame, and Mersey, and other major barriers to movement such as M60 motorway and WCML, with over 700 highways structures including bridges, retaining walls and other elements. As a result, the east of the borough is limited to the A560, A626 and A627 as its principal roads, and less developed public transport network.

## Stockport's networks have been shaped by its varied topography

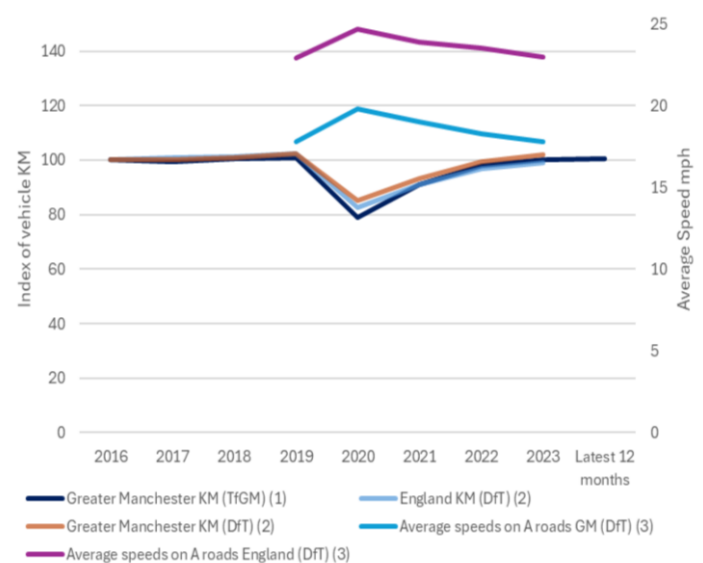


Source: <https://en-gb.topographic-map.com/map-kvhdn/Stockport/>

Our industrial heritage and the historic pattern of development across borough means we have a substantial legacy of highway infrastructure (including narrow roads and footways, and ageing drainage systems) that date back to the 19<sup>th</sup> century and earlier that is now required to support a 21<sup>st</sup> century economy.

Since further significant highway capacity expansion within the borough's built-up areas is not envisaged, we need to make best use of existing assets, of new and emerging technology and to better manage the demand for space on the highway.

Both data from TfGM's network of Automatic Traffic Counters and data published by the DfT show traffic volumes and average speeds have returned to the level they were prior to the COVID-19 pandemic.



Source: GM Highways Network Management (Bee Network Committee, November 2024)

We know road users regularly face delays, with slow moving traffic common on the M56 and M60 as well as on our local roads. The M60 around Stockport is notorious for its high traffic volumes, queues and slow-moving traffic which can often spill over on to our local roads. While much of our local road network is operationally at capacity, including congestion pressures on the A34 and A6 principal radial roads to Manchester city centre.

A significant contribution to the congestion on Stockport's and National Highways' roads comes from motorists and freight passing through the borough e.g. road freight on the A6 from Derbyshire and Peak District heading for the M60, distribution centres and other north west destinations, mixes with commuter and business traffic travelling between Cheshire and parts of Greater Manchester, alongside local Stockport journeys. Strategies to mitigate these impacts will be required.

Highway congestion and unreliable journey times are a key source of traveller frustration and have an economic cost.

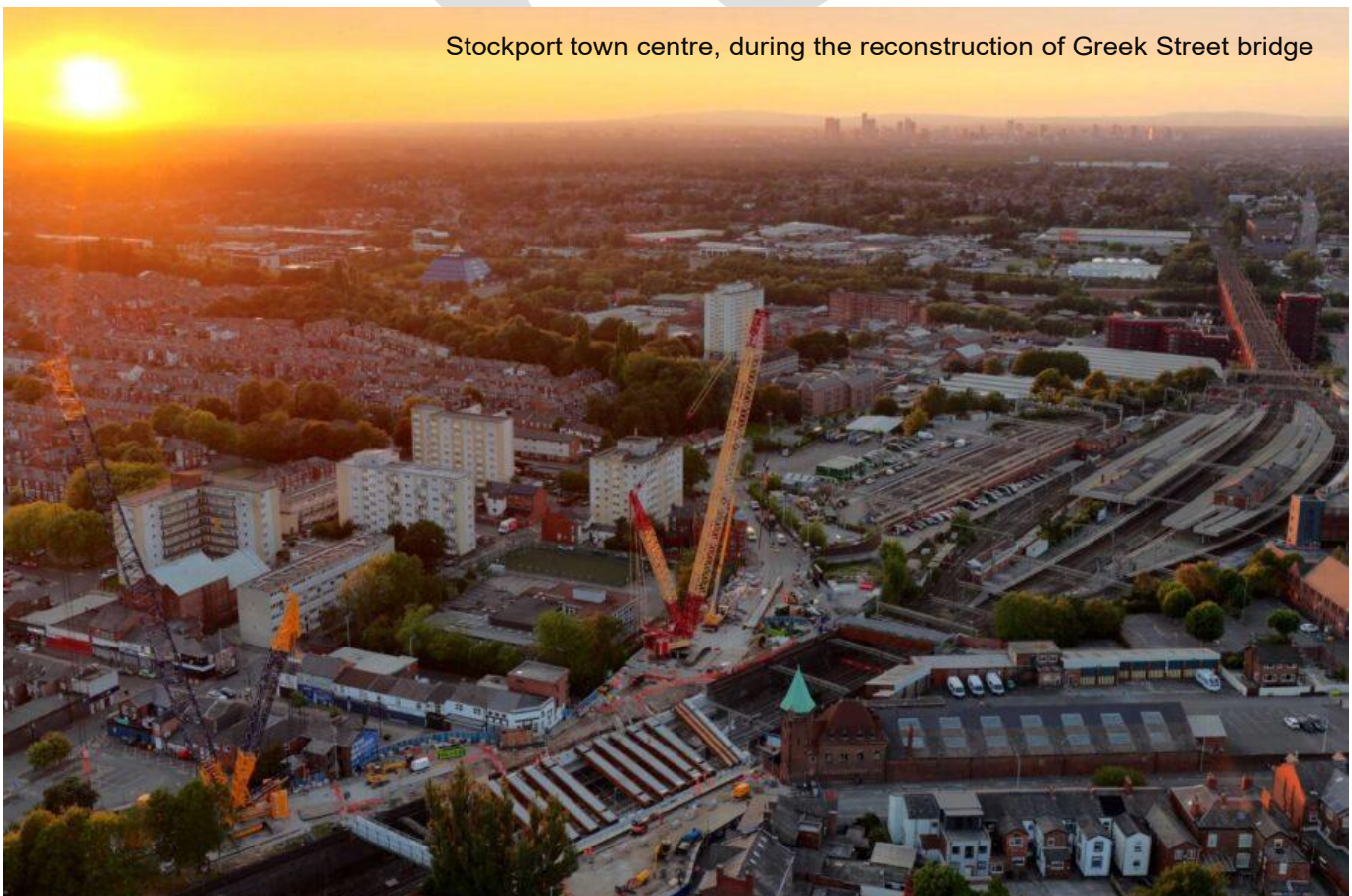
Whether driving your car, sitting on a bus, or driving a lorry, delays have a severe impact and time wasted whilst queuing has a negative impact on the economy and our quality of life.

These impacts are worst where our road network is less resilient (such as the A560 and A626 in the east of the borough) or where disruptive incidents lead to rat-running through our local neighbourhoods. Alongside unwelcome amenity impacts, this can bring road safety dangers, worsen air and noise pollution and make our streets feel more difficult to cross or more hostile for cycling.

The cost of road congestion to Greater Manchester was previously estimated to £1.3 billion per year (2015 values) which equates in today's prices to £1.7 billion. Addressing congestion on our key highway corridors, by making it easier for people to walk, cycle or take public transport rather than drive, will have a direct impact on the ability of the transport network to provide more efficient connectivity and access to markets and jobs.

The current extent and effectiveness of bus

Stockport town centre, during the reconstruction of Greek Street bridge



priority measures, such as bus lanes on key corridors and bus priority in the town centres, is relatively limited in extent. This means Bee Network buses are too often caught up in congestion with general traffic, impacting journey times, and impacting on the ability of operators to run a reliable service. Buses are disproportionately affected by congestion as bus drivers cannot choose to divert from their usual route, when faced with network issues.

This can compound the perception that bus travel is slow and unreliable which can influence people's travel choices, with some of those owning a car electing to drive instead, thus increasing congestion further.

The bus network itself can play an important role in reducing road congestion. On average, each car in city region carries just 1.3 people, whereas a typical Bee Network bus can carry up to 62 passengers. This is equivalent of more than 40 vehicles using the road, providing a much more efficient use of the limited road space available.

Attracting non-bus users to travel by bus and current bus users to use it more frequently is one of the most effective ways to reduce congestion and improve conditions for all road users. As the local highway authority, we have a duty to maintain a safe, reliable and efficient highway network – this will require targeted highways capacity improvements to meet the current and future demand for travel on our roads.

The borough's highway assets were valued to have a gross value of £1.7 billion in 2015, which makes them the most valuable publicly owned assets in Stockport. Managing and maintaining the quality of our highway assets is critically important.

The high volume of traffic using our road network places strain on our maintenance programmes. Despite the funding challenge facing all local authorities, as a Council we have made progress in improving the quality of our highway network with over £100 million invested through our Invest to Save, Highway Investment Programme (HIP).

The HIP targeted ward areas aimed at

providing radical solution to re-baseline the surface standard of a deteriorating Highway network. It deployed different methods of treatment depending on the extent and the nature of the deterioration in the road condition, ranging from patching to reconstruction work. However, this work requires continuing maintenance to retain the condition of the highway at the new improved level.

In addition, we recognise that more needs to be done to improve the condition of some parts of the borough's highway network, for example, in areas where footway provision is sub-optimal or absent or road surface quality / drainage requires improvement – these are more typically in rural parts of the borough where remedial solutions are more complex.

Our highway network has also benefitted from major investment in upgrading our streetlights to Light Emitting Diode (LED) units which are significantly more energy and carbon efficient. We have upgraded over 33,000 streetlights to provide brighter, more targeted lighting to our roads and pavements across the borough.

We are proud of our highways network's coverage in terms of highway trees and verges - they are an integral part of what makes Stockport a vibrant, attractive and liveable borough. Trees are not just nice to have – they are a vital part of our natural life-support system; they filter pollutants from transport corridors, help to attenuate flooding, improve people's quality of life, providing shade and cooling effects and increase the borough's biodiversity.

## Getting the right balance between 'movement and place'

Transport not only connects places but also plays a supporting role in creating places which are appealing to live, work and spend time. New transport schemes must carefully consider how to balance creating attractive "places" with ensuring a required minimum level of "movement" is still facilitated.

For example, we know Stockport's town and district centres require convenient car



Little Underbank,  
Stockport town centre

parking, but on-road parking and deliveries on busy roads adds to congestion, particularly where it is not controlled effectively, such as occurs on the A6 through Hazel Grove.

We need to be smarter in our street design to make it clear where vehicles can be safely parked or where businesses can safely load from. Street design can help show where people walking, wheeling and cycling pedestrians have priority to move.

Much of this is about delineation of space, maximising the value of what is a finite resource. There is increasing pressure on using highway land for other purposes, including kerbside activities and other modes (including emerging micro-mobility demands). This places pressure on the ability of the road network to sustain performance.

More work is needed to better manage these competing demands alongside exploring opportunities for increasing the supply of convenient and accessible off-street parking.

## Safety and Personal Security

Safety and security are key pillars in any transport system – to be appealing and attractive, users must feel safe and secure whilst making their journey. Stockport is a partner in Greater Manchester's Vision Zero

which is a commitment to try to eliminate all road fatalities and life-changing injuries by 2040, and a 50% reduction (compared to 2022 figures) by the end of the decade.

In 2022, road casualties in Greater Manchester cost almost £500m in medical, emergency services, damage to property, insurance costs and lost output, and this does not account for the devastating human cost of losing a loved one.

Provisional data for 2024 found that across GM, fatal and life changing injury (FLCI) comprised 45% of all killed or seriously injured (KSI) casualties the remainder (55%) being less seriously injured. Car occupants and pedestrians are the largest two groups of all FLCIs with 39% and 27% respectively, with pedal cyclists comprising 16%, motorcyclists 13% and others 5%.

There was a 28% increase in the number of FLCIs in Greater Manchester in 2024 (456) compared to 2023 (356), and a 18% increase compared to 2022 (388). There was an increase of 42% in car occupant FLCIs, an increase of 54% for pedal cyclists, an increase of 7% for pedestrians, and a reduction of 3% for motorcyclists.

In Stockport, there were 19% increase in the number of FLCIs in 2024 (32) compared to 2023 (27). Whilst it is not yet clear of the reasons for the increase in FLCIs, it is noted that a number of changes took place in

Greater Manchester during 2024 to collision reporting and recording processes. Discussions with organisations including Greater Manchester Police and the DfT are ongoing to establish the potential causes of the increases, against a backdrop of recent decline in the number of KSIs. As a result, future re-baselining is likely going to be required to update the interim Vision Zero FLCI target for 2030.

Some people are deterred from using public transport, walking, wheeling or cycling due to fears of crime and anti-social behaviour, which we must continue to tackle.

TravelSafe Support and Enforcement officers have been deployed across the public transport system since 2024 as part of the roll out of the Bee Network. Transport staff and police dedicate more than 15,000 hours per week patrolling the city region's Metrolink and bus networks, with footage monitored from more than 3,800 CCTV cameras.

For people that are walking, wheeling or cycling, factors such as poorly lit roads, isolated cycle routes, and fear of harassment can contribute to concerns. Research indicates that women often feel less safe than men in public spaces and when travelling alone. We are part of a multi-agency approach seeking to reduce these factors and reduce gender disparities, working through the One Stockport Safety Partnership.

We must ensure that safety and inclusion is a fundamental consideration in every decision that is taken regarding the transport system. Every user will have their own needs and the way that services are provided and accessed must be as open and inclusive as possible for everybody to feel comfortable. This must include the different requirements and preferences of people of all ages, genders, levels of mobility, health, and with consideration of all protected characteristics under the Equality Act 2010.



3

# Planning for the Future

## How and where is growth happening and what does it mean for Stockport?

### One Stockport Economic Plan

Our [One Stockport Economic Plan](#) (2022) provides a framework for how the borough will secure the benefits of its unprecedented growth opportunity in the coming years, whilst also supporting our broader ambition to be a fairer and more inclusive borough.

*“Harnessing Stockport’s opportunity for growth to create a distinctive and thriving economy and secure shared prosperity for all residents”.*

Supported by our four Pillars of Change it identifies challenges and opportunities aligned to each pillar and defines our economic priorities for the next decade.

Our ‘accessible & connected’ pillar shows how critical transport is to our economic ambitions for the borough. It highlights the need to increase the capacity and reliability of public transport, address high levels of congestion on key routes and increase trips made by active travel modes, through:

- Improved rail capacity, additional services, a redeveloped Stockport Station, new stations to unlock

economic growth and ensure Stockport is HS2 ready.

- Improved public transport connectivity (by bus, Metrolink and rail) to improve access to education, training, employment, and business opportunities.
- Connectivity between key employment nodes and transport infrastructure to create competitive locations which attract inward investment and strengthen our position as a southern gateway to the wider Greater Manchester economy.
- Facilitating active travel modes to improve access to employment and training opportunities, promote healthy lifestyles and improve air quality.
- Sustained investment in freight networks and infrastructure, enabling our businesses to reach wider markets

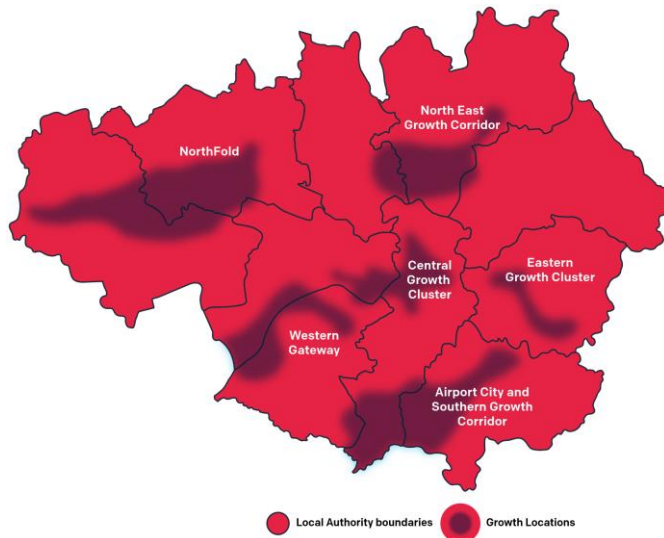
We have carried these themes into our Transport Strategy, taking a joined-up approach across our transport and economic strategy planning will help to create more competitive places to attract investment and high value employment.



Source: One Stockport Economic Plan, page 13

## Airport and Southern Growth Corridor

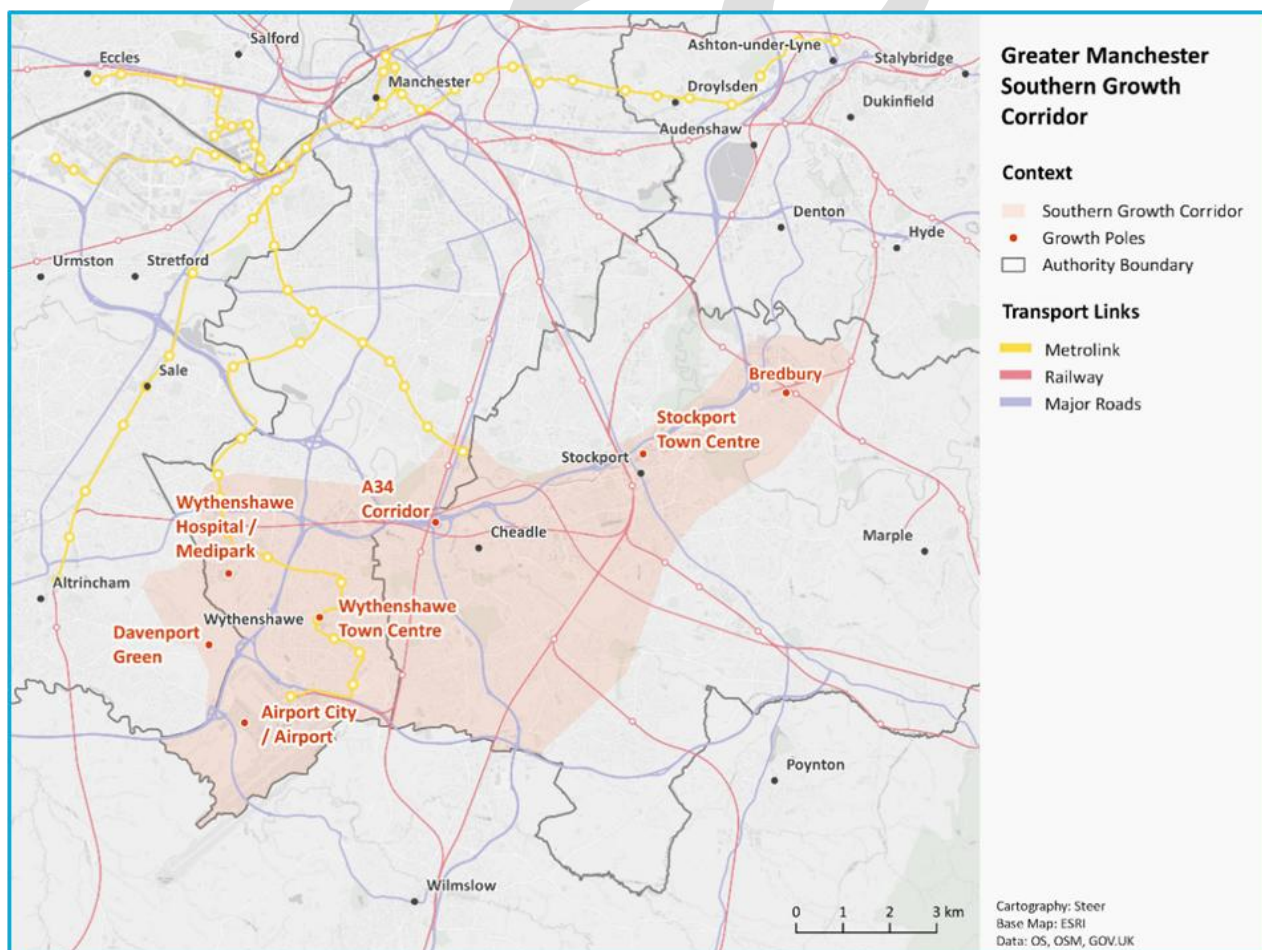
Greater Manchester's strategic and spatial approach to infrastructure investment has identified six Growth Locations to drive long-term economic growth at a scale that can bring about transformational change – and together have the potential to attract £10 billion of investment into the city region.



A critical component of each Growth Location is the delivery of sustainable, accessible transport infrastructure to ensure people are connected to employment and training and promoting social inclusion and well-being through better connectivity to town centres and community services.

The 'Airport and Southern Growth Corridor' has the potential to become a major driver of employment and productivity growth in the city region and national economy. It focuses on two of the city region's most important strategic economic assets: Manchester Airport as an international gateway for business and tourism; and the WCML (via Stockport Station) as the city region's 'Southern Gateway'.

Plans for a new Liverpool-Manchester railway would route via the Airport and into Manchester Piccadilly, improving links between the two cities for innovation, employment, and economic growth.



Source: Economic Study for Greater Manchester's Southern Growth Corridor, Steer (2022)

Stockport town centre is one of seven 'growth poles' in the Airport and Southern Growth Corridor, alongside Bredbury Industrial Estate and the A34 Corridor within the borough. The remaining four growth poles include three in Manchester at the Airport / Manchester Mix (formerly known as Airport City), Wythenshawe town centre, and Wythenshawe Hospital / Medipark and one in Trafford at Davenport Green.

Together, the seven growth poles are seen as areas having the most potential and capacity to stimulate economic development, either through linked business and industries, development, or other economic activities which have an effect throughout the immediate and wider geographical regions.

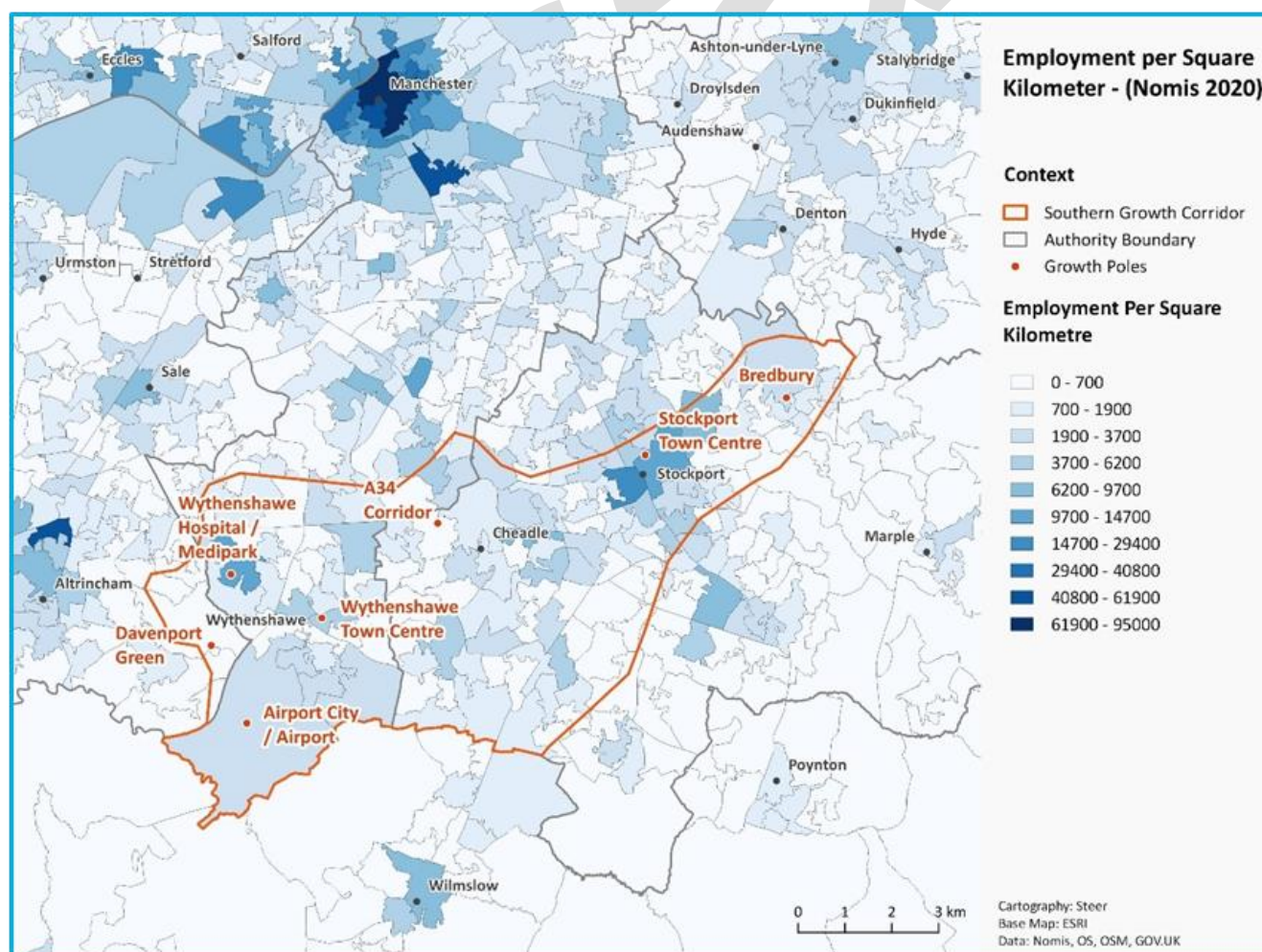
Across these seven growth poles there are approximately 73,000 jobs, mostly concentrated in and around Stockport town centre and Wythenshawe Hospital. An increase of 15% between 2015 and 2020.

The potential to combine and co-locate world class connectivity assets and infrastructure investment with knowledge intensive sectors offers a significant opportunity to encourage the clustering and high-density interaction shown to drive productivity in advanced economies.

Within the Airport and Southern Growth Corridor, existing capabilities and assets places a particular focus on the following knowledge intensive sectors:

- Health innovation.
- Advanced materials & manufacturing.
- Digital, creative & media.
- Clean growth.

These will be supported by continued growth in its existing well-performing economy areas such as transport & logistics, health & social care, retail, construction, and head office, business, financial & professional services.



Source: Economic Study for Greater Manchester's Southern Growth Corridor, Steer (2022)

The borough's resident population includes a wealth of skilled and higher skilled workers that can support these growth poles and growth sectors that in turn will draw additional inward investment into the Airport and Southern Growth Corridor.

For this to work, however, the current limitations in sustainable transport connectivity and service provision across the Airport and Southern Growth Corridor must be improved.

Although Manchester Airport's public transport links – bus, coach, rail and Metrolink services – offer fast and frequent connections, primarily linking to areas to the immediate north (including Wythenshawe), and to the regional rail network (including Manchester city centre which acts a gateway for wider rail access), east-west orbital public transport connectivity to areas south of the M60 motorway and through Stockport (including the town centre) is generally poor.

Major investment in sustainable, accessible transport infrastructure is therefore essential if the transformative potential of the Airport and Southern Growth Corridor is to be realised.

## Town Centre West and Town Centre East (and their Mayoral Development Corporation)

The development of the Airport and Southern Growth Corridor will support the continued redevelopment of Stockport town centre. And more locally, the town centre is integral to the success of the borough and our vision for One Stockport: One Future.

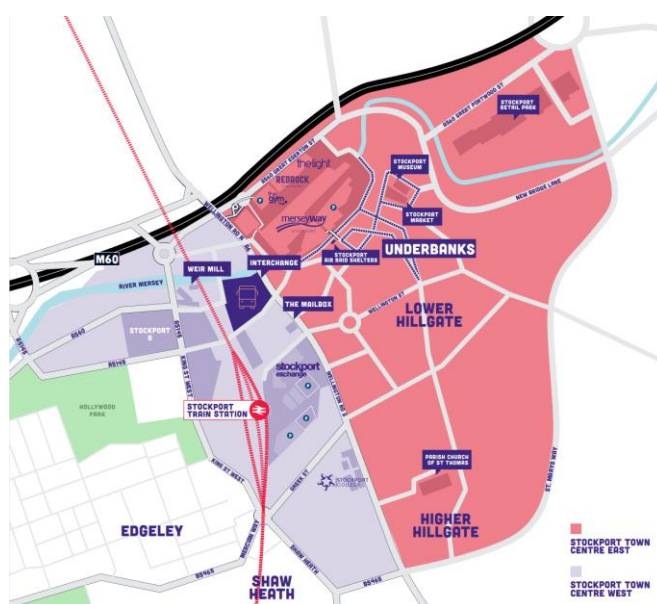
Our town centre has been positively transformed compared to a decade ago, during which time we have attracted over £1 billion of investment and added over 2,000 new homes.

Stockport's Mayoral Development Corporation (MDC) has hugely accelerated development since it was established in 2019 and now holds responsibility for both the TCW and TCE regeneration areas.



The MDC is an innovative partnership that has set a new benchmark for town centre regeneration. It brings together powers devolved to the Greater Manchester Mayor, Andy Burnham, combined with strong local leadership from Stockport Council and the long-term commitment of the government's housing agency, Homes England, to deliver an ambitious vision for the future of Stockport town centre.

We have completed the state-of-the-art Stockport Interchange with its two-acre park, created 170,000 sq. ft. of Grade A office space at Stockport Exchange and transformed the historic Weir Mill into a vibrant new neighbourhood.



Source: Town Centre East Strategic Regeneration Framework



Source: Town Centre East Strategic Regeneration Framework

Planning has been submitted for Stockport 8, one of the largest town centre regeneration projects in the UK. Spanning an 8-acre site across King Street West next to the railway viaduct, Stockport 8 will reconnect the area with the town centre, creating a safe, walkable, integrated neighbourhood. Designed to suit existing and new residents, proposals include a mix of up to 1,300 high-quality, multi-generational homes and residential courtyards, connected to the existing, surrounding communities, while delivering a vibrant new part of town.

But there is more (much more) to be done. It is now time for the east of our town centre to undergo a bold renaissance. Ultimately, our aim is for Stockport to be the UK's most liveable and sustainable town centre with up

to 8,000 new homes across TCW and TCE, and sustainable transport connectivity improved – a national leader in low-car dependent urban living.

The overall plan will transform the retail and culture offer of Stockport town centre, building on its unique heritage and assets and providing accessible opportunities benefitting our local communities. The development will be underpinned by the expansion of Metrolink into Stockport town centre and redevelopment of Stockport Station as a southern transport gateway to the wider Greater Manchester area.

## Manchester Airport

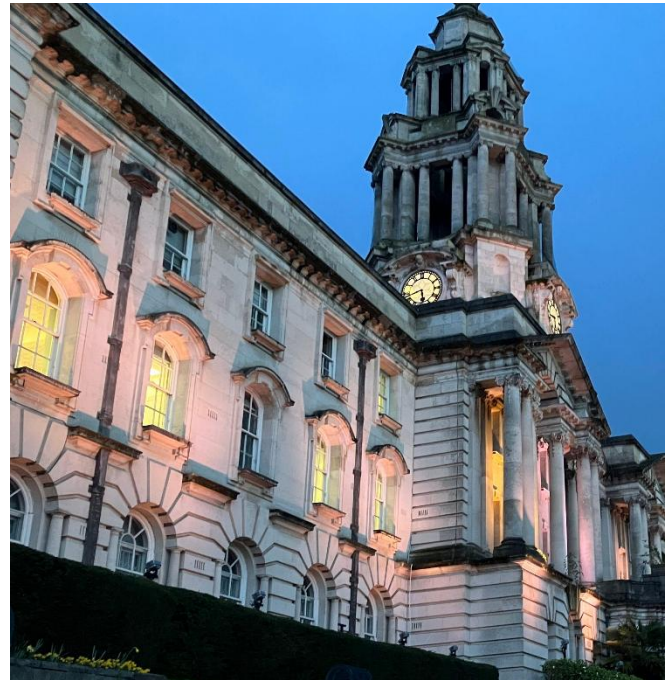
Manchester Airport is the third largest airport in the UK carrying almost 31 million passengers in 2024. The site is coming to the end of a £1.3 billion transformation programme which started in 2017 to improve passenger facilities and operations. The investment is linked to the Airport's aim of increasing throughput to 55 million passengers per annum by 2050, an increase of over 75% on today's figures.

As well as being the North's principal gateway for international travel for business visitors and tourists, the Airport is a major employer for south Manchester with over 21,000 workers. This requires a large and flexible labour market drawn from across the North West, which provides substantial opportunities for our residents.

There are also several development plans being prepared to expand employment and business uses across sites adjacent to Manchester Airport.

The largest of these is the Manufacturing Innovation Exchange (abbreviated to MIX Manchester), the UK's first airport-based science and innovation campus. Formerly known as Airport City, the 60-acre site is proposed to deliver 2 million sq ft of high-quality advanced manufacturing and science space that will create up to 8,000 jobs.

Manchester Airport's ambitious growth plans and plans for MIX Manchester will naturally place additional strain on our roads, including the A555 and A34 corridors, without significant investment in high quality public transport alternatives. Journeys that would otherwise have to be made car and counter to the GM Right Mix.



## Stockport Local Plan

We are developing a new Local Plan for Stockport Borough. Local Plans are a mandatory requirement. We have a once in a generation opportunity to make sure this is the right plan for Stockport and reflects Stockport voices.

The Local Plan will set out the vision for future development in the borough. It will be used to help make decisions on planning applications and other planning-related matters for the next 15 years, to 2042. It is therefore critical to help us achieve the vision of the One Stockport One Future plan and the One Stockport Borough plan.

A Local Plan is a guide to what can be built where. To make sure all developments can be a success and that Stockport can thrive, it is vital to ensure that we get the right homes, infrastructure and facilities in the right places. We must also ensure we are protecting the environment and places which make Stockport unique.

In late 2025, Stockport published a draft Local Plan which proposed several sites for housing and employment development including brownfield, grey belt, and in some locations, green belt. The scale of the housing targets set by central government means it was not possible to put forward a plan which avoids any green belt release.

Following the Regulation 18 consultation, we are now preparing a more detailed draft covering the preferred way forward. Our next step will be a Pre-Submission Publication (Regulation 19) which will be consulted on in 2026. This will include an assessment of the potential transport impacts of the planned development and a review of the public transport improvements which will be required.

We chose to not consult on this Transport Strategy until the Regulation 18 stage consultation was completed, to enable feedback to be provided through that process which has informed the priorities and proposals described in this draft Transport Strategy.

We accept that providing appropriate transport access will be a challenge to delivering growth across the borough at the kind of scale that is mandated by the national housing targets. We are entering into the process with the clearly stated ambition that all developments should have good access to transport so that everyone will be afforded equal opportunities.

This draft Transport Strategy is being consulted on in early 2026, whilst responses to the Local Plan Regulation 18 stage continue to be received. As above, a Regulation 19 stage will follow later in 2026.

We plan to further reflect on the content of this Transport Strategy as greater clarity emerges regarding the direction which the Local Plan shall take. We wish to ensure that it is aligned to and responding to the transport challenges which development may present.

Beyond the approval of a Local Plan, the planning process requires all development sites to be assessed and mitigation to be identified as necessary, before planning approvals will be granted.

Whilst future housing and employment development will have a transport impact, the most acute challenges we face are issues that already exist because of our current population, land use patterns, and transport provisions. It is these concerns

which we must face through our transport planning, as well any further pressures which development may create in the future.

## Engaging with neighbouring authorities on their Local Plans

Stockport is a key corridor for travel between Cheshire, Derbyshire, Staffordshire, Yorkshire and Merseyside and Manchester city centre, so experiences significant daily travel flows to destinations within and beyond Stockport.

We are also bisected by the M60 corridor which provides sub-regional access across Greater Manchester and connects to the national motorway network.

We know from the range of strategic studies we have undertaken, including in connection with the A555 (A6 to M60 Relief Road) scheme, A6 corridor study and Local Plan modelling that the mix of local traffic and longer distance through traffic is one of the major causes of congestion on our north-south arterial routes, with the A6 and A34 most prominent. Similar capacity constraints exist on the rail routes that transverse the borough.

Naturally, therefore, the performance of our transport system is also affected by the growth plans of our neighbours.

The other nine boroughs in Greater Manchester adopted the Places for Everyone (PfE) plan in March 2024. PfE set a policy framework for future development across the city region (excluding Stockport) including setting overall housing and employment numbers of each district.

Our neighbouring Greater Manchester districts comprising Manchester, Tameside and Trafford, are each now in the process of developing supporting updated Local Plans to provide additional detail beyond PfE including updated local planning policies.

To the south and east, we are bordered by Derbyshire, High Peak, Peak District National Park and Cheshire East, whose Local Plans were last adopted in 2016 or

2017. The current NPPF defines that new Local Plans should reflect a national rise in housing requirements meaning that they too must be updated and submitted for examination by no later than December 2026.

As part of our duty to cooperate, and as good neighbours, we engage constructively with our neighbouring authorities on strategic planning matters on a regular basis. From a transport planning perspective this helps us to stay alert to how their future land use plans may impact on our transport networks (and vice versa).

## How might transport systems change and the way we travel evolve?

Whilst it is important to make plans to improve the transport system as we see it operating today, we also know that innovation and change is a continuum and the way people live and the journeys they choose to make evolve over time.

Consumer preferences, new technologies and changing demographics are all added to the mix and uncertainty of how transport could look in the future.

## The influence of climate change on transport

The impacts of the climate crisis are becoming starker, and it is expected that there will be increasing importance on policies which help to reduce the impact transport has on the environment, and that these will shape the way we maintain, grow and transform our transport network.

The challenge will in balancing the ways in which necessary environment outcomes are achieved with sustainable and inclusive economic growth.

In the short-term, we are continuing to promote measures which will increase the use of sustainable travel modes and are seeking to accelerate the take up of zero and low emission vehicles by supporting the

expansion of the necessary charging infrastructure. We have created 10 new woodlands and 12 orchards by planting close to 30,000 trees, we have installed solar panels on key council buildings and schools and have set up the Youth Climate Assembly which sees young people propose and vote for climate actions that the council then delivers.

We know transitioning away from fossil fuels will be challenging, particularly as housing developments and businesses have historically been allowed to rely on car travel. We must however strive to do what we can to help people change their normal behaviours to be more sustainable, where they feel able to act differently.

Over the lifespan of our Transport Strategy, we expect new policy initiatives to come forward in response to environmental challenges and climate change.

It will be important that we are open to new ideas which the private sector or the government of the day are promoting, where they can be of mutual benefit to our local CAN approach to carbon neutrality by 2038.



## Innovation may continue to change how we travel (and move goods)

In looking to the future, we can be certain that way we travel will continue to change and evolve.

To see how quickly things can evolve we only need to draw on recent example of how technology has opened new avenues for transport providers.

Everyday things such as accessing real time travel information and ticketing on a smartphone, or messaging an operator through social media, are new behaviours which have only developed over the past 15-20 years. These are now fundamental to how the transport system works. The ability for transport providers to engage directly with passengers has transformed the way that these organisations think about their customers.

Similarly with home deliveries, people have always had items posted to them since the early days of the internet. E-commerce has however expanded to a scale which was hard to predict 10-15 years ago. People are no longer just shopping online for certain items but for almost anything. This includes takeaway food which has given rise to new business models (such as UberEats and Deliveroo) and added a different profile of users to our roads and cycle infrastructure.

In looking to the future, there are visible trends we can point towards albeit with an element of uncertainty on how they might evolve next. A good example is with connected and autonomous vehicles (CAV).



CAVs are no longer a hypothetical option. Early-stage CAVs are here and in use across the UK road network today. In fact, many new cars sold in the last five years include driver automation features such as self-parking, assisted lane control and cruise control.

What remains unclear is which new features will be added to the market and when, and how quickly vehicle specification will evolve into the next stages of automation and connectivity such that manual driver inputs are reduced.

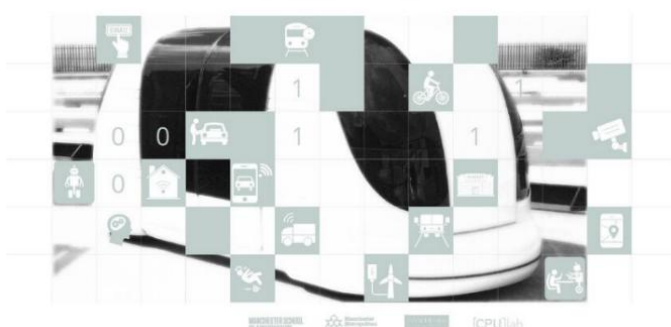
Industry experts anticipate there will be phases of vehicle autonomy, with only a small proportion of the vehicle fleet carrying the latest technologies initially before features are adopted more widely across the market.

There is also on-going research about how the increased use of CAV technology will impact other factors related to car ownership, such as insurance liabilities in the case of collisions. Should CAV technologies become more commonplace, the road network will have to adapt, and different challenges are likely to present themselves – including those which we are not yet able to define.

## SYNERGY AUTONOMOUS VEHICLES

Pioneering Connected Autonomous Vehicles - CCAV Innovate UK

Part of a £4 million UK funded CCAV2



As a Council, we are open to the developments in CAV technology, as shown by our becoming a partner in the Synergy Project, which sought to accelerate adoption of driverless vehicles and allied technologies in the UK. The project worked to further technology to enable connected autonomous cars to travel in platoon formation.

Elsewhere, new forms of micro-mobility are emerging to provide short-distance and 'last mile' access. These are becoming popular due to their focus on sustainability and efficiency. This includes e-scooters and e-bikes which have become popular to avoid congestion and reduce emissions.

As micro-mobility forms of travel increase, we will need to consider the extent to which to any particular facilities, such as dedicated lanes and docking stations, are integrated into the transport system safely and efficiently.

Some of these innovations are also benefiting the movement of urban freight, with e-cargo bikes being used and autonomous delivery robots being extensively trialled.

These are options which are more flexible than vans in dense urban streets and pedestrianised areas. This concept can complement consolidation hubs and will be increasingly effective as AI powered route optimisation technologies becomes more advanced.

Drone delivery is also being developed as an option for lightweight, time-sensitive parcels. While the deployment of this remains in early stages due to regulatory and logistical challenges, it is foreseeable that drones become a regular part of the logistics sector in the coming years.

Whilst we know that changes through technology are coming, it is unclear quite how and when these will start to have a clearer and more tangible impact on how our transport system operates.

We must therefore continue to address the issues we face today in the near term, whilst being aware and open to the potential that new technologies may be part of the longer-term solution.



## Supporting our ageing population

One in five of our residents is over the age of 65, which is higher than the figure for Greater Manchester, and North West as a whole, and population data shows us that people are living longer.

As people live longer and remain active later in life, our transport services, schemes and policies must adapt to meet evolving needs.

Older people often experience reduced mobility, vision, and hearing, which can make navigating transport systems difficult, and if they must give up driving have a greater reliance on public transport for getting about.

Accessibility will therefore be important across both public and active transport infrastructure. This includes low-floor buses, step-free access at rail stations, more seating, clearer signage, and better lighting.

Many of our older residents live in our more suburban and rural areas which presents its own challenges in terms of typically poorer public transport connections.

We therefore need to think carefully about how our community transport services

adapt to meet the needs of an ageing population where these services are most relied upon.

We are already seeing policy decisions increasingly focused on inclusivity and health and this will be particularly important with an ageing population. Encouraging walking and cycling through age-friendly urban design not only supports mobility but also promotes physical and mental well-being.

We must continue to share our transport plans with our community and health teams to ensure transport services are appropriate and provide the necessary access to essential services.

Digital exclusion is another concern. The data shows that 25-35% of people aged 65 and over have some difficulty with understanding and using digital technology.

As transport systems become more digitised – such as through smartphone applications used for ticketing or real-time updates – we must be proactive in ensuring that people who struggle with digital technology are not disadvantaged by ensuring that they still have access to non-digital options and information, and that appropriate digital literacy training and support is offered.



4

# Strategy Objectives

## We have defined a Vision and seven Objectives for our Transport Strategy.

These provide a framework for the interventions and their phasing set out in the Delivery Plan, enabling us to confirm that the approaches we will follow and the investments we seek will take us closer to our central aim.

Our objectives align with other Council policies including the **One Stockport Economic Plan**, the **One Stockport Borough Plan** and **One Stockport: Our Future**

### VISION

**“Providing a transport system which is cleaner and greener, positively supports the social and economic vitality of Stockport, and enables more journeys to be made safely, comfortably, efficiently and in ways which reduces the impact travel has on the climate and our environment.”**

### OBJECTIVES

- Strengthen Stockport town centre’s role as the Southern Gateway into Greater Manchester and the North, supported by the redevelopment of Stockport rail station to create a modern and fully integrated multi-modal national, regional and local transport hub.
- Develop and strengthen sustainable transport connections to and within the Airport and Southern Growth Corridor, to promote significant economic growth and regeneration for Stockport and Greater Manchester, and to secure active travel and public transport benefits.
- Use sustainable transport to improve access to jobs, services and opportunities, particularly in vulnerable and poorly connected communities.
- Identify and develop sustainable infrastructure and transport services that support a growing and thriving borough.
- Develop and deliver multi modal transport solutions that improve the performance of the borough’s key transport corridors and enable future innovation in mobility and logistics
- Support sustainable local journeys within, and between, neighbourhoods, to local centres and schools, and to Stockport town centre and our borough district centres.
- Develop a well-maintained, decarbonised, resilient, safe and reliable local transport system with travel times that encourage all modes .

In such a way as to :

- Reduce the impact our travel has on the climate and our environment; and
- Improve the quality of our neighbourhoods and streets, supporting our communities to become more appealing places to live, work, visit and invest.

5

# Our Transport Strategy

Our aim is to deliver the Strategy Vision and Objectives, and create a more accessible, inclusive and integrated transport system that can support economic growth and provide sustainable travel choices which meet the needs of the people that live, work and visit the borough.

Our roads are under pressure, carrying more traffic than they were originally built for. We therefore must encourage some people to make different travel choices. We want to support essential car journeys and offer better alternatives for everybody else. To achieve our targets, we will need people to rely less on cars and more on sustainable options like walking, cycling, and public transport. We will keep investing in these alternatives to make them attractive and practical. We also need to reduce the environmental impact of transport and move towards vehicles which release fewer pollutants.

This chapter outlines our Transport Strategy - the key actions we wish to take. Funding these changes will require more detailed planning and consultation, and usually a business case to confirm that spending money will offer good value for money. We have presented our Strategy 'by mode' as this is how we know many users view the system, but we appreciate that a high-functioning network will rely on close integration between different services and a range of different travel options that are easy to switch between.

Our Transport Strategy mirrors elements of the Stockport Local Implementation Plan - part of the Greater Manchester Local Transport Plan. However, this Strategy also presses deeper into the local interventions which we feel are going to be important for our residents. These will either be developed as part of the locally accessible funding or are designed to clarify our areas of scheme development and aspiration over the longer term.

## Our Strategy for Bus

### Facilitating a Bus Network Which Connects and Supports Our Communities



Bus services across Stockport have joined the Bee Network as part of the third and final tranche of bus franchising roll-out across Greater Manchester – to deliver improved services, better buses and affordable fares. More than 250 bus routes across Stockport, Tameside, Trafford and parts of Manchester and Salford joined the Bee Network at the beginning of the year.

Greater Manchester is committed to delivering a world-class, integrated transport system: the Bee Network, and bus is its cornerstone, accounting for four out of every five public transport trips.

Stockport has an established and mature bus market, – in any given year, over half of our residents will travel by bus – with our high-frequency service routes focused on Manchester city centre and Stockport town centre, and comprising:

- 192: Manchester city centre – Heaton Chapel – Stockport town centre – Heaviley – Stepping Hill – Hazel Grove
- 203: Stockport town centre – Reddish – Manchester city centre.
- 325: Stockport town centre – Brinnington
- 330: Stockport town centre – Bredbury – Woodley – Hyde – Ashton-under-Lyne

Since all Greater Manchester's buses came under local control, the number of people getting on board has continued to climb. Providing higher frequency services on popular routes is vital to boost passenger numbers, as well as support economic growth, better connect residents to job and education opportunities and reduce congestion.

Perhaps not surprisingly, the city region's most frequent bus routes (41 in total), are also the busiest, carrying 54% of all Bee Network bus journeys in February 2025.

We are proud that Stockport's 192 bus service can claim to be one of the busiest routes in the country.

Local control presents a real opportunity for bus service planning to be undertaken in a more equitable way, for example, providing routes which address connectivity gaps across the borough, and providing better travel choices to people who currently live in less accessible parts of the borough.

## How We Plan to Deliver This Priority

### Enhanced Bus Service Provision

TfGM has defined a Bee Network bus service review process to manage operations and make recommendations for service changes. The preparation of our Transport Strategy provides us with the opportunity to outline our ambitions for a bus network that delivers for all our residents.

We know bus service cutbacks have had an impact for many years and we will push TfGM to expand timetables, and to use the bus network to better connect our communities and help reduce transport-related social exclusion in the borough.

Bee Network bus service reviews are each expected to take up to 12 months from inception to implementation. We hope the reviews will deliver higher bus frequencies, better timetable integration (with other buses, tram and trains), and extensions to bus routes.

We have launched a Stockport Bee Network Steering Group for members to oversee bus performance and influence improvements to the bus network.

While we recognise the difficulties in extending the bus network, in terms of ensuring patronage and limiting economic cost to GM, in the long term our ambition is to develop a bus network that builds on those high frequency routes already in place with other higher frequency services that better connect:

- Stockport town centre – Offerton
- Woodley – Romiley – Marple – Hazel Grove
- Hazel Grove – Poynton – Woodford – Heald Green – Manchester Airport
- Stockport town centre – Edgeley – Cheadle and Cheadle Hulme – Stanley Green – Manchester Airport
- Hazel Grove – Bramhall – Stanley Green – Manchester Airport
- Stockport town centre – Heaton Mersey – East Didsbury

We would see this being supported by improved services connecting:

- Stockport town centre – Romiley
- Reddish – Heaton Chapel – Heaton Mersey – East Didsbury
- Marple – Offerton – Stockport town centre
- Stockport town centre – Edgeley – Cheadle – Wythenshawe
- Hazel Grove – Bramhall – Heald Green – Wythenshawe
- East Didsbury – Cheadle
- Marple – High Lane – Hazel Grove
- Heaviley – Davenport – Hazel Grove – Bramhall – Stanley Green

More local and lower frequency bus routes would complete a comprehensive bus network which connects and supports our communities.

Through the Bee Network, we are keen to see the operating hours of more services extended to provide better network coverage later in the evening, night-time and at weekends, so that everyone in Stockport can seamlessly access employment, training, health and leisure at any time of day or night.

Greater Manchester has already implemented all night bus services on selected routes (V1 and 36 routes). Stockport has received extended night time services on the 192: Manchester – Stockport – Hazel Grove at the weekend. .

These services aim to provide safe and reliable public transport for those working in or enjoying Greater Manchester's night-time economy, including in the culture and leisure sectors, health and social care, manufacturing, and logistics.

With up to a third of our workforce working 'unsocial' hours, it's only right that we offer better public transport options. We are hopeful that such initiatives prove to be a positive first step towards a better around-the-clock public transport service.

### Cross Boundary Services

Many parts of Greater Manchester are served by buses that originate from outside of Greater Manchester. These services play an important part in our local transport network. Bus operators are required to apply to TfGM for a service permit to run bus services into the city region.

Permits require operators to meet TfGM's operational standards (e.g. environmental, accessibility, safety etc), provide appropriate levels of passenger information that can integrate with Bee Network systems (e.g. real time information) and accept and sell Bee Network tickets within Greater Manchester. Services seeking a permit must also be judged to benefit bus passengers within Greater Manchester and not have an adverse effect on franchised services. This approach is in place and working well in relation to cross boundary services to/from the Tranche 1 and 2 areas.

We recognise that there are cross-boundary connections which are not currently well served by bus. For example, Poynton has a limited public transport service for a town of its size. As well as having a poorly located rail station, the 391 / 392 / 393: Stockport to Macclesfield service offer limited services



Monday to Friday and on Saturdays and no service at all on Sundays.

In order, therefore, to capitalise on the opportunities provided by bus service franchising, we will work in partnership with TfGM and our local authority neighbours to ensure cross-boundary services are made as seamless as possible with the franchised bus network.

### School Bus Services

TfGM funded school services in Stockport, also joined the Bee Network at the beginning of January 2025.

Previously, TfGM provided dedicated school buses filling gaps in the public transport network, where private operators did not provide a 'general' bus service. Using ticketing data, it had been estimated that approximately 5% of the secondary school population used a dedicated school service to travel to school.

As part of the bus franchising the approach has been to integrate the school services into the Bee Network by adjusting 'general' services to better connect schools, to bring efficiency savings.

Performance issues, service frequency and bus capacity will continue to be closely monitored to ensure that general services and school services are meeting customer expectations.

### Bus Infrastructure Programme

The GM Transport Strategy 2050 Delivery Plan sets out plans to further develop and

deliver transformative street improvements, including enhancements to strategic bus corridors that will deliver a step-change in the reliability, speed and comfort of bus services.

A series of transformational programmes have been developed to deliver measures: from delivery of new dedicated segregated bus infrastructure; to quick-win schemes to tackle local points of bus delay.

### Bus Rapid Transit (BRT)

The success of the guided busway service on the Leigh-Salford-Manchester corridor shows how a bus rapid transit service can offer the potential to provide shorter and more reliable bus journeys that deliver levels of satisfaction and modal shift that is comparable with Metrolink for medium to long-distance journeys.

However, the extent to which these corridors could truly achieve bus rapid transit conditions with segregation from general traffic remains an open question requiring further development work.

These bus-based options will also need to be considered against rail-based proposals which could provide alternative forms of rapid transit.

Busway corridors to the east and west of the Airport could provide these local high-quality connections. From the east, this could enable enhancements to a range of bus routes connecting into Stockport and Cheshire East, including from Bramhall, Cheadle Hulme, Handforth, Hazel Grove, Heald Green, Poynton, Stanley Green, Woodford, and Wilmslow which Stockport proposes be investigated.



## Quality Bus Transit (QBT)

Complementing BRT, Quality Bus Transit refers specifically to whole route upgrades on key corridors focused on GM Town Centre Orbital and City Centre Radial Connectivity – with bus priority to achieve reliable services, attractive waiting environments integrated with the public realm, and sometimes an even higher quality of vehicles than would be the norm. Quality bus transit proposals can have features in common with rapid transit including higher frequencies, faster speeds and reduced journey times.

Through CRSTS we are developing, in partnership with TfGM and Tameside Council the 'Improving Journeys: Stockport to Ashton-under-Lyne' scheme, which seeks to improve the whole of the 330-bus route between Stockport and Ashton via Hyde and Dukinfield, along the B6104 and A560 corridor. .

We are also working in partnership with TfGM and Manchester City Council to develop the 'City Centre Radials: A6 Stockport Road' scheme, which seeks to improve the 192-bus route between Manchester city centre and Stockport town centre.

## Future Bus Corridor Upgrade (Frequent Service and Other Busy Corridors)

A programme of Bus Corridor Upgrades is proposed across Greater Manchester on high-frequency bus routes that connect people to opportunities in Manchester city centre, town centre destinations and employment sites. This programme includes improving existing corridors to enhance speed and reliability of bus, as well as establishing new bus connections to major development.

The A6 South corridor - between Stockport town centre and High Lane – is an identified corridor for street improvements within the GM Transport Strategy 2050 Delivery Plan and remains a priority for the Council.

### Bus Pinch Point Improvements

The bus corridor plans are supported by a programme of smaller Bus Pinch Point improvements are being delivered on bus routes across the city region. These schemes target localised issues which contribute to bus journeys being delayed.

These include both low-cost quick win and higher cost longer term schemes. Examples include introducing traffic regulation orders to prevent obstructive parking, making bus stops more accessible, or implementing bus priority at traffic signals and junctions including technology to 'hurry-call' buses (particularly late running services) through traffic signals. Pinch point schemes in Stockport to be completed before March 2027 include:

- Tranche 1 pinch point schemes include: Dialstone Lane, the A6 Compstall Road, Bramhall Lane and Broadstone Road
- Tranche 2 pinch point schemes include: Marple Road and Churchgate

## Our Strategy for Rapid Transit

### Delivering a new mass rapid public transit network, better connecting Stockport to the rest of Greater Manchester, including Manchester Airport

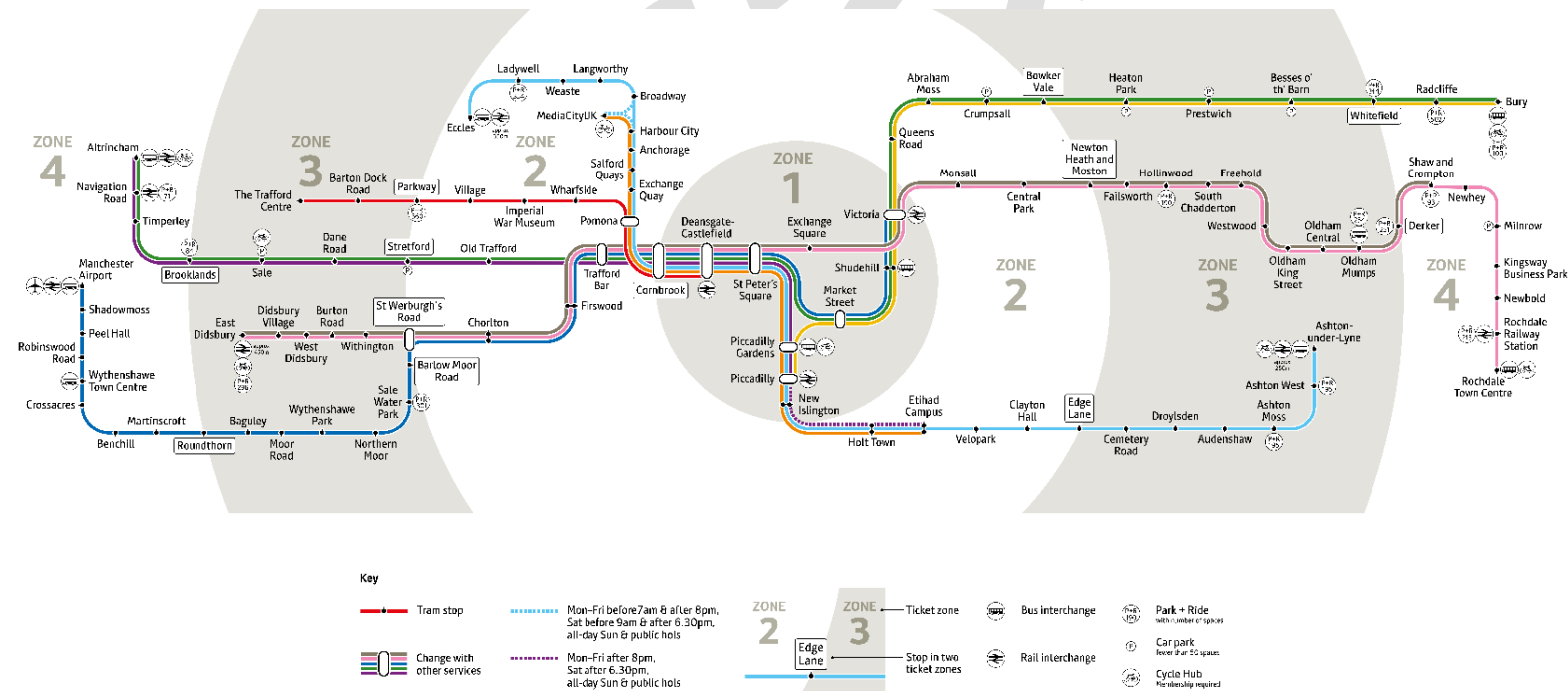
The GM Transport Strategy 2040 sets out its ambition for rapid transit: *“To extend the benefits of rapid transit to more of Greater Manchester and provide the capacity and reliability needed to support growth in the economy.”*

Greater Manchester is already a proven leader when it comes to developing and operating rapid transit. Metrolink, the city region’s light rail system, is the largest in the country with 99 stops across over 100km of track.

There are eight Metrolink lines in operation which radiate from Manchester city centre to termini at Altrincham, Ashton-under-Lyne, Bury, East Didsbury, Eccles, Manchester Airport, Rochdale and Trafford Centre.

Stockport is not currently connected to the Metrolink network.

The ‘Airport and Southern Growth Corridor’ has the potential to become a major driver of employment and productivity growth in the Greater Manchester city region and national economy. Yet east-west orbital connectivity by public transport through it is poor, limited to low frequency bus services, such as the 199: Buxton – Hazel Grove – Stockport town centre – Manchester Airport which operates a half hourly early morning and daytime service, which reduces to an hourly service into the evening.



Source: Bee Network Metrolink Map, May 2025

## How We Plan to Deliver This Priority

### East Didsbury to Stockport Rapid Transit Extension

Metrolink to East Didsbury opened in May 2013.

An extended Metrolink route from East Didsbury to Stockport has a long history of proposals, with the proposal having been poised for a Transport and Works Act Order application in the early 2000s.

Now the strategic case for a Metrolink from East Didsbury to Stockport has been successfully made, attracting mayoral and government support.

Significant opportunities to be re-considered support this renewed interest including:

- on-going regeneration of Stockport town centre, including in the established TCW and TCE regeneration areas which will support plans for 8,000 new homes and where public transport and active travel will be the first option; and
- wider economic opportunities across the Airport and Southern Growth Corridor (one of six growth locations across the city region).

Our 'Next Stop Stockport' programme provides a vehicle to bring together partners in pursuit of economic opportunities and to embed these benefits in a refreshed business case.

TfGM is progressing work to establish this business case alongside further development of potential tram / tram-train route options. A strategic outline business case is expected to be completed by September 2025.

The review considers the viability of previous routes and takes account of recent developments within Stockport town centre including the layout of the redeveloped Stockport Interchange and the latest plans for the Town Centre West MDC

regeneration area. TfGM's work will identify potential routes that could be protected in a future Stockport Local Plan.

Funding for the scheme is now in place following government's announcement of the £2.5 billion TCR fund. A commitment to bring Metrolink to Stockport as an additional sustainable travel option is also a key element of Stockport's CAN strategy.





Photograph taken during the reconstruction of Greek Street bridge

## Stockholm Road Network Rail Bridge Replacements

Stockholm Road Bridge is a Network Rail owned and maintained road over rail bridge identified by Network Rail as needing replacement due to the deteriorating condition of its structure. This is becoming critical to the safe running of the rail and highway network.

The design for the replacement of the bridge is of strategic future importance to both the Council and TfGM as it spans / lies adjacent to potential future tram / tram-train alignments through Stockport, connecting to both Manchester Airport and East Didsbury.

Therefore its replacement represented an opportunity to safeguard the infrastructure to allow for any future arrival of rapid transit services into Stockport without further significant modification.

Greek Street bridge works delivered in spring 2026 also safeguard the route with its design. Timescales for the Stockholm Road bridge works have yet to be finalised with Network Rail and TfGM.

## Tram-Train Pathfinder

Whilst tram-train technology has successfully been implemented in the UK (such as on the Sheffield Supertram network) and around the world, there is none in Greater Manchester.

Recognising this, TfGM has planned a phased approach that seeks to mitigate risks. This is by developing an initial Pathfinder project as a proof-of-concept that seeks to maximise the learning for larger scale and longer-term projects.

TfGM is planning to progress with a Pathfinder covering a route which will include the existing Metrolink Oldham and Rochdale line, the National Rail network between Rochdale and Castleton, and the East Lancashire Railway heritage corridor between Castleton, Heywood and Bury.

A compatible fleet of Metrolink 'Next Generation Vehicles' would be provided with tram-train capability to service the scheme.

TfGM is using funding allocated through CRSTS to develop an integrated business case covering both the Pathfinder infrastructure and the 'Next Generation Vehicles' needed for the tram-train route.

The business case will need to be agreed with DfT.

Any tram-train routes in Stockport would, therefore, be dependent on the successful delivery of the tram-train pathfinder.



### Stockport to Manchester Airport Rapid Transit

Recent business case work has indicated it may be possible to operate tram-train services between Stockport and the Airport, via the Mid-Cheshire line and include calls at a new Cheadle station.

This service configuration would, however, depend on several factors including the successful completion of the tram-train Pathfinder, and the prior completion of the Metrolink Airport line 'Western Leg'.

The Western Leg has previously been supported by a business case and some powers required for its construction and operation remain in place. This work focused on how the plans could best integrate with a new rail station for Manchester Airport, as part of the HS2 network. Despite the government's cancellation of the northern sections of HS2, a new rail station at the Airport is being considered as part of the Liverpool and Greater Manchester city regions' plans for The Northern Arc, and a new railway connecting Liverpool, Warrington and Manchester via the north-west region's two international airports.

There are also opportunities to enhance the connectivity of the Airport and Southern Growth Corridor area through a joined-up approach which incorporates rapid transit services from East Didsbury to Stockport and/or Hazel Grove (using the Adswold freight line) – schemes that might share infrastructure or become combined services.

As we set out in our strategy for bus, busway corridors to the east and west of the Airport could provide local high-quality airport connections from Stockport including from Bramhall, Cheadle Hulme, Hazel Grove, Heald Green, Stanley Green and Woodford.

### East Manchester to Marple Rapid Transit

Previous studies have shown that the existing suburban rail corridor offers the potential to introduce tram-train services on the existing line from Manchester Piccadilly to Rose Hill Marple via Guide Bridge. The line is included in the GM Bee Network Rail proposal, for integration in Tranche 1 from December 2026.

The concept performs well against TfGM prioritisation principles. With appropriate infrastructure investment, conversion to tram-train operation could have the potential to raise service frequencies beyond those that could be achieved by suburban rail alone, through bypassing some of the intensively used sections of rail, flat



junctions, and rail capacity constraints in the central Manchester area, as well as connecting to other Metrolink services at Piccadilly.

Further work is needed that considers tram-train services (including lines to Glossop and Hadfield) holistically – including consideration of improving the existing suburban rail service, the relationship with other rail services, and appropriate phasing and integration of infrastructure with wider transport and land use proposals in the Piccadilly area.

### Stockport to Rose Hill Marple Rapid Transit

There is no direct rail service between Marple and the Stockport town centre, and bus journeys are slow due to the constraints of the road network and levels of congestion.

Recent 'Restoring Your Railways' study work considered the strategic case for a new passenger rail service between Rose Hill (Marple) and Stockport, calling at Romiley, Bredbury, Brinnington and Reddish South. Options were found to offer poor value for money, while the need for a new chord (to connect the Bredbury Line with the Reddish South Line) would need careful consideration including environmental impacts and potential land take from greenspace. The Council retains a long term interest in passenger services being reinstated on the Reddish South line and will seek to pursue opportunities that could make the case more favourable in the future.

Options for tram / tram-train from Stockport to Marple via Bredbury remain under consideration and could present opportunities to incorporate light-rail connectivity into the significant Town Centre East regeneration area within Stockport town centre.

### Stockport to Tameside (via Reddish South and Denton) Rapid Transit

The existing railway line via Reddish and Denton does not carry a regular passenger

service, only operating a minimal parliamentary train service to avoid the closure of the line and its stations. It is therefore an underutilised public transport infrastructure resource, with the potential to offer improved public transport accessibility between Stockport and Tameside, and between Reddish and Stockport town centre.

Study work in the mid-2010s showed that tram-train services between Tameside and Stockport, via the rail line through Reddish South and Denton, and considered in isolation, were unlikely to have a strong case for investment. Since then, a Restoring Your Railways study also found that the case for a regular train service being reinstated is also weak. Population density along this route has large gaps to the west at the Audenshaw Reservoirs and to the east at Reddish Vale, limiting the catchment area population.

Notwithstanding, this rail line remains an important strategic asset and we are keen that future rail/tram-train network planning ensures this route is not precluded from playing a larger role in the future – for example, once the rapid transit network in Stockport is more mature, there could be additional benefits from linking services into Tameside via this line, to give areas more direct connectivity to Stockport and Manchester Airport, and this could also then consider additional stops which could add value such as in the vicinity of the A6 in Heaton Norris.

## Our Strategy for Rail

### Redeveloping Stockport Station

Positioned on the WCML, Stockport Station is the 'Southern Gateway' into Greater Manchester, and the north, with direct and frequent connections to Manchester and London and many other regionally and nationally significant destinations, as well as serving local needs.

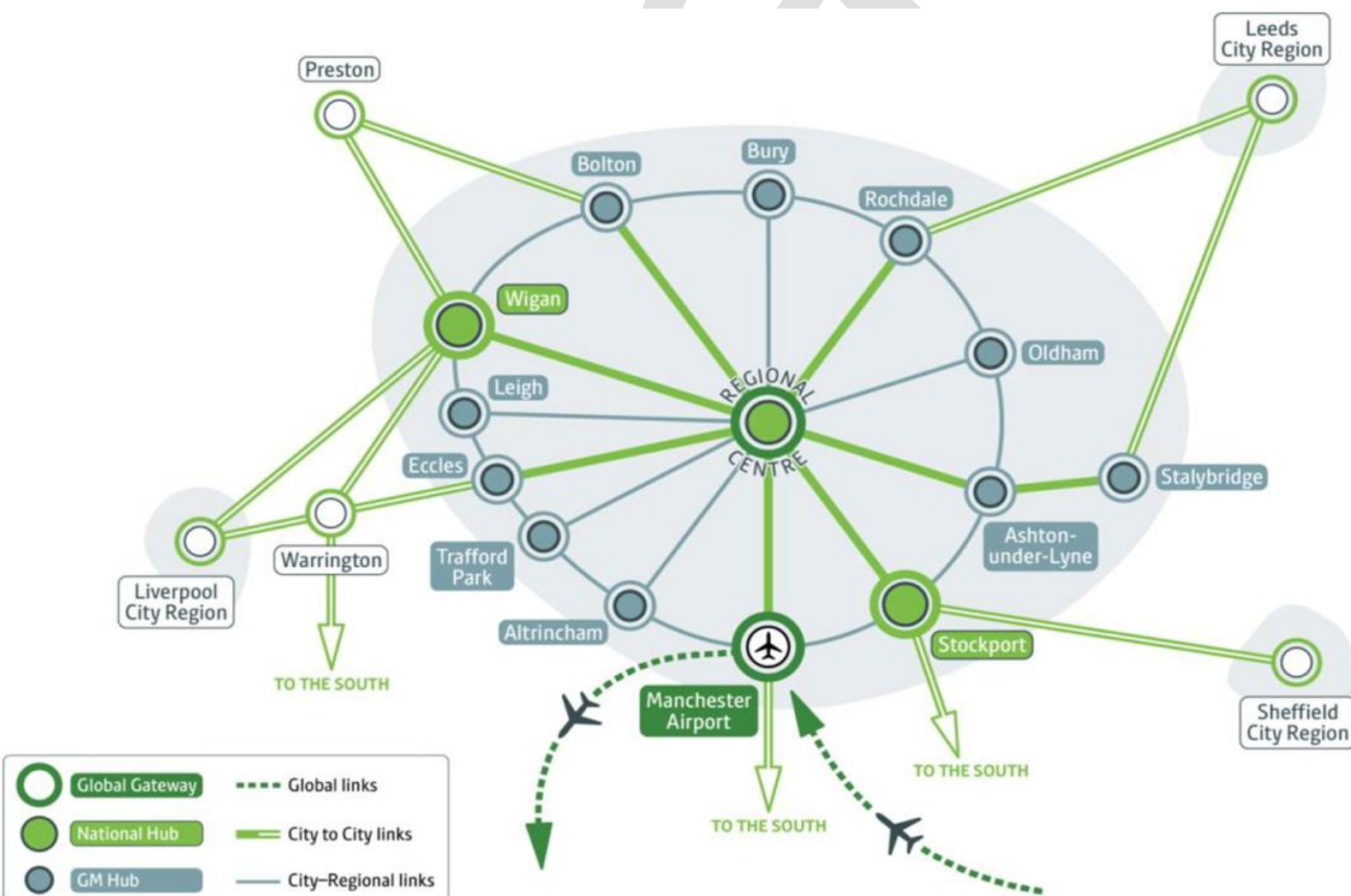
A redeveloped station will become the primary gateway for the Airport and Southern Growth Corridor

Despite its national hub status, the station itself needs updating to improve customer

experience and reduce severance between Edgeley and the Town Centre West MDC area and the rest of Stockport town centre.

The cancellation of the northern sections of HS2 infrastructure to Manchester means that Stockport's role as the Southern Gateway into Greater Manchester and Airport and Southern Growth Corridor is more important than ever.

Locally, the redevelopment of Stockport Station forms part of the Stockport Station Growth prospectus which focuses on the connections with the Town Centre West MDC regeneration area which is adjacent to the rail station.



## How We Plan to Deliver This Priority

### Stockport Station Redevelopment

Our vision for Stockport station is for a state-of-the-art thriving transport hub with station facilities suitable for all travellers.

Our plans for the station include:

- new primary eastern concourse.
- new station footbridge.
- new Edgeley western entrance.
- refurbished platform buildings.
- refurbished subway for emergency access and servicing.
- improved station access for all.

In 2023, TfGM and Network Rail announced a partnership to deliver a joint vision for growth in the regional centre and southern gateway around its seven station hubs. Stockport is one of these critical stations alongside Manchester Piccadilly, Manchester Victoria, Oxford Road, Deansgate, Salford Central and Salford Crescent.

These proposals include the development opportunities in and around the stations, including for commercial and community use, as well as housing development, and bringing in partners, such as the Town Centre MDC, to support and accelerate the delivery of future projects.

As well as being designed to meet future patronage growth and the wider benefits of new high speed rail connectivity, the proposals provide safeguarding and preparatory works to support future Bee Network rapid transit expansion into Stockport town centre.

Further scheme development and outline business case work is progressing through CRSTS funding including development of potential early works packages as part of a phased delivery approach.

Stockport Station



## Supporting Rail Capacity Growth Through Stockport

There is a longstanding need to increase rail capacity on the Castlefield Corridor in central Manchester and emerging needs to increase rail capacity in and around Stockport. The corridor is one of only a small number of sections of railway nationally to be designated as congested infrastructure.

Whilst the need for greater passenger capacity on the National Rail network can be addressed to an extent through investment to provide longer trains on existing services, capacity on the rail network to accommodate the additional rail services that are needed is significantly constrained, and major investment in improved infrastructure is required.

## How We Plan to Deliver This Priority

### South Manchester Strategic Advice Study / Stockport Area Rail Capacity Solutions

The Manchester Recovery Task Force was set up by DfT in January 2020 to address the unacceptable levels of train performance across the north west.

Formed of representatives from the DfT, Network Rail, Train Operating Companies (TOCs), TfN and TfGM it was tasked with providing improvements to timetables and capacity and to identify a coordinated long-term rail service and infrastructure solutions for the Castlefield (and Stockport) Corridor across five Configuration States 1 to 5.

Configuration State 4 looks at longer-term infrastructure enhancements that will be necessary to enable Greater Manchester to be ready for the introduction of HS2 and TransPennine Route Upgrade services and to cater for future forecast passenger growth. The timescales for implementing solutions for Configuration State 4 are likely to be mid to late 2030s and beyond.

These considerations are in the early stages of strategic planning and Network Rail has commenced a South Manchester Strategic Advice (Cheadle Hulme to Manchester Piccadilly) study to evaluate future rail passenger service requirements and to identify the potential infrastructure solutions that will be necessary to cater for these.

In terms of what additional rail capacity infrastructure enhancements may be required in the Stockport area, early concept options include the potential for remodelling Stockport Station with an additional through platform and bi-directional signalling.

Our design proposals for the redevelopment of Stockport Station are therefore being developed in a manner that takes account of this critical workstream.

## Improving and Broadening Access to Our Suburban Rail Network

The GM Transport Strategy 2040 sets out its ambition for rail:

*“To develop a rail network that is high-capacity, reliable, resilient, accessible and fully integrated with other rail-based services and the wider transport network, and extend the benefits of our strategic priorities for rail (including HS2 and Northern Powerhouse Rail) throughout the city region.”*

Stockport is connected by several rail corridors – we have 19 stations across the borough which provide highly competitive journey times into Manchester compared to driving.

Having a modern, fit-for-purpose suburban rail network is therefore crucial to delivering economic growth and providing access to opportunities across the city region to all our residents.

## How We Plan to Deliver This Priority

### Bee Network Rail Integration

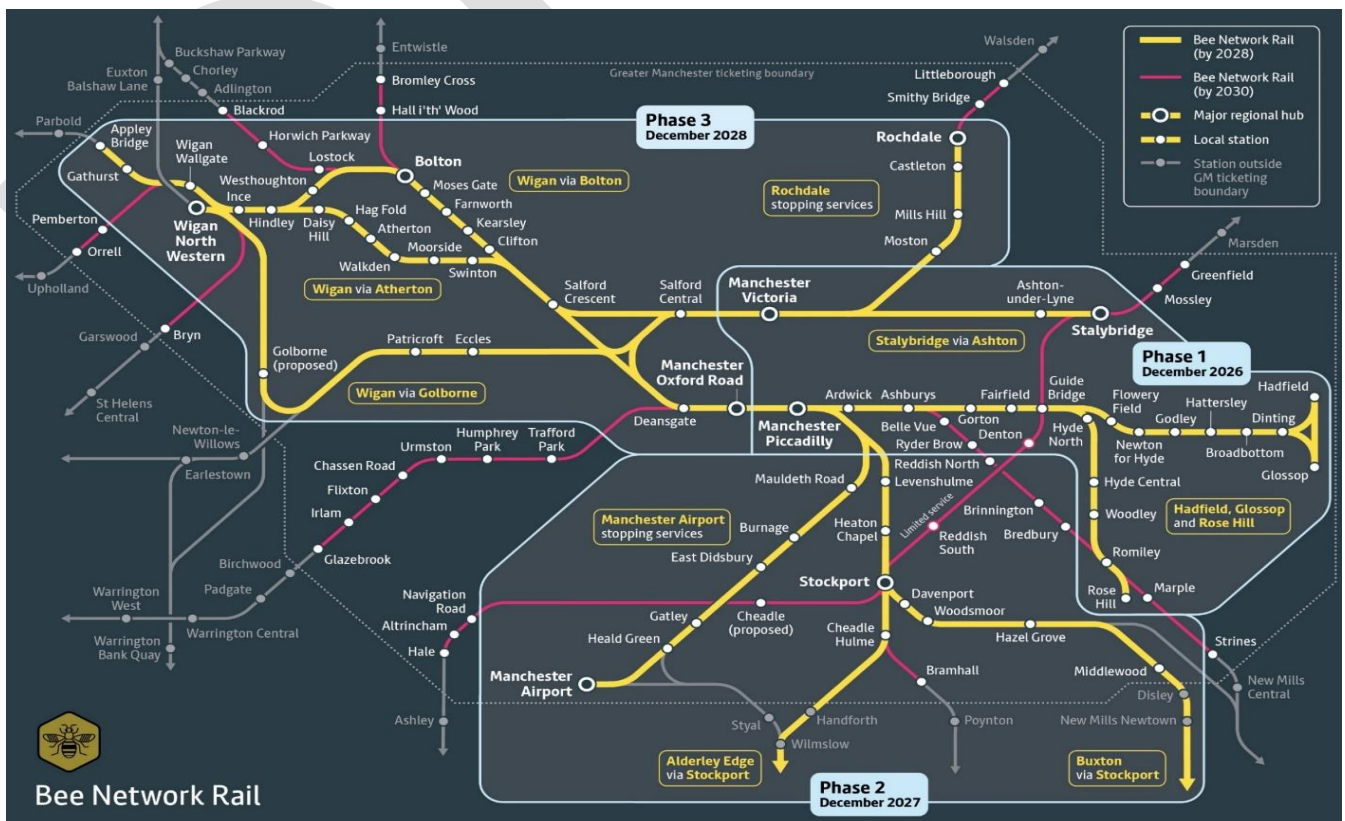
In March 2023, the GMCA agreed a devolution deal with government, which committed it to support the development of a partnership between Greater Manchester and Great British Railways: *“to support the delivery of the Bee Network by 2030, which will see:*

- *full multi-modal fares and ticketing integration.*
- *co-branding and common customer information.*
- *‘pay as you go’ ticketing.*
- *better integration of local stations.*
- *identification of opportunities for regeneration and development.*
- *greater access to local rail data.*
- *giving GMCA the opportunity to sponsor infrastructure and service enhancement schemes.”*

To help deliver fully integrated multi-modal transport services for the people, communities and businesses of Greater Manchester, TfGM has been working with railway partners to achieve integration of eight ‘priority corridors’ (comprising 64 stations, across three tranches) into the Bee Network by 2028, and the GM-wide rail network by 2030.

- Tranche 1 Dec 2026 includes:
  - Glossop, Hadfield and Rose Hill Marple corridor (via Guide Bridge) including Woodley, Romiley, and Rose Hill Marple stations.
- Tranche 2 by Dec 2027 includes:
  - Alderley Edge and Buxton corridor (via Stockport) including Heaton Chapel, Stockport, Cheadle Hulme, Davenport, Woodsmoor and Hazel Grove stations.
  - Manchester Airport corridor including Gatley and Heald Green stations.

The remaining six stations will join the Bee Network by 2030 (Bramhall, Bredbury, Brinnington, Marple, Reddish North and Reddish South).



## New Station at Cheadle

Funded through the government's Towns Fund, work is progressing to deliver a new Cheadle Station on the Chester to Manchester (Mid-Cheshire) line next to The Alexandra Hospital which is a key element of the integrated Cheadle Town Investment Plan.

Funding was approved in 2022, and full planning permission for the scheme was granted in October 2023. Our aim is that scheme delivery will start at the station over the coming year, with TfGM expected to take over operation and maintenance of the station site once the works are completed.



## Other New Rail Stations

Major population or employment centres located near to existing rapid transit lines could benefit from improved access to public transport by delivering new stops and stations, with third party investment as appropriate.

We have long sought to increasing rail opportunities in the borough. In addition to Cheadle, we plan to investigate the potential for a new rail station at Stanley Green, which could support planned development in Heald Green. The Heald Green East housing development masterplan includes safeguarded land for potential future park-and-ride and potential future rail station.

We recognise that it is not easy to introduce new rail stations without impacting on the journey time for existing services making

extra calls. And so such changes are long term endeavours.

We also have historical considered the potential for a new rail station at High Lane, with recognition to the impact this would have on Middlewood station, while a potential new rail station at Adswold on the Mid-Cheshire line is recognised to likely be dependent of future tram-train proposals.

## Station Access for All Programme

Almost half of Greater Manchester stations have no step-free access,

A lack of step-free access creates a barrier to travel for many people and falls short of the standards of the Equality Act 2010.

TfGM has an established GM Access for All (AfA) programme which has the ambition to make all stations step-free as 41 out of GM's 96 train stations do not currently offer step-free access.

To date, funding has been secured from several sources to make seven GM priority stations step free, including Reddish North with accessibility improvements set for completion by summer 2026.

Development work is underway at a further three GM stations with DfT AfA (2024-29) funding, including at Bredbury with scheduled completion during 2027.

The GMCA has committed to progressing step-free access at a minimum of five further GM stations before 2027 including detailed design work at Woodsmoor and Davenport. Funding for the delivery of these stations is being explored, including through TfN and TCR / Integrated Settlement allocations.



TfGM is actively exploring opportunities to realise efficiencies through the delivery of these schemes and where possible, additional schemes will be progressed for the next priority stations, such as Woodley, to increase the number of stations for future funding considerations.

Together with the introduction of Bee Network co-branding by 2027, TfGM is working with rail industry partners to agree minimum standards and bring forward a plan to develop and deliver a programme of improvements – making all of GM's rail stations accessible by 2040.

### Station Growth Hubs

Rail is a key enabler to economic growth, connecting people to opportunities and unlocking homes around our rail stations. Together with the rail industry, Greater Manchester is looking to identify where land can be made available for housing development and where further opportunities for regeneration align to Greater Manchester's strategic growth locations.

In addition to our proposals to redevelop Stockport Station with its associated development opportunities, we have already carried out early planning of the stations that have most potential to unlock land for housing, community uses, growth and wider development.

In 2018, the Council was awarded One Public Estate funding, alongside match funding from TfGM and Network Rail to carry out a review of its stations and surrounding land. This was undertaken

through a partnership approach known as 'The Alliance' comprising Network Rail, TfGM, GMCA, and London & Continental Railways (a government-owned property development company).

Cheadle Hulme, Hazel Grove, Bramhall and Rose Hill Marple stations were selected for further master-planning due to their potential for enabling new sustainable redevelopment opportunities including sustainable housing, commercial development, and/or the consolidation of public services.

We will look to develop the masterplans for these locations alongside our work on the new Local Plan.

### Longer Trains (and Platforms)

Providing and facilitating longer suburban trains is one of the most straightforward improvements to meet growth in rail passenger demand and address overcrowding. This will be particularly important if we are to meet Greater Manchester's Right Mix vision and generally can be achieved without the need for additional rail network capacity.

Platforms at Gatley station were lengthened to enable longer trains to serve the route from Manchester Piccadilly to the Airport. The same has also been done at Romiley on the Hope Valley line to allow longer trains to stop there in the future.

We will continue to work with TfGM and the rail industry to influence service planning with the aim of increasing passenger capacity on the borough's suburban rail services.



## Supporting a Well-Maintained Rail Network

A well-maintained railway network ensures safe, reliable, and efficient train operations. This involves regular inspections, repairs, and upgrades to all infrastructure components, including tracks, bridges, viaducts, level crossings signals, and rolling stock.

A core obligation for Network Rail, under its Network Licence, is securing the operation, maintenance, renewal and enhancement of the network to satisfy the reasonable requirements of its customers, including the general public.

## How We Plan to Deliver This Priority

### Regular Engagement with Network Rail

Our council officers, in their capacity as local highway authority, maintain a regular two-way dialogue with Network Rail covering a broad range of planned and unplanned rail network maintenance topics.

Planned maintenance topics often involve close collaborative working such as those

involving the Greek Street and Stockholm Road rail bridge replacement works, with the Council having responsibility for the traffic management works.

Examples of other planned and unplanned maintenance topics include:

- Bridge strikes, which are a significant risk to road and rail safety, with Network Rail data suggesting at least five bridge strikes happen every day across Britain due to goods vehicle or buses colliding with structures. TfGM is also focused on bridge strikes where there are known constraints for double decker buses.

Notable locations across the borough include at: Compstall Road (Romiley), Ashton Road (Bredbury) and Claremont Road (Cheadle Hulme).



Bridge strikes such as the one photographed (Romiley, 2023) cause damage and disruption

- Level crossings, ranging from rural footpath crossings to public road crossings, each present inherent risks that need to be designed, operated, and maintained in a collaborative way to maintain safety for everyone.

For example, as part of the Hope Valley Rail Upgrade, the Woodsmoor level crossing has been redesigned to ‘auto lower’ (operated by train detection) that will help manage the signal operators’ extra workload at Edgeley Junction Number 1 signal box when the additional train path on the route takes place.

- Flooding, which is becoming an increasing concern as heavy rain can overwhelm the drainage systems on the railway, known as culverts, and make localised flooding more likely. For example, water run-off from the rail network is a known contributing factor to ponding around the crossing under Gatley rail station bridge.

Stockport, Rose Hill Marple, and Romiley stations were all winners across a range of categories.



## Community Rail Partnerships

Community rail is a growing grassroots movement that helps communities get the most from their local railway assets. Community Rail is the umbrella body for community partnerships, groups, and social enterprises working to connect communities with their railways, delivering social, environmental, and economic benefits.

We actively support and promote community rail partnerships (CRP) with both the ‘South East Manchester’ and the ‘Crewe-Manchester’ CRPs having officers embedded within the Council. They also work with neighbouring CRPs such as the ‘Mid Cheshire’ and ‘High Peak & Hope Valley’. Through our involvement, we support several ‘Friends of Station’ groups across the borough and beyond which contribute valuable community work.

This type of activity makes a real difference, as recognised at the 2025 Cheshire Best Kept Stations Awards where Marple,

## Our Strategy for Cycling and Micro-Mobility

### Improving the Quality and Coverage of the Borough's Cycle Network

We have bold plans for the borough's cycle network, and we know that every route or crossing that is completed is another important link in an expanding and integrated cycle network.

Our location makes us a 'gateway to the Peak District' for cyclists that wish to explore the National Park, and our roads and paths accommodate these users alongside our residents making their own local journeys. As more routes are linked up to the existing network, it will make longer journeys easier and further encourage cycle demand to rise.

We are proud of our longstanding track record of capital investment in cycling infrastructure and design – long before national policy and design guidance placed as much emphasis in this area as we see today. Examples include the A555 (A6MARR) multi-user path facility, which has proven to be highly popular with cyclists, improvements to crossing facilities at M60 junction 1 which was previously not accessible for cyclists, and a range of measures as part of our Town Centre Access Plan.

Building on this track record we have been very successful in securing more targeted active travel funding including from: Active Travel Fund, Mayor's Challenge Fund, Towns Fund, Capability Fund, and most prominently in recent times, the Greater Manchester CRSTS.

This has allowed us to deliver a broad range of active travel schemes, across the borough, over the last few years, including:

- Heaton's Link improvements (Heaton Chapel / Heaton Moor / Heaton Mersey).
- A5143 Jacksons Lane, Bramhall Park to A6 Link (Bramhall / Hazel Grove)

- Gillbent Road crossing (Cheadle Hulme)
- Councillor Lane crossings (Cheadle)
- Hazel Grove improvements
- Links to A555 multi-user path (various locations)
- Offerton to Stockport Link (Heaviley)
- Manchester Road / Bourne Street crossing (Heaton Norris)
- Broadstone Road and Broadstone Hall Road North crossings (Heaton Chapel)
- Turves Road crossing (Cheadle Hulme)
- Edgeley Road / Dale Street crossings (Edgeley)
- Bosden Fold zebra crossing (Hazel Grove)
- Cheadle town centre improvements

- Stockport Interchange (Stockport town centre)
- Market Place and Underbanks (Stockport town centre)
- Wellington Street and Duke Street zebra crossing (Stockport town centre)

We recognise, however, that more work is needed for us to meet our vision as first set out in our [Borough Walking and Cycling Plan 2019](#) - “to make walking and cycling the natural choices for all ages and abilities for commuting, utility and leisure trips over shorter distances both within Stockport and to neighbouring areas”.

## How We Plan to Deliver This Priority

### Schemes in Development or Construction

Within our existing pipeline of schemes, there are several priority schemes which will benefit cyclists and are continuing to be developed (with a view to securing funding

in the future) or are already under construction (where funding has been identified and approved).

These schemes include:

- Ladybrook Valley, formalising the path between Ladybridge Road and Bramhall Park Road (Cheadle Hulme / Bramhall)
- Cycling network enhancements in the A6 and A560 corridors through the Bus and Active Travel Corridor programme
- Cycling network enhancements as part of the A34 Corridor Improvement scheme
- A6 Wellington Road South / Railway Road junction improvements (Stockport town centre)
- Thomson Street / Railway Road ramp (Stockport town centre)
- A6 / School Lane junction, and other Heaton Chapel district centre improvements (Heaton Chapel)
- Marple area cycling and walking strategy improvements



- Hazel Grove to High Lane active travel route
- Stockport town centre sustainable accessibility packages

We expect to also deliver local network improvements through funding secured as developer contributions from new developments, such as Section 278 and Section 106 agreements.

We are also reviewing our path network to ensure they are accessible and inclusive to all. This includes reviewing access controls, widths and surfacing.

We will also be included in any Greater Manchester Bee Network wayfinding which is implemented across the city region. Trials are to take place in 2025 with a view to implementing new signage in the future which includes active travel routes, as well as access to public transport stops and stations, and other major destinations.

### Strategic Infrastructure Network Development

There have been various attempts to define a strategic cycle network plan over recent years, through the development of Greater Manchester's active travel Bee Network and associated programmes. As part of the GM Transport Strategy 2050 as Strategic Cycle Network is being proposed.

We too are keen to develop a strategic network of routes which help people choose to cycle for any journey they wish to make through the borough, whether that be for leisure / recreation, for journeys to/from work, education or training or for other reasons such as visiting family or friends, trips to the shop or healthcare appointments.



We already have a network of routes which offer continuous cycling and mobility facilities over extended lengths, including:

- Trans Pennine Trail (TPT)
- A555 Multi-User Path
- Middlewood Way
- Alan Newton Way
- Heatons Cycle Link
- A6 to Cheadle route, via Ladybrook Valley and A5143
- Borough canal towpath network

The A34 corridor will be added to this list once on-going works are completed. Upgrades to the A6 to Cheadle route within the Ladybrook Valley are also on-going during 2026.

Building on these routes, we are looking to develop a wider key network of on- and off-road routes that combine into a comprehensive borough-wide strategic cycle network. We see this covering new and improved facilities in the following corridors, which will be mapped in due course:

- Stockport to - Marple via Romiley, Reddish, Heatons, Gatley via Edgeley, Bramhall via Davenport, High Lane via Hazel Grove,
- Stanley Green to the Boarder with East Didsbury
- A6 to Cheadle Via Bramhall Park.

- A34
- A555
- A6
- Heatons Cycle Route
- Middlewood Way
- Trans Pennine Trail along Mersey

Our ambitious plans will seek to find the right balance between off road routes and road space reallocation that keeps the road network moving and free from congestion.

We are discussing our priorities with TfGM, which includes building consensus over which main movement corridors should allow for in-corridor segregated cycling and which corridors may be better served by high-quality parallel routes via alternative streets and paths.

We will continue to identify points of network severance, where new Toucan or Sparrow crossing points will help people overcome barriers to travel, linking between residential areas or bring people towards retail and business areas.

## Our Strategy for Walking and Wheeling

### Improving the Quality and Coverage of the Borough's Walking and Wheeling Network

Almost everybody makes walking and/or wheeling journeys, with most streets having some form of footway. The network also includes Public Rights of Way and other off-road routes.

Walking and wheeling represent the action of moving as a pedestrian, whether someone is walking or wheeling unaided or using any kind of wheeled mobility aid, including wheelchairs, mobility scooters, walking frames, prams or buggies. These are often collectively discussed alongside cycling and micro-mobility as 'active travel'.

People are largely unconstrained in terms of the routes they are permitted to use, and we know that some routes are more conducive to safer walking and wheeling than others.

Through careful design, we can create routes that become more attractive for

walking and wheeling, through wider footways, safer crossing points, fewer obstructions, better lighting, and less and/or slower traffic.

Our ambition is to make sure all people can move freely around their local area and get to destinations that are within 2km with ease, wherever that may be in the borough and by whichever route they choose to take.

### How We Plan to Deliver This Priority

Most of the measures discussed in the previous section relating to cycling and micro-mobility include improvements that cater for all forms of active travel and therefore these are not repeated here (and vice versa).

### Future Network Priorities in Design

We have defined a series of design principles which set out our planning policy position for walking, wheeling, and cycling whenever a change to the highway network is planned.

These principles will help to ensure the needs of those walking, wheeling and



cycling are prominent at all stages of scheme design:

- Ensure latest standards and guidance are applied.
- Ensure effective footway widths are preserved or increased, and that street furniture / vegetation does not cause obstruction.
- Include accessible dropped crossings where needed.
- Ensure that access controls are as accessible as far as possible for all legitimate users.
- Ensure pedestrian spaces consider amenity by providing places for people to rest or shelter
- Ensure that more crossings are provided on routes where busy roads create severance.
- Consider where new structures would improve the directness or attractiveness of walking routes.
- Consider opportunities to open-up more through routes and formalise cut-through routes, rather than rely on single access points.
- Consider opportunities to improve personal security, through better lighting, CCTV, passive surveillance, and other aiding measures.
- Ensure that signage is provided, which is clear, visible and forms routes which lead to recognisable destinations.
- Ensure that town centres and residential neighbourhoods are pedestrian-focused and accessible places to be.
- Ensure that footway widths and walking capacity is increased in areas where the number of short distance journeys and/or footfall is projected to increase, and wherever quality of place enhancements are proposed.
- Ensure green infrastructure such as parks and canal towpaths provide opportunities for safe walking.

- Ensure pedestrians are not sharing space with cyclists whenever practical and deliverable.

We are keen to keep learning about the types of infrastructure that different users require, and we will seek to provide facilities that are inclusive for all. For example, we are mindful of how wheeled users experience the network differently and how their sightlines and visibility may differ from people walking.

### Stockport Town Centre Sustainable Accessibility Packages

Stockport town centre is key to the success of the borough and vision set out in One Stockport: One Future.

The delivery of new sustainable urban communities, comprising up to 8,000 new homes across TCW and TCE presents us with the opportunity to develop sustainable accessibility packages that:

- Provide good access and permeability for those walking, wheeling and cycling
- Make the environment welcoming and appealing for people to travel through and spend time
- Enable more sustainable servicing strategies

The scale of new development should allow for new routes to be created that both serve the large-scale regeneration areas and raise the overall character and sense of place within the town centre.

### Sustainable Access to our District Centre

Stockport has eight district centres, Bramhall, Cheadle, Cheadle Hulme, Edgeley, Hazel Grove, Marple, Reddish, and Romiley.

While, Stockport's town centre transformation may be headline-





grabbing, our district centres are thriving too – bucking the national trend of declining high streets. With unique personalities, vibrant communities and bustling businesses, they are leading the way in creating strong, welcoming places for all.

Across Stockport, our district centres are more than places to shop – they are places to live, connect and celebrate. Our plan is to strengthen these virtues through well thought-out sustainable access packages that deliver more attractive walking and wheeling environments integrated with public realm, alongside higher quality cycling connections and cycling parking that will help to promote footfall, attract more visitors and support local economic growth.

### Streets for All Approach

We will adopt a Streets for All approach to ensure our streets support health, wellbeing and quality of life, not just movement.

This approach recognises that the design of streets plays a fundamental role in shaping how people travel, how active they are, and how they experience their local environment. Streets should be places where people feel safe, comfortable and able to spend time, as well as corridors for movement.

Accessibility and inclusion will be embedded across all schemes, with investment prioritised where need is greatest.

As part of this approach we will continue to address inappropriate pavement parking where it creates safety and accessibility issues, particularly for people with mobility impairments, pushchairs and those with visual impairments. This will include the use of Traffic Regulation Orders where appropriate, alongside supporting national policy on pavement parking reform..

### 20mph Zones on Residential Roads

The Council is committed to the introduction of 20mph speed limits as the default on residential streets, where appropriate and where funding is available. This is supported by our adopted 20mph policy and forms a key part of our approach to improving road safety and supporting the vision zero strategy. We will continue to work with local ward councillors, including through the use of delegated budgets, to prioritise and deliver schemes that reflect local need.

A focus on reducing speed limits, where it can be done alongside other walking and cycling improvements, in order to ensure the maximum possible impact will continue.

Alongside the delivery of 20mph schemes, the Council is undertaking a borough-wide review of speed limits across the highway network. This will ensure that speed limits are appropriate, consistent and aligned with road function, safety considerations and surrounding land uses.

### School Travel and School Streets

Schools are continually encouraged to look at increasing walking and cycling using travel plans to highlight initiatives such as Park-and-Stride and Walk Once a Week. These are supported by safety training for students on walking and cycling.

Our work on transport and safety with our schools continues to develop and is now being guided by the Greater Manchester

School Travel Strategy which was endorsed in May 2025.

School Streets is an initiative to promote safer conditions in the immediate vicinity of schools – typically through time-limited restrictions which prevent vehicles from driving close to school access points around drop-off and pick-up times. Road closure points are typically controlled by using cones and road closed signage, with trained volunteer marshals covering the road closures.

However, cameras could be used in the future, where appropriate, as a means of enforcement to negate the need for physical barriers being put in and removed each day and thereby reduce the amount of volunteer time required – which has been a particular challenge for some areas implementing or maintaining School Street schemes.

Our four School Streets schemes that currently operate (Monday to Friday during term time) are:

- St Thomas' CE Primary School, Heaton Moor
- Cheadle Primary School
- St Matthew's CE Primary School, Edgeley
- St Mary's CE Primary School, Reddish

With Greater Manchester Mayor Andy Burnham seeking to add a further 100 new School Street schemes across the city region between 2025 and 2028, there remains strong political backing for this type of intervention.

We have already been successful in obtaining funding to deliver schemes at the following sites, and are in discussions over further potential locations:

- St Philip's Catholic Primary School, Offerton
- Dial Park Primary School, Offerton
- St Mary's Catholic Voluntary Academy, Marple Bridge
- Banks Lane Infant & Nursery School and Banks Lane Junior School, Stockport

## Public Rights of Way and Local Accessibility Improvements

All local authorities maintain a Rights of Way Improvement Plan (ROWIP) which sets out how the public rights of way (PRoW) network will be maintained and improved in the coming years.

The Stockport ROWIP considers all off-road rights of way available to the public including routes in parks, concessionary paths, formal PRoWs and open access spaces.

Our recent work includes:

- Reopening of footpath 64BR in Bredbury.
- Improving the resilience of footpath 41 HGB in the Happy Valley area to the impact of the river.
- Work on footpath bridges in Marple, Romiley and Bredbury,.

Our work on the borough's PRoW network is supported by a PRoW forum who meet through the year to discuss potential ways of improving the network, and facilities more generally for walking, cycling, and horse riding in Stockport.

We have an ongoing programme of works to deliver local accessibility improvements to paths including lighting, surfacing and vegetation management.

Routes suitable for this type of treatment include Ringmore Road to Cromley Road (Bramhall) and Sherborne Road to St Davids Road (Cheadle Heath).

This work draws on the findings of research already undertaken.



## Schemes in Parks and Greenspace

We are working on a new Parks and Greenspace Strategy which focuses on providing accessible, high-quality greenspaces for all our residents, ensuring they benefit from the borough's outdoor spaces and promoting a healthy, active lifestyle.

Work has already begun on this, and engagement has been taking place with community and parks groups about it. Our strategy aims to ensure all our residents have access to good-quality greenspaces within 1.2km of their homes including new and improved greenspace infrastructure.

This will align with a broader greenspace strategy which we are developing to ensure a cohesive approach to managing and enhancing the borough's outdoor spaces.

## Our Strategy for Streets

### **Maintaining a Climate Resilient Highway Network**

The borough has a mature highway network comprising approximately 950km of carriageway, 1,500km of footway and 440km of footpaths, bridleways and byways. There are approximately 75,000 carriageway gullies that assist with drainage of the highway, and over 700 highway structures including bridges, culverts, retaining walls and other elements

Collectively our highway assets were valued as having a gross value of £1.7 billion in 2015 and as such comprise the most valuable publicly owned assets in Stockport.

Since further significant capacity expansion within the borough's built-up areas is not envisaged, we must maintain and improve

the quality and function of our existing highway assets.

Our highway network must also be more climate resilient, as the impacts of severe climate events intensify.

## How We Plan to Deliver This Priority

### Highway Asset Maintenance Programme

As the highway authority, we are responsible for the on-going maintenance of the adopted highway (including PROW) which includes carriageway resurfacing, footway remediation, street furniture replacement, street lighting works and upgrades, lining remarking, drainage clearance and vegetation clearance.

Our highway assets are managed utilising a well-established asset management approach which is being reviewed and refreshed over the next 12 months to provide a highway asset strategy up to 2035.

Over the last decade we have made progress in improving the quality of our highway network with over £100 million invested through our Invest to Save, Highway Investment Programme (HIP). The HIP targeted ward areas aimed at providing radical solution to re-baseline the surface standard of a deteriorating Highway network. This provided a noticeable improvement across the network with:

- Carriageway condition improving from 18.6% red<sup>1</sup> in 2014 to around 10% overall by 2023.
- Footway condition improved from 20.1% red in 2014 to around 10% overall by 2023.

Our carriageway improvements programme has continued to address defects with around 3,715 potholes filled during 2024/25. During 2025/26, we have plans to resurface 5.02km of carriageway and 1.02km of footway, and to fill around 4,200 potholes as part of our reactive repairs.

Our network has also benefitted from major investment in upgrading our streetlights to

Stockport Viaduct



<sup>1</sup> Red means that a location should be considered for maintenance.

LED units which are significantly more energy and carbon efficient. We have upgraded around 35,000 streetlights to provide brighter, more targeted lighting to our roads and pavements across the borough.

Additionally, LED lanterns generally require minimal maintenance, primarily involving occasional cleaning and inspection for damage. Unlike traditional bulbs, LEDs boast a very long lifespan, meaning bulb replacement is infrequent compared to the normal three-year cycle.

Our capital asset maintenance budget each year is not secure and has to cover:

- Street lighting
- Highways drainage
- Pothole and highway maintenance improvement programme
- Highways structures
- Highway maintenance patching programme

Through CRSTS, we have secured funding towards strategic maintenance projects which will / have been used for:

- **Greek Street Bridge and Stockholm Road Bridge**, funding our local contribution to these important Network Rail bridge replacement projects.
- **Queens Road Bridge**, funding the replacement / repair of the road bridge which carries Queens Road over Micker Brook in the Cheadle Hulme area of Stockport.

We will continue to lobby for more funding to deliver these essential functions through our highway asset maintenance programme.

We are also making changes to how we operate to reduce the carbon in our maintenance operations. We have replaced our vehicle fleet with more efficient vehicles and are upgrading our gully cleansing wagons. We are changing ways of working, such as using cold and warm mix asphalt

which is a more environmentally friendly option compared to traditional hot mix asphalt. We are also doing more carbon monitoring so that we can better understand the carbon impacts of our maintenance works.

## Flood Risk Mitigation and Sustainable Drainage Systems (SuDS)

Stockport Borough is one of the highest flood risk regions in the North West from surface water and sewer flooding and as such the entirety of the borough has been assessed to be a Critical Drainage Area.

2025 started with unprecedented flooding in our borough. People had to be evacuated from their homes, business fittings were ruined, and a bridge in Reddish Vale Country Park was damaged. The Trans Pennine Trail was impassable and several major roads, including the A555, were cut-off for a period. All this was caused by prolonged heavy rainfall resulting in water courses and grids overflowing onto surrounding land.

A comprehensive borough-wide review was undertaken of our existing grids and gullies maintenance programme to ensure that our three-year cleansing cycle focuses on the correct gullies at the correct intervals to mitigate flood risk and reduce the impact of heavy and prolonged rainfall and flooding.

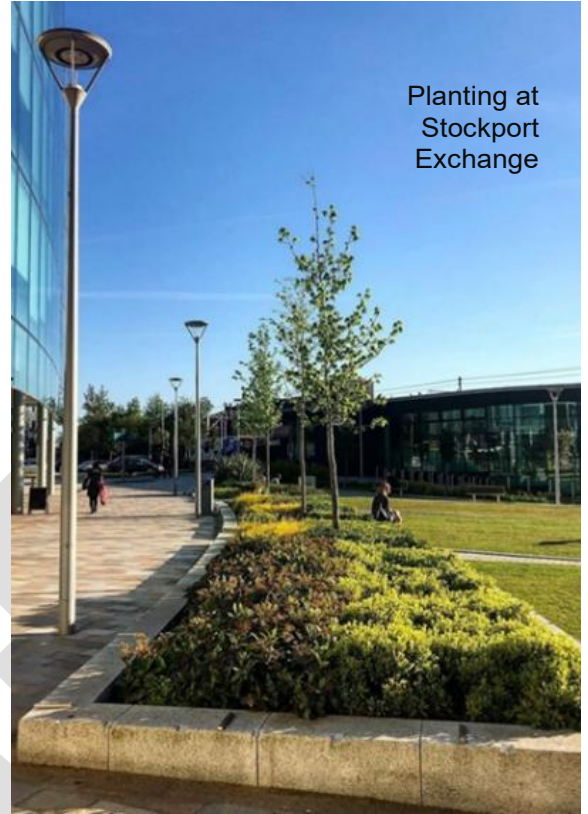
Work is also underway to improve drainage and deliver maintenance for the A555 (A6MARR). We also need to maintain our highway flood mitigation reservoirs – artificial lakes, or ponds, designed to store excess water from rainfall and help prevent flooding along highways and roads, especially during heavy rainfall events.

A broader adoption of sustainable drainage systems (SuDS) will have an important role to play in slowing the flow of surface water drainage to a more natural rate than previous convention of pipes and sewers and to channel water quickly into nearby watercourses.

A Living Wall scheme at Stockport Sorting Office



Planting at Stockport Exchange



SuDS are expected in all our schemes and new development. Properly designed, as well as helping to avoid flooding, SuDS help to improve water quality, local amenity, and environmental quality. They deliver added biodiversity with native planting supporting pollinators and increasing the provision of nature in the urban environment, as well as removing pollutants from surface water run-off and enhancing the green infrastructure network of urban spaces.

### Highway Trees

We are proud of our highway network's coverage in terms of highway trees and verges – they are an integral part of what makes Stockport a vibrant, attractive and liveable borough.

Trees are not just nice to have – they are a vital part of our natural life-support system; they filter pollutants from transport corridors, help to attenuate flooding, improve people's quality of life, and increase the borough's biodiversity.

Stockport's highway trees will be retained as long as they remain healthy and structurally sound during our regular inspection regime – where a highway tree is

removed, we will plant a replacement tree of similar species if appropriate in the same location where possible or close by if not.

We are planning to maintain and enhance the current highway tree stock over the next 25 years with a target to increase these in line with our CAN strategy, making sure tree species are appropriate for the local environment, climate change resilient and are a benefit to the borough's local communities both from an economic perspective and a biodiversity aspect.

### Improving the Network Performance of the Borough's Key Highway Corridors

Highway congestion and unreliable journey times are a key source of traveller frustration and have an economic cost.

Whether driving your car, sitting on a bus, or driving a lorry, delays have a severe impact and time wasted whilst queuing has a negative impact on the economy and quality of life.

Addressing congestion on our key highway corridors, by making it easier for people to walk, cycle or take public transport rather than drive, will have a direct impact on the

ability of the transport network to provide more efficient connectivity and access to markets and jobs.

## How We Plan to Deliver This Priority

### A34 Major Route Network

The A34 in Stockport, between the M60 motorway and the A555, is a key bottleneck.

In autumn 2020, we consulted on a series of proposals to enhance active travel connectivity, increase capacity at key locations and unlock growth potential in the surrounding area.

The improvements have been designed to support:

- sustainable travel with a walk, wheel and cycle route along the corridor. including segregated cycle track and controlled crossings with connections to the wider Bee Network and local public rights of way.
- businesses with improved access to Cheadle Royal Business Park and Stanley Green business area by improving key junctions and providing better walking, wheeling and cycling access.
- new homes and development with improvements to junctions to provide access to and mitigate the impact of any proposed new housing development on the local road network.
- education with replacement of an existing subway beneath the A34 at Kingsway School to provide a better link for the split school site and allow for a key east-west cycle route.
- motorists with improved junction layouts to reduce congestion, improve safety and provide enhanced driver information on new variable message signs.

The government has approved £33.6m to allow us to deliver the package of

improvements with construction due to be completed by 2028. The business case indicates the package could generate more than £72m in direct economic benefits for Greater Manchester and Stockport.

### Targeted Highway Capacity Improvements

Targeted highways capacity improvements will be necessary to maintain a safe, reliable and efficient highway network, which may be subject to feasibility studies include improvements at:

- A34 / A560 Gatley Crossroads.
- M60 Junction 25 roundabouts.
- A560 Travellers Call junction.
- A6017 Ashton Road – works to address risk of rail bridge strikes.
- Lancashire Hill roundabout.
- A626 Marple Road / A627 Dooley Lane.
- A6 / A523 Hazel Grove.
- High Lane.

Over the course of the Transport Strategy period, we expect further targeted highway capacity improvements to also be identified.

### A6 to M60 Relief Road

The original South East Manchester Multi-Modal (SEMMM) Strategy identified a series of highways schemes, including the A6 Manchester Airport Relief Road (A555), Poynton Relief Road (A523), and an A6 to M60 Relief Road (linking the A6 / A555 at Hazel Grove with the M60 at Bredbury).

A6 to M60 Relief Road is the final highway component of the SEMMM Strategy. In March 2015, the government granted funding to the GMCA (on behalf of Stockport Council) to undertake a contemporary review of the strategic case for the scheme and produce a strategic outline business case. The business case was submitted to the government in January 2018 but remains unfunded.

The Council's position currently is that it will not permit development on the safeguarded

route that would prevent the future delivery of the scheme, and any new route would be expected to cater for all highway-based transport modes including buses, pedestrians and cyclists, as well as cars, vans and lorries.

Whilst the Council continues to recognise the potential strategic benefits of the A6 to M60 Relief Road, delivery of a scheme of this scale would be dependent on Government support, funding and national policy priorities.

### High Lane / Disley Bypass

There have been long-standing proposals for an A6 bypass through High Lane and Disley (and even Newtown and Furness Vale) to ease congestion and air quality concerns along the busy A6.

There are currently no routes protected for the bypass in any adopted plan, and we include it in this Transport Strategy to recognise that further work to consider options would be necessary to give the scheme a more formal status. This would enable the transformation of the A6 in this area in to a corridor for sustainable modes and local journeys as well as removing the severance effect of this A road.

### Highway Congestion on the Strategic Road Network

Stockport benefits from its strategic location on the national motorway network, but the stretches of the city region's motorways passing through the borough are among the most congested and unreliable in the country.

We will continue to work in partnership with TfGM, National Highways, TfN and DfT to address these issues through the National Highways Roads Investment Strategy (RIS) programme.

Studies at the Airport around the M56 and of the M60 motorway corridor in the south-

east quadrant will be key to this.



### Traffic Regulation Orders and Enforcement of Moving Order Violations

Stockport has the powers to enforce both stationary Traffic Regulation Orders (TROs), such as double yellow lines and parking restrictions, and moving TRO offences, such where vehicles take banned turns or use restricted and one-way streets, bus and taxi only lanes, and yellow box junctions contrary to TRO restrictions publicised on street signs. We will make greater use of technology, including camera enforcement, to support compliance with moving traffic regulations helping to improve safety, reduce congestion and support reliable journey times.

The powers to enforce moving traffic violations were previously held by the police. Local authorities can now apply for these powers to help better enforce restrictions where we become aware of repeated violations that affect residents or businesses.

Enforcement of speed limits and red light violations remain under the authority of the police.

### Coordination of Roadworks

We know how disruptive roadworks can be to motorists. It is often essential, however, that utility companies – such as water, energy, telecommunications – have access to maintain or repair ageing assets which they have buried below the carriageway.

Roadworks in Greater Manchester are planned and coordinated through the Greater Manchester Road Activities Permit Scheme (GMRAPS), which follows statutory guidance in requiring organisations to apply for permission to close the carriageways or footways in advance and sets conditions which must be followed to avoid major disruption occurring.

TfGM is working with all of Greater Manchester's districts on a potential Greater Manchester Lane Rental scheme which would charge the organisation undertaking roadworks for the time their works occupy specified streets at traffic sensitive times. This could have significant benefits to journey time reliability and highway availability for all modes.

## Red Routes

Red routes have the potential to be another tool in keeping Greater Manchester's key highway corridors moving. First used in Greater London where they were integrated with the planning and development of the London Bus Priority Network. They also involved improved provisions for people walking and cycling along, and across, the routes, as part of an integrated network planning approach.

Red routes offer the potential to be used strategically to improve traffic flow on a whole route basis, not to deal with issues on relatively short lengths of road.

Drivers would not be permitted to stop for any purpose other than in an emergency or in designated locations. They would typically operate for 24 hours or, if overnight parking can be permitted, throughout the day, typically 7am to 7pm.

Provisions would need to be made for loading where this is essential for businesses along the route and cannot be accommodated either off-highway or on adjacent roads. A red route could therefore include loading bays which operate either for the full duration of the control period or for some shorter period.



## Our Strategy for Integrated Transport

### Improving Integration between Transport Modes

While the concept of integration is not new, the delivery of a truly integrated transport system has, in the last 30 years, been beyond our reach due to regulatory and institutional barriers.

To make public transport more appealing, we need to stop viewing different modes of transport as separate networks, with individual asset management, service planning, and fares and ticketing regimes.

We are working closely with TfGM to provide a more seamless and integrated transport system for our residents and businesses, under the Bee Network.

### How We Plan to Deliver This Priority

#### Simpler Integrated Fares

Fares and ticketing are a key focus for the Bee Network project, and an area where significant progress has been made. Bus ticketing has been streamlined to offer simpler flat-fare Single (£2) and Day (£5) tickets. The Single fare also allows bus passengers to use more than one services if needed to complete a journey, within that single flat fare.

This has made interchanging between bus services far easier and more affordable. 7-day, 28-day and annual products are also available which allow all buses to be used.

These tariffs have replaced the confusing array of different prices and ticket products which private companies used to offer, that were often tied to only being useable on certain bus services.

Since March 2025, contactless payments have been in place allowing passengers to tap-in and tap-out on buses and trams with fares capped each day, as they are in London.

And just like in London, there is also a weekly cap meaning that in Greater Manchester, using any bus or tram across all ticket zones over seven days costs no more than £41 with a contactless card.

In line with the devolution deal, TfGM has been working with railway partners to achieve preliminary integration of the eight 'priority corridors' (comprising 64 stations) into the Bee Network by 2028, and the GM-wide rail network by 2030 (to add the remaining 32 stations) – so that passengers can tap-in / tap-out on trains too and expanding fare caps to include train travel.

### Service Pattern Integration

With bus franchising and its network review process in place, and plans for integration of suburban rail into the Bee Network, TfGM now has the local control to better align bus timetables with tram and train timetables, particularly with first and last tram and train times.

### Interchange and Travel Hubs

Our ambitions for bus, mass rapid transit and rail include integration between modes.

- **Stockport Interchange.** As well as new walking and cycling links to Stockport Station and the town centre, has been designed to accommodate plans to extend Metrolink to Stockport from East Didsbury.
- **Stockport Station.** Our plans to redevelop have also been designed to accommodate plans to extend Metrolink.
- **Stanley Green.** The Heald Green East housing development masterplan includes safeguarded land for potential future park-and-ride and new rail station, and interchange for bus rapid transit.
- **Hazel Grove and Bredbury.** These are early candidate locations for future travel hubs and interchange between bus and rapid transit modes.

### Mobility Hubs

Although mobility hubs can vary in size and function their primary purpose is to allow for the co-location of shared and active travel modes. Hubs can provide access to a range of transport infrastructure, including cycling, walking, public transport, car clubs and electric vehicle charging points. Where appropriate, hubs will also include storage, changing rooms and delivery lockers / counters.

We will support the development of such facilities where this will support the delivery of low-car dependent development. Opportunities of this type are being explored as part of the Stockport town centre MDC development plans.

### Better Access to Stations and Bus Stops

As part of our plans to develop a borough-wide active travel network we will review where improved walking, wheeling and cycle access routes to stations are most needed to complement the integration of rail into the Bee Network to improve accessibility and enable more multi-modal journeys.

We will also take a demand-led approach to usage (utilising franchising data) to prioritise locations where improvements to walking and wheeling access to bus stops are most needed across the borough.

### Enhanced Rail-Based Park-and-Ride Opportunities

We are supportive of providing enhanced park-and-ride opportunities at rail stations where this would genuinely reduce car journeys and not compete with existing services upstream.

This could be through an expansion of sites or installing raised deck parking above existing surface car parks.

## Our Strategy for Zero-Emission and Future Travel

### Promoting, Enabling and Facilitating Lower Carbon Travel and Technologies

It is globally recognised that climate change poses an unprecedented threat to how we live. In many ways this is a decisive decade, where we have the knowledge and the emerging technology to take greater action.

As a Council, we must support Greater Manchester on its path to being a carbon neutral region by 2038 and help to protect natural and built environments from the impacts of transport.

### How We Plan to Deliver This Priority

#### Greater Manchester Clean Air Plan

Like many areas across the country, Greater Manchester has high levels of air pollution on some local roads. Poor air quality affects everyone's health and is linked to many health conditions.

Greater Manchester is under direction from government to meet legal limits for nitrogen dioxide on local roads in the shortest possible time and by 2026 at the latest. The government has accepted the investment-led Greater Manchester Clean Air Plan (CAP) to be the best route to cutting pollution, providing funding:

- for 117 new lower and zero-emission buses and EV infrastructure.
- to support moving Greater Manchester's taxi fleet to cleaner vehicles.
- to deliver local measures to better manage traffic flow in Manchester and Salford.

The Clean Air Plan will allow the city region to meet legal limits for nitrogen dioxide on local roads in the shortest possible time without the need for a Clean Air Zone.

We will continue to work with GMCA on any local application of the Clean Air Plan and air quality mitigation measures, to help the region meet its legal obligations for air quality in a way which is practical and affordable for residents.

#### Bee Network Bus Fleet / Bus Depot

The overall age and standard of buses serving communities in Greater Manchester is improving under the Bee Network, with Greater Manchester able to set vehicle specifications for franchised services.

Sixty new zero emission buses (ZEBs) came into service at the beginning of January 2025, with a total of 134 ZEBs now deployed. In total, nearly 400 new buses are operating across the Tranche 3 area.

Stagecoach is responsible for operating the services in Stockport. Plans to relocate the existing town centre bus depot have been delayed. Challenges in finding a suitable location in Stockport for large-scale battery-electric bus operation, means a new depot is expected to be operational no sooner than late 2028. We continue to work with TfGM and local stakeholders to identify a feasible site with the depot being key to enabling the further electrification of buses in Stockport.

More broadly, and supported by TCR funding, Greater Manchester expects to deliver its ambition for the full electrification of the bus fleet by 2030. This is also a key commitment in Stockport's CAN strategy.



## Taxis and Private Hire

Taxis are a crucial part of Greater Manchester's transport network. Our policy for taxi and private hire vehicle emissions and age is aligned with Greater Manchester's Clean Air Plan. Specifically, all new-to-license vehicles from 2025 must be zero-emission capable (ZEC), and by 2028, the entire fleet should be ZEC. Additionally, there are age limits for vehicles, with variations based on the type of vehicle and whether it is wheelchair accessible.

## Zero Emission Vehicle Charging Infrastructure

Zero-emission vehicle charging is a rapidly evolving technology, and recent innovations and developments in the market mean that the uptake of zero-emission vehicles, particularly in terms of private cars, is increasing.

A September 2024 report to the Bee Network Committee stated that at that time, 16% of residential properties in the Stockport Borough (without off-street parking) are within 300m of EV charging infrastructure. This compares to a 22% for the whole of Greater Manchester. However, new charging locations have dropped this further.

To help support people to transition to electric vehicles, we have prepared a draft Zero-Emission Vehicle Charging Infrastructure (ZEVCI) Interim Policy Statement that sets out how we will deliver ZEVCI in the borough with support from partners.

In line with our ambition to reduce carbon emissions and increase our uptake of electric vehicles we are working with our partners to implement EV charging points in Council-owned public car parks.

An example of this is our £15m partnership contract with Iduna (trading as Be.EV) which is delivering charging infrastructure in Council-owned car parks throughout the borough.



We continue to see the number of charge points available across the borough increase, including chargers offering different speeds.

Our current policy is that electric vehicles do not incur a parking charge when in the charging bay, as long as they are connected to the charging post and actively charging.

We have been allocated funding through CRSTS to support the further development of EV charging facilities and are now working to deliver further charging points through the £16.1m Greater Manchester Local Electric Vehicle Infrastructure Fund (LEVI) with an operator due to be centrally procured by TfGM for all 10 Greater Manchester local authorities.

In November 2025, the Council agreed a home charging policy statement to support the uptake of electric vehicles while trying to maintain the safety and accessibility of the public highway.

## Traffic Signals

TfGM installs, maintains, manages and operates over 2,500 traffic signals across Greater Manchester. They are a key tool for managing journeys across all modes.

TfGM is working with Google on an artificial intelligence (AI) project to ensure signal timings are optimised to reduce stop-start traffic and associated vehicle emissions.

Delivery of bus priority (to prioritise late running services) has been focused on routes in Tranche 1 and 2 bus franchising. Priority measures to support Tranche 3 Bee Network services (including across Stockport) will be identified from Automatic

Vehicle Location (AVL) data from Bee Network buses collected in 2025.

TfGM has partnered with CitySwift to utilise artificial intelligence (AI) models to monitor trends and pain points such as travel destinations and service performance, to help identify where improvements should be made to most benefit passengers.

A quarter of signal junctions (around half of the locations feasible) now provide priority for public transport.

### Real Time Bus Customer Information

Providing accurate and up-to-date travel information will be crucial in making the Bee Network accessible to everyone, across a range of platforms including via information screens at stops, stations and other locations, TfGM's website, Google maps (etc.) and the Bee Network App.

Greater Manchester has over 12,000 bus stops, a third of which are equipped with shelters. New digital information displays have been trialled in Manchester (city centre and Oxford Road) and Stockport (Wellington Road South) to explore new ways of providing real-time travel updates to bus passengers.

TfGM has been working alongside industry-leading suppliers of digital technology to see which display works best for passengers. This has involved testing hardware and software, as well as the ideal placement and layout of the displays.

The project has been extended to include QR codes at selected bus stops which, when scanned by passengers, provide access to real-time bus departure information, including described audio information to help make journeys more inclusive and accessible.

In the long-term, TfGM plans to install the electronic departure boards at a range of key locations to assist customers in planning their journeys. These could include at rail stations to assist interchange journeys, or for example at NHS hospitals where information screens have been installed at several hospitals in Greater

Manchester including at Wigan Royal Infirmary, Wythenshawe Hospital and the Manchester Royal Infirmary.

## Our Strategy for Travel Safety and Security

### Delivering a Safe and Secure Transport System

Safety and security are key pillars in any transport system – to be appealing and attractive, users must feel safe and secure whilst making their journey.

Stockport is a partner in Greater Manchester's Vision Zero which is a commitment to try to eliminate all road fatalities and life-changing injuries by 2040.

Although good progress has already been made in reducing the number of people killed or seriously injured, across the borough's highway network more remains to be done. It is estimated that around 3,800 fatalities and severe injuries could be prevented across the city region by 2040.

Public transport too is a safe way to travel, but some people are deterred from using it for fear of crime and anti-social behaviour, which we must continue to tackle.

### How We Plan to Deliver This Priority

#### Road Safety

Greater Manchester's 'Vision Zero Strategy' and 'Vision Zero Action Plan' were endorsed by council leaders in November 2024. These are coordinated through the Safer Roads Greater Manchester Partnership (SRGMP) and will periodically be reviewed and updated.



GM's Vision Zero Strategy is based around the Safe System approach, which is internationally recognised as best practice across the road safety industry. It is one where people, vehicles and the road infrastructure interact in a way that secures a high level of safety. There are five Safe System components: safe streets, safe road users, safe speeds, safe vehicles and post-crash response. Together they reduce the risk and severity of a collision and reduce the likelihood of death or life changing injuries should a collision occur.



Safe System Approach – Building on models from Australia, Canada, New Zealand and Loughborough University

The Vision Zero Action Plan sets out the 32 actions that partners will undertake from November 2024 – November 2027. The Vision Zero Strategy is not a funded delivery plan and some actions within the plan require additional funding to fully deliver.

A £1 million Safer Roads Partnership Innovation Fund was launched in November 2024 to be used on engineering, education, training, publicity, or enforcement projects aimed at progressing that ambition.

Our officers regularly engage with local councillors, Greater Manchester Police (GMP) and stakeholders to discuss road safety issues and initiatives, for example:

- Road safety near schools – our list for 2025/26 investment was:
  - Greave Primary School, Woodley.
  - Norbury Hall Primary School, Hazel Grove.
  - St Peters Catholic Primary– Hazel Grove.
  - Mellor Primary School (Academy), Mellor.
- Road safety schemes including:
  - Reactive works where safety concerns come forward including addressing issues identified by Greater Manchester Police on the network to maintain safety and improve movement of traffic.
  - Pre-emptive works where the data shows a junction or section of road has an increased road safety risk profile e.g. high incidence of damage only, drivers exhibiting out-of-control behaviours.
  - Speed indicator devices for the borough to monitor specific areas where concerns have been raised including supporting the new technology roll out.

A GM Safer Roads Fatal Review Panel has been established following best practice from elsewhere in the country. It will enable timely, proactive constructive discussion regarding actions that could be taken following a fatal, life threatening or life changing collision.

The first Safer Roads Fatal Review Panel was held in April 2025 and included representatives from Safer Roads GM, Greater Manchester Police, National Highways and all GM Local Authorities.

In 2020, DfT was known to be looking at its guidance on the use of speed cameras though this review has yet to be published.



With endorsement from the Greater Manchester Police's Chief Constable, a local GM review of the safety camera criteria has taken place. The outcomes will form part of a revised GM Vision Zero Safety Camera Handbook, to be administered through the GM Speed Managements Working Group.

We will continue to work with partners to consider the use of appropriate speed management measures, including average speed camera technology where justified, to support compliance with speed limits and contribute to our Vision Zero ambitions.

### Public Transport Safety and Security

We support TfGM's work to continually to improve health and safety and reduce the number of accidents, incidents, and near misses on the Bee Network through performance monitoring, engagement with operator forums, and safety campaigns for customers and staff alike.

The Greater Manchester TravelSafe Partnership, jointly led by TfGM and Greater Manchester Police, was formed to keep the public safe across GM by offering reassurance to passengers and preventing and dealing with incidents of crime, antisocial behaviour, and fare evasion.

It uses a data and intelligence-based approach to deploy a wide range of tactics across the network. Tactics include regular patrols (high visibility and/or plain clothes as appropriate) by operator staff, the GMP Transport Unit and other partners such as local authority youth workers.

Bringing buses under local control alongside Metrolink has allowed TfGM to significantly increase the number of TravelSafe Support and Enforcement officers on duty alongside regular police patrols at stations, interchanges and on our trams and buses. They provide a visible and reassuring presence and take a zero-tolerance approach to all forms of antisocial behaviour and crime, accompanied by clear information, campaigns and brand promotion.

Other prevention methods include the need to maintain, renew and improve customer-facing assets (such as CCTV, information, lighting, shelters, stairs, ramps, lifts, and escalators) at our public transport stations, hubs and stops to support safety, security, accessibility and inclusivity.

Indeed, safety and security features should be integrated into the planning and construction of all our public transport

infrastructure and vehicles to enhance resilience against various threats, including terrorism and crime, while ensuring the safety and comfort of passengers.

This approach is being applied in our plans to redevelop Stockport Station where we will uphold recommended counter-terrorism and security best practice and other regulatory standards to support the safety and security of our rail customers.

## Our Strategy for Travel Demand Management

### Encouraging Sustainable Travel Options and Uptake

As well as accommodating more journeys through our transport systems, it is also important to ask if there are some journeys which people may not need to make or could make in a different way with the right support.

We will be continuing our work delivering programmes which help people to learn about new travel options available to them, and supporting people making positive changes to their behaviours, where it is in the interests of the overall transport system.

### How We Plan to Deliver This Priority

#### Behaviour Change, Education, Training and Scheme Activation Programmes

We deliver an extensive programme of initiatives and events which are designed to help encourage people to make more sustainable journeys. These involve working in schools and with groups in our communities to promote the benefits of choosing active travel and public transport.

During the 2023/24 school year, we delivered road safety training to 1,921 primary school children including 750 Year 2 pupils that received Step Outside training

A key aspect of this work is to deliver events close to the opening of new infrastructure

schemes so as to ‘activate’ the new facilities and draw them to the attention of the public.

We deliver a wide range of events each year, co-ordinating with several partners including AGE UK, Life Leisure, Walkaday, Ramblers well-being walks (formally Health Walks), and Living Streets Modeshift (schools).

We also work with our community rail partnerships to develop community events which promote both active travel and rail use.

We organised events around the opening of Stockport Interchange, including links with the Town of Culture Creative Weekender in March 2024.

Other examples of our community events include:

- Activities at Broadstone Hall Primary school to ‘activate’ a new crossing that was constructed close to the school entrance.
- Brinnington Active Communities initiatives, developed as part of the Stockport Moving Together Programme, including the creation of a new local walking forum for the area.
- Activities with St George’s Primary School in support of new crossing facilities installed on Bramhall Lane in Davenport.
- Various child safety initiatives including Bikeability, Headsmart, Step Outside, Child Speedwatch, Walk, Wheel or Cycle to School Week, and Sustrans Big Walk.

There are also local programmes which aim to help get people into cycling including Bike Libraries and Bike Rental Schemes (including cargo bikes and e-bikes).

The Inclusive Cycling Experience scheme is also promoted within the borough, which is a Cycling UK programme which offers try-out sessions and non-standard cycle loans to enable people to consider cycling.

Despite the effectiveness and popularity of our programmes, it can still be challenging

to reach those population groups which perhaps have the most potential to benefit from walking, wheeling and cycling more often. TRADS data has shown there is a significant proportion of the population that report to have never cycled and so there is scope to continue to change behaviour through education and training programmes.



## Cycle and Micro-Mobility Hire Schemes

Cycle hire schemes, and other micro-mobility hire schemes such as e-scooters, are becoming better established around the UK including on-going trials in Manchester and Salford.

The scheme is managed and funded by TfGM, and operated on a day-to-day basis by Beryl, an experienced bike-share company that also operates schemes in other cities and regions, such as London, Watford, Bournemouth, Norwich and Hereford.

Hire schemes can be valuable as they allow people to make journeys where they do not otherwise own a vehicle.

They also provide convenience, so people can make a journey without needing to worry about storing or maintaining the vehicle.

Whilst these types of hire scheme may not be viable across the whole of the borough, there could be medium-term opportunities to bring forward targeted schemes formed around Stockport town centre, our district centres, key trip generators and/or other transport interchanges.

## Car Parking

We will review and manage our car parking supply across the borough to ensure we:

- Provide appropriate parking provision (type, quality and quantity) for all modes of travel which may be bespoke to different places.
- Encourage sustainable travel through the design and supply of parking and through the inclusion of high-quality parking for low-emission and non-car users.
- Provide accessible parking arrangements which meet the needs of all users.
- Deliver parking solutions that are safe, efficient, protect highway safety and local amenity.

There have been significant changes to the road network in the Stockport town centre in recent years, and we recognise we will need to review how on-street parking is provided as the town centre continues to transform.

# Our Strategy for Sustainable Development

## Planning for Sustainable Development

The National Planning Policy Frameworks includes a requirement for local authorities to follow housing targets set using a standardised methodology. This calculation was updated in 2024, when a requirement was placed on local authorities to deliver more houses per annum than have historically been completed in recent decades.

In this context, Stockport has proposed several sites for housing and employment development in a new Local Plan, including brownfield, grey belt, and in some locations, green belt. The targets set by government means it was not possible to produce a plan which avoids any green belt release.

The location, design and density of development, and the mix of land uses, influences how far people need to travel, and their ability to make these journeys by sustainable modes. Development which also provides amenities such as shops, education and healthcare facilities, can reduce a need to travel.

To be sustainable, developments should be located close to existing transport facilities and be connected to public transport. We want to ensure that all developments have good transport access so there are equal opportunities for all.

Higher density development typically helps to make the provision of community facilities and public transport connections more economically viable.

As part of our Local Plan, we are updating many of our transport planning policies which include details on how developers must consider transport as part of their planning for a new site.

## How We Plan to Deliver This Priority

### General Approach

As any new development is presented, we will work alongside developers to put sustainability at the core of each site.

Developers will be required to assess the impact of their developments on the road network through vision-led transport statements and transport assessments. This process ensures that developments do not severely impact the highway network and are accessible by sustainable travel.

When developments are proposed in locations where the highways network is over-capacity – or where there is a limited supply of active travel infrastructure – we will seek funding contributions from developers through the planning process.

Developments will be assessed in line with the Transport policies in our Local Plan. We are in the process of developing a new Local Plan which will update our policies including in relation to integrated networks, sustainable streets, active travel and rights of way, public transport, freight and logistics, servicing and deliveries, and the highway network.



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# **Delivery Plan (2026-2031)**

## Approach

There is much to do over the next five years to bring our plans for the transport system to reality. We have been successful in attracting significant investment to make transport improvements in the borough in recent years and we are keen to maintain this momentum.

Some of our schemes are already well-developed or are underway on site and will be completed in the next few years. For other measures, we recognise that further work is required before we can make the case for investment and start to implement them.

Many of the proposals in our Transport Strategy align with those in the GM Transport Strategy 2050. We have categorised their state of readiness in a similar way, namely:

- **Interventions that relate to an on-going programme or activities** that we expect to continue into the foreseeable future.
- **Interventions that the Council or our partners aim to be completed or in delivery within the next 5 years.** These interventions have significant funding identified and the case for change has already been demonstrated, although final funding arrangements and approval of business cases may still be needed.
- **Interventions that the Council or our partners have made the case for change within the next 5 years and may start to implement.** Funding is normally secured through the approval of a business case. These interventions are those with potential to be delivered by 2031 subject to scheme development funding, prioritisation, capital and revenue funding for construction or implementation and approval of a business case which provides value for money.

- **Interventions that the Council or our partners will explore and develop options for in the next five years (but are realistically unlikely to start to implement in this period).** These are the interventions which need further investigation or development to identify future options and determine feasibility. This work may identify interventions that could be delivered by 2031, and the Council and our partners will aim to achieve that wherever possible, but most are expected to be medium-to longer-term projects that would only be realised in later years.

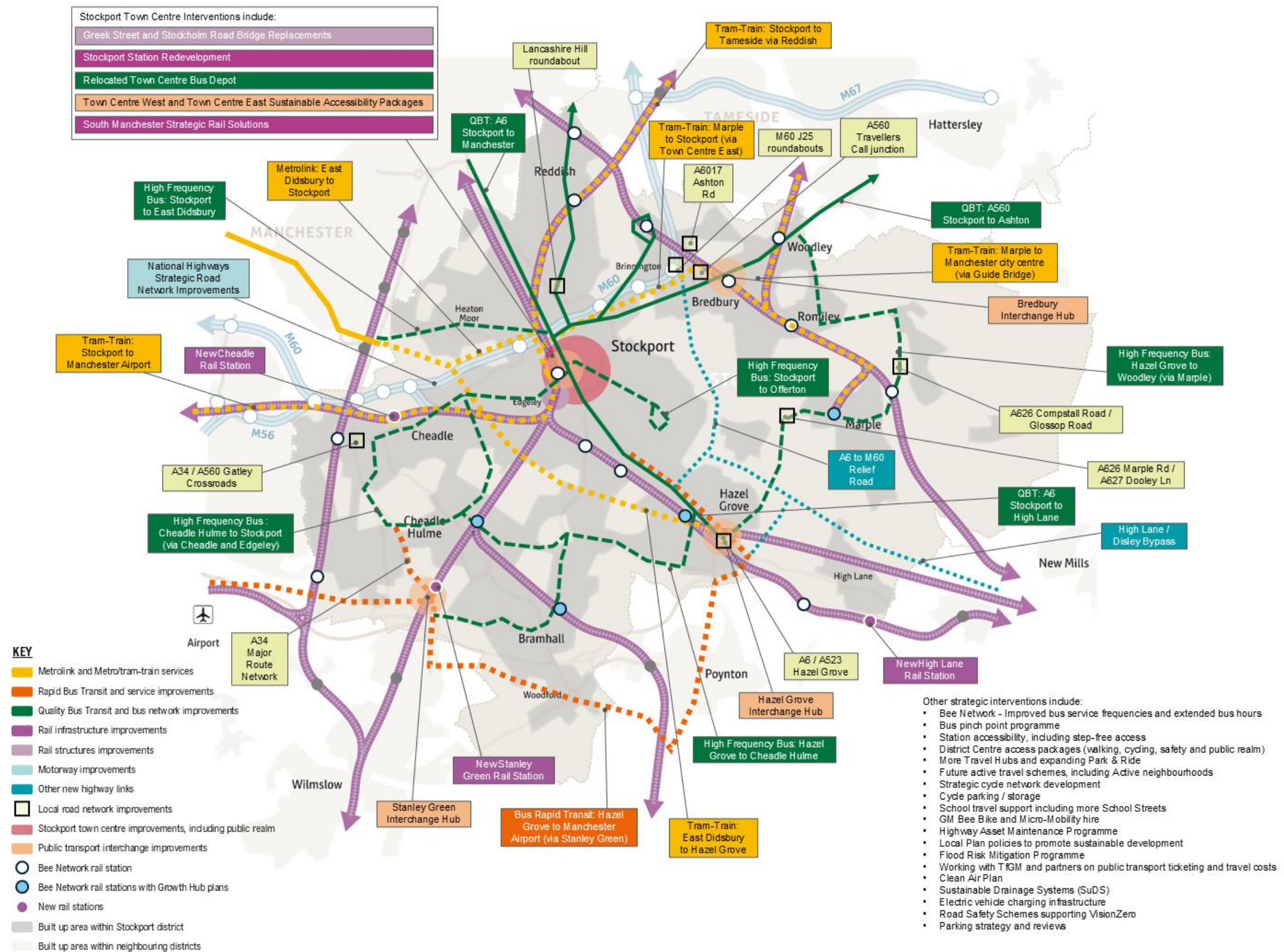
We have also categorised each intervention, following the same approach as used in the Greater Manchester's Draft Rapid Transit Strategy, which articulates the level of impact a scheme will have at affecting change:

- **Sustaining**, integrating and improving our transport network
- **Growing** our transport network
- **Transforming** our transport network

And we recognise that those more transformative interventions typically come with a larger price tag with longer delivery lead in times.



# One-Page Overview



## Interventions

### Bus

| Priority                                                               | Intervention                                                                                                                                                                                                                                                                                                                                                   | Action Over the Next 5 years                                            | Scheme Impact                                               |
|------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------|-------------------------------------------------------------|
| Facilitating a bus network which connects and supports our communities | <b>Bus Service Reviews</b><br>Improved service provisions for users including increased frequency, extended bus operating hours, better timetable integration with rail / trams, extension to bus routes, and new services.                                                                                                                                    | Ongoing programme of work                                               | Sustaining, integrating and improving our transport network |
|                                                                        | <b>School Bus Services</b><br>Monitoring of performance , service frequency and bus capacity to ensure general service and school services demands are met.                                                                                                                                                                                                    | Ongoing programme of work                                               | Sustaining, integrating and improving our transport network |
|                                                                        | <b>Cross Boundary Bus Services</b><br>Partnership working with TfGM and neighbouring local authorities to increase the provision of cross-boundary bus services, and to make the integration and use of these services as seamless as possible with the Bee Network.                                                                                           | Ongoing programme of work                                               | Growing our transport network                               |
|                                                                        | <b>Bus Pinch Point Improvements</b><br>Local network improvements on key bus routes, for example: changes to TROs to prevent obstructive parking, works to make bus stops more accessible, improvements to bus priority at signals and junctions.                                                                                                              | Ongoing programme of work                                               | Sustaining, integrating and improving our transport network |
|                                                                        | <b>Planning for Growth</b><br>Bus infrastructure and service provision requirements that are needed to facilitate delivery of existing land supply and new development across the borough, identified through the Local Plan and planning process.                                                                                                             | Ongoing programme of work                                               | Growing our transport network                               |
|                                                                        | <b>Bus and Active Travel Corridor schemes.</b><br>The whole route upgrades to key corridors with bus priority to achieve reliable services, attractive waiting environments integrated with the public realm, which cater for higher frequency services including Stockport to Ashton-under-Lyne and A6 Stockport Road Bus and Active Travel Corridor schemes. | Aim to complete within the next five years                              | Sustaining, integrating and improving our transport network |
|                                                                        | <b>Future Bus Corridor Upgrades</b><br>Bus corridor upgrades on high-frequency bus routes that connect people to opportunities in Manchester city centre, town centre destinations and employment sites such as A6 corridor between Stockport town centre and High Lane and the A560 Stockport to Hattersley.                                                  | Make the case for change and may start to implement in the next 5 years | Sustaining, integrating and improving our transport network |

| Priority                                                                                  | Intervention                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Action Over the Next 5 years                                            | Scheme Impact                 |
|-------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------|-------------------------------|
| <b>Facilitating a bus network which connects and supports our communities (continued)</b> | <b>Enhanced Bus Service Provision</b><br>Building on the existing higher frequency bus network, the provision of further higher frequency services that better connect: <ul style="list-style-type: none"> <li>• Stockport town centre – Offerton</li> <li>• Woodley – Romiley – Marple – Hazel Grove</li> <li>• Hazel Grove – Poynton – Woodford – Heald Green – Manchester Airport</li> <li>• Stockport town centre – Edgeley – Cheadle and Cheadle Hulme – Stanley Green – Manchester Airport</li> <li>• Hazel Grove – Bramhall – Stanley Green – Manchester Airport</li> <li>• Stockport town centre – Heaton Mersey – East Didsbury</li> </ul> | Make the case for change and may start to implement in the next 5 years | Growing our transport network |
|                                                                                           | <b>Enhanced Bus Service Provision</b><br>Improved bus service provision for routes connecting: <ul style="list-style-type: none"> <li>• Stockport town centre – Romiley</li> <li>• Reddish – Heaton Chapel – Heaton Mersey – East Didsbury</li> <li>• Marple – Offerton – Stockport town centre</li> <li>• Stockport town centre – Edgeley – Cheadle – Wythenshawe</li> <li>• Hazel Grove – Bramhall – Heald Green – Wythenshawe</li> <li>• East Didsbury – Cheadle</li> <li>• Marple – High Lane – Hazel Grove</li> <li>• Heaviley – Davenport – Bramhall – Stanley Green</li> </ul>                                                               | Make the case for change and may start to implement in the next 5 years | Growing our transport network |
|                                                                                           | <b>Enhanced Bus Service Provision</b><br>Increased provision of local and lower frequency bus routes which connect and support our communities, including more rural areas.                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Make the case for change and may start to implement in the next 5 years | Growing our transport network |
|                                                                                           | <b>Bus Rapid Transit</b><br>New rapid transit service(s) connecting Manchester Airport with Stockport and Cheshire East.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Scheme development but less likely to implement in the short term       | Growing our transport network |

## Rapid Transit

| Priority                                                                                                                                        | Intervention                                                                                                                                                                                                                                                                                                                                                                          | Action Over the Next 5 years                                               | Scheme Impact                      |
|-------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------|------------------------------------|
| Delivering a new mass rapid public transit network, better connecting Stockport to the rest of Greater Manchester, including Manchester Airport | <b>Stockholm Road Bridge Replacements</b><br>The replacement of aged and deteriorating Network Rail structure near Stockport town centre that is at end of life. Replacement bridge has been designed to safeguard potential operation of new rapid transit services into Stockport without further significant modification.                                                         | Aim to complete within the next five years                                 | Growing our transport network      |
|                                                                                                                                                 | <b>East Didsbury to Stockport Rapid Transit Extension</b><br>A route extension from the existing East Didsbury Metrolink stop to Stockport town centre. The case for this scheme has mayoral Support and funding is in place. The route alignment and detail of a preferred option is still to be confirmed with the aspiration to implement a scheme in as short a time as possible. | Aim to complete within the next five years                                 | Transforming our transport network |
|                                                                                                                                                 | <b>Tram-Train Stockport to Manchester Airport</b><br>Operation of an east-west tram-train service, providing additional orbital connectivity via the Mid-Cheshire Line, in support of the Airport and Southern Growth Corridor and offering the opportunity to more directly connect Stockport to Manchester Airport.                                                                 | Scheme development but less likely to implement in the short term          | Transforming our transport network |
|                                                                                                                                                 | <b>Tram-Train East Didsbury to Hazel Grove</b><br>Operation of an additional tram-train service from East Didsbury to Hazel Grove making use of the existing Adswood freight line, improving connectivity through the borough and for the Airport and Southern Growth Corridor.                                                                                                       | Scheme development but less likely to implement in the short term          | Transforming our transport network |
|                                                                                                                                                 | <b>Tram-Train Rose Hill Marple to Manchester Piccadilly (via Guide Bridge)</b><br>Operation of tram-train services on the existing line from Manchester Piccadilly to Rose Hill Marple via Guide Bridge, as part of wider Bee Network considerations (including linkages to Glossop and Hadfield).                                                                                    | Scheme development but less likely to implement in the short term          | Transforming our transport network |
|                                                                                                                                                 | <b>Metrolink / Tram-Train Stockport to Rose Hill Marple</b><br>Operation of tram-train services that would use both new light rail infrastructure to link Stockport town centre to Bredbury (alongside the M60 corridor and via the Town Centre East regeneration area) and then use the existing rail corridor to connect onward to Marple.                                          | Scheme development but less likely to implement in the short / medium term | Transforming our transport network |
|                                                                                                                                                 | <b>Tram-Train Stockport to Tameside</b><br>Operation of tram-train services on the existing rail link via Reddish South and Denton which is currently underutilised for passenger travel, improving connectivity with Tameside(Ashton under Lyne).                                                                                                                                    | Scheme development but less likely to implement in the short / medium term | Transforming our transport network |

## Rail

| Priority                                                            | Intervention                                                                                                                                                                                                                                                                                                                                                                                             | Action Over the Next 5 years                                      | Scheme Impact                                               |
|---------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------|-------------------------------------------------------------|
| <b>Redeveloping Stockport Station</b>                               | <b>Stockport Station Redevelopment</b><br>Major investment in the station will deliver: a new primary eastern concourse; new segregated station footbridge (for use by paid and unpaid customers); new Edgeley western entrance; refurbished platform buildings; refurbished subway that will act a dedicated service and emergency access route; and improved station access arrangements by all modes. | Aim to complete within the next five years                        | Growing our transport network                               |
| <b>Supporting rail capacity growth through Stockport</b>            | <b>Stockport Area Rail Capacity Solutions</b><br>Infrastructure solutions that will be necessary to accommodate future rail passenger service requirements. Early concept options include the potential for remodelling Stockport Station with an additional through-platform and bi-directional signalling.                                                                                             | Scheme development but less likely to implement in the short term | Transforming our transport network                          |
| <b>Improving and broadening access to our suburban rail network</b> | <b>Bee Network Rail Integration (Tranche 1 Stations)</b><br>The phased introduction of bringing Greater Manchester's rail stations into the Bee Network. By December 2026, this will include Woodley, Romiley, and Rose Hill Marple.                                                                                                                                                                     | Aim to complete within the next five years                        | Sustaining, integrating and improving our transport network |
|                                                                     | <b>Bee Network Rail Integration (Tranche 2 Stations)</b><br>The phased introduction of bringing Greater Manchester's rail stations into the Bee Network. By December 2027, this will include Heaton Chapel, Stockport, Cheadle Hulme, Davenport, Woodsmoor, Hazel Grove, Gatley and Heald Green stations.                                                                                                | Aim to complete within the next five years                        | Sustaining, integrating and improving our transport network |
|                                                                     | <b>Bee Network Rail Integration (Tranche 3 Stations)</b><br>The phased introduction of bringing Greater Manchester's rail stations into the Bee Network. By 2030, this will include the remaining stations of Bramhall, Bredbury, Brinnington, Marple, Reddish North and Reddish South.                                                                                                                  | Aim to complete within the next five years                        | Sustaining, integrating and improving our transport network |
|                                                                     | <b>Cheadle Rail Station</b><br>A new rail station in Cheadle district centre, on the Chester to Manchester (Mid-Cheshire) line next to The Alexandra Hospital. The new rail station will be supported by improved active travel connections.                                                                                                                                                             | Aim to complete within the next five years                        | Growing our transport network                               |
|                                                                     | <b>New Rail Stations</b><br>Provision of further new rail stations in the borough, to expand the rail network's offer in under-served communities and to support development and growth. For example, a new station in Stanley Green, on the Manchester Piccadilly to Crewe line (which routes via Stockport).                                                                                           | Scheme development but less likely to implement in the short term | Growing our transport network                               |

| Priority                                                                        | Intervention                                                                                                                                                                                                                                                                                                                                                                                                                                        | Action Over the Next 5 years                                            | Scheme Impact                                               |
|---------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------|-------------------------------------------------------------|
| <b>Improving and broadening access to our suburban rail network (continued)</b> | <b>Station Accessibility Programme (Tranche 2 Stations)</b><br>Prioritised delivery programme to make all Greater Manchester's rail stations accessible to everyone by 2040. Tranche 2 is set to include Reddish North works to install step free access.                                                                                                                                                                                           | Aim to complete within the next five years                              | Sustaining, integrating and improving our transport network |
|                                                                                 | <b>Station Accessibility Programme (Tranches 4 &amp; 6 Stations)</b><br>Prioritised delivery programme to make all Greater Manchester's rail stations accessible to everyone by 2040. Tranche 4 is set to include design work for Bredbury, Woodsmoor and Davenport. Tranche 6 is set to include Woodley and Brinnington development work.                                                                                                          | Make the case for change and may start to implement in the next 5 years | Sustaining, integrating and improving our transport network |
|                                                                                 | <b>Station Growth Hubs</b><br>Rail stations identified where land could be made available for housing development and further opportunities for regeneration including at Cheadle Hulme, Hazel Grove, Bramhall and Rose Hill Marple stations.                                                                                                                                                                                                       | Make the case for change and may start to implement in the next 5 years | Growing our transport network                               |
|                                                                                 | <b>Longer Trains (and Platforms)</b><br>Opportunities for providing and facilitating longer suburban trains are one of the most straightforward improvements to meet growth in rail passenger demand and address overcrowding.                                                                                                                                                                                                                      | Make the case for change and may start to implement in the next 5 years | Sustaining, integrating and improving our transport network |
|                                                                                 | <b>Station Accessibility Programme (Remaining Stations)</b><br>Longer term upgrades to make all Greater Manchester's rail stations accessible to everyone by 2040. Stations outside of the identified Tranches 1-6 which require works are: <ul style="list-style-type: none"> <li>• Stations with steps: Reddish South and Middlewood.</li> <li>• Stations with steep ramps: Heaton Chapel, Romiley, Heald Green, Bramhall and Strines.</li> </ul> | Scheme development but less likely to implement in the short term       | Sustaining, integrating and improving our transport network |
| <b>Supporting a well-maintained rail network</b>                                | <b>Rail Network Maintenance</b><br>We engage regularly with Network Rail on planned and unplanned maintenance works including related to flooding, bridge strikes and level crossings.                                                                                                                                                                                                                                                              | Ongoing programme of work                                               | Sustaining, integrating and improving our transport network |
|                                                                                 | <b>Community Rail Partnerships (CRPs)</b><br>Continuing to support the South East Manchester and the Crewe-Manchester CRPs along with their overarching South East Manchester and East Cheshire Community Rail Group to provide support to community volunteers at rail stations across the borough, with the aim of promoting rail and improving the rail passenger experience.                                                                    | Ongoing programme of work                                               | Sustaining, integrating and improving our transport network |

## Walking, Wheeling, Cycling and Micro-Mobility

| Priority                                                                  | Intervention                                                                                                                                                                                                                                                                                                                                                                        | Action Over the Next 5 years | Scheme Impact                                               |
|---------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|-------------------------------------------------------------|
| Improving the quality and coverage of the borough's active travel network | <b>Active Travel Schemes</b><br>Delivery of further active travel schemes to help us expand the network of high-quality routes, as funding allows. Hazel Grove Active Travel Improvements Phase 1 to be completed in next 5 years.                                                                                                                                                  | Ongoing programme of work    | Growing our transport network                               |
|                                                                           | <b>Future Network Priorities in Design</b><br>We have defined a series of design principles, informed by streets for all which set out our planning policy position for walking, wheeling, and cycling whenever a change to the highway network is planned. This will help to ensure the needs of those walking, wheeling and cycling are prominent at all stages of scheme design. | Ongoing programme of work    | Sustaining, integrating and improving our transport network |
|                                                                           | <b>20mph Zones on Residential Roads</b><br>Expand the use of 20mph speed limits, where it will be effective, in areas where it will help to make streets feel safer and more attractive for active travel as supported by local people.                                                                                                                                             | Ongoing programme of work    | Sustaining, integrating and improving our transport network |
|                                                                           | <b>School Travel</b><br>Delivery of initiatives that encourage active travel to school including improvements to the highway network near school sites, road safety and cycle safety training for pupils, travel plans and activities such as Park-and-Stride and Walk Once a Week.                                                                                                 | Ongoing programme of work    | Sustaining, integrating and improving our transport network |
|                                                                           | <b>School Streets</b><br>Delivery of further School Streets, where time limited closures of roads (to motorised traffic) near to school sites are introduced to create safer environments and promote more sustainable travel. We will also consider how best to enforce School Streets, which could include enforcement via cameras where viable.                                  | Ongoing programme of work    | Sustaining, integrating and improving our transport network |
|                                                                           | <b>Public Rights of Way</b><br>Improvements to, and maintenance of, the PROW network in line with the Rights of Way Improvement Plan (ROWIP). This will include works to structures, surfacing, and waymarking on all types of PROW.                                                                                                                                                | Ongoing programme of work    | Sustaining, integrating and improving our transport network |
|                                                                           | <b>Local Accessibility Programme</b><br>Improving paths, alleyways and cut throughs with lighting, surfacing, improved sight lines and directional signage to improve linkages between neighbourhoods for accessible modes of travel.                                                                                                                                               | Ongoing programme of work    | Sustaining, integrating and improving our transport network |

| Priority                                                                                     | Intervention                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Action Over the Next 5 years                                            | Scheme Impact                                               |
|----------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------|-------------------------------------------------------------|
| <b>Improving the quality and coverage of the borough's active travel network (continued)</b> | <b>Paths in Greenspaces Programme</b><br>Continuing to maintain and improve the quality of paths in our greenspaces for travel and leisure.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Ongoing programme of work                                               | Sustaining, integrating and improving our transport network |
|                                                                                              | <b>Access Control Programme</b><br>A prioritised programme of work which increases accessibility for all by removing and or redesigning access controls to meet the requirements of the Council's Access Control Policy.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Ongoing programme of work                                               | Sustaining, integrating and improving our transport network |
|                                                                                              | <b>Active travel crossings upgrade package along M60 corridor</b><br>A package of active travel crossing upgrades along the M60 corridor will improve safety, accessibility, and connectivity for pedestrians and cyclists. These enhancements aim to reduce severance caused by major road infrastructure and support more inclusive, sustainable travel across adjacent communities.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Make the case for change and may start to implement in the next 5 years | Growing our transport network                               |
|                                                                                              | <b>Strategic Cycle Network Development</b><br>Planning for the further expansion of our cycle routes network, aiming to provide a core network of high-quality infrastructure comprising on- and off-road routes serving all parts of the borough.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Make the case for change and may start to implement in the next 5 years | Growing our transport network                               |
|                                                                                              | <b>Stockport Town Centre Accessibility Package</b><br>New connectivity hubs, active neighbourhoods, slow streets, public realm, EV charging & car club expansion, plus early delivery of the Mersey Square remodel to improve bus movements, A6 Railway Rd junction remodel for capacity & an east-west cycle route.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Aim to complete within the next five years                              | Growing our transport network                               |
|                                                                                              | <b>Stockport Town Centre Improvement Packages</b><br>New sustainable urban communities across Town Centre West and Town Centre East, supported by sustainable transport accessibility packages that: <ul style="list-style-type: none"> <li>• provide good access and permeability for those walking, wheeling and cycling (including reducing the severance which the M60 can create such as improving the bridge link between Redrock and Heaton Norris Park).</li> <li>• make the environment welcoming and appealing for people to travel through and spend time.</li> <li>• enable more sustainable servicing strategies.</li> </ul> The scale of new town centre development should allow for new routes to be created that both serve the large-scale regeneration areas and raise the overall character and sense of place within the town centre for the betterment of all. | Make the case for change and may start to implement in the next 5 years | Growing our transport network                               |

| Priority | Intervention                                                                                                                                                                                                                                                                                                                                                       | Action Over the Next 5 years                                            | Scheme Impact                 |
|----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------|-------------------------------|
|          | <b>District Centre Sustainable Access Packages</b><br>Programme of work to develop and implement higher quality cycle routes (with cycle parking) and attractive walking and wheeling environments, integrated with public realm within our district centres and high streets to promote more visitors and footfall and to support retail and hospitality sectors. | Make the case for change and may start to implement in the next 5 years | Growing our transport network |
|          | <b>Cycle Parking / Storage</b><br>Provision of further cycle parking, and other cycle storage solutions, at targeted locations across the borough which may include secure cycle hangers.                                                                                                                                                                          | Aim to complete within the next five years                              | Growing our transport network |

## Our Streets

| Priority                                               | Intervention                                                                                                                                                                                                                                                                                                                                             | Action Over the Next 5 years | Scheme Impact                                               |
|--------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|-------------------------------------------------------------|
| <b>Maintaining a climate resilient highway network</b> | <b>Local Highway Asset Maintenance Programme</b><br>Programme of local highway maintenance activities as guided by our updated Asset Management Plan, covering work including to street lighting, highways drainage, pothole and highway surfacing and highways structures.                                                                              | Ongoing programme of work    | Sustaining, integrating and improving our transport network |
|                                                        | <b>Strategic Highway Asset Maintenance Programme</b><br>Prioritised programme of work to maintain to our strategic highway assets, to be informed and guided by our updated Asset Management Plan.                                                                                                                                                       | Ongoing programme of work    | Sustaining, integrating and improving our transport network |
|                                                        | <b>Review of Existing Gullies and Grids</b><br>Data-led programme of works to address highway locations that are most at risk of surface water flooding, following a review of existing grids and gullies across the borough.                                                                                                                            | Ongoing programme of work    | Sustaining, integrating and improving our transport network |
|                                                        | <b>Flood Risk Mitigation Programme</b><br>Identify, understand and remediate flood hotspots to better protect the borough's residents and visitors, including longstanding improving drainage on the A555 (A6MARR).                                                                                                                                      | Ongoing programme of work    | Sustaining, integrating and improving our transport network |
|                                                        | <b>Sustainable Drainage Systems (SuDS)</b><br>SuDS are expected in all our schemes and new development. Properly designed, as well as helping to avoid flooding, SuDS help to improve water quality, local amenity, environmental quality and biodiversity, remove pollutants from surface water run-off and form part of green infrastructure networks. | Ongoing programme of work    | Sustaining, integrating and improving our transport network |

| Priority                                                                        | Intervention                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Action Over the Next 5 years                                            | Scheme Impact                                               |
|---------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------|-------------------------------------------------------------|
|                                                                                 | <b>Highway Trees Programme</b><br>As part of the work to meet improve biodiversity and address the Climate Emergency, we assign a proportion of the capital budget to the maintenance and enhancement of our current stock of highway trees. When implementing new schemes, we seek to minimise impacts on healthy trees in the highway and increase biodiversity of areas where transport improvements are taking place.                                                                                                                                                                                                                                                                                | Ongoing programme of work                                               | Sustaining, integrating and improving our transport network |
| Priority                                                                        | Intervention                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Action Over the Next 5 years                                            | Scheme Impact                                               |
| <b>Improving the network performance of the borough's key highway corridors</b> | <b>Enforcement of Traffic Regulation Orders, including Moving Traffic Offences</b><br>Wider implementation of powers which allows the Council to be responsible for the enforcement of known moving traffic infringement , starting with the site locations identified in our application to access these powers. Examples include banned turning movements, weight limits, and yellow box markings. Further locations will be consulted upon for inclusion, guided by the prevalence of safety and/or congestion , in line with Council policy.<br>This will take place alongside our existing processes which enforce stationary TROs across the borough such as double yellow lines and parking bays. | Ongoing programme of work                                               | Sustaining, integrating and improving our transport network |
|                                                                                 | <b>A34 Major Route Network</b><br>Series of proposals to enhance active travel connectivity, increase capacity at key locations and unlock growth potential in the surrounding area.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Aim to complete within the next five years                              | Growing our transport network                               |
|                                                                                 | <b>Greater Manchester Lane Rental Scheme</b><br>We will work with TfGM (and the other Districts) in exploring the potential for a Greater Manchester Lane Rental scheme for the city region's Key Road Network (KRN), and other significant roads – which could allow Local Highway Authorities to charge organisations undertaking roadworks for the time their works occupy specified streets at traffic sensitive times.                                                                                                                                                                                                                                                                              | Make the case for change and may start to implement in the next 5 years | Sustaining, integrating and improving our transport network |
|                                                                                 | <b>Red Routes on Selected Key Highway Corridors</b><br>We will work with TfGM in exploring Red Routes as a potential strategic tool to improve traffic flow on a whole route basis, where drivers would not be permitted to stop for any purpose other than in an emergency or in designated locations.                                                                                                                                                                                                                                                                                                                                                                                                  | Make the case for change and may start to implement in the next 5 years | Sustaining, integrating and improving our transport network |

| Priority                                                                                    | Intervention                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Action Over the Next 5 years                                               | Scheme Impact                                               |
|---------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------|-------------------------------------------------------------|
| <b>Improving the network performance of the borough's key highway corridors (continued)</b> | <b>Targeted Highway Capacity Improvements</b><br>Targeted highways capacity improvements will be necessary to maintain a safe, reliable and efficient highway network, which may subject to feasibility studies include improvements at: <ul style="list-style-type: none"> <li>• A34 / A560 Gatley Crossroads</li> <li>• M60 Junction 25 roundabouts</li> <li>• A560 Travellers Call junction</li> <li>• A6017 Ashton Road – works to address risk of rail bridge strikes</li> <li>• Lancashire Hill roundabout</li> <li>• A626 Marple Road / A627 Dooley Lane</li> <li>• A626 Compstall Road / Glossop Road</li> <li>• A6 / A523 Hazel Grove</li> <li>• High Lane</li> </ul> | Make the case for change and may start to implement in the next 5 years    | Sustaining, integrating and improving our transport network |
|                                                                                             | <b>Strategic Road Network Improvements</b><br>We work in partnership with TfGM, National Highways, TfN and DfT to address issues on the SRN through the Roads Investment Strategy (RIS) programme. Studies at the Airport around the M56 and of the M60 motorway corridor in the south-east quadrant will be key to this.                                                                                                                                                                                                                                                                                                                                                      | Scheme development but less likely to implement in the short term          | Sustaining, integrating and improving our transport network |
|                                                                                             | <b>A6 to M60 Relief Road</b><br>The scheme is the final highway component of the original SEMMM Strategy to be delivered. The Council's current position is that it will not permit development on the safeguarded route that would prevent delivery of the scheme, which would be expected to cater for all highway-based transport modes.                                                                                                                                                                                                                                                                                                                                    | Scheme development but less likely to implement in the short / medium term | Transforming our transport network                          |
|                                                                                             | <b>High Lane / Disley Bypass</b><br>There have been long-standing proposals for an A6 bypass through High Lane and Disley to ease congestion and air quality concerns along the busy A6. There are currently no proposals for the bypass scheme in any adopted plan so further work to consider options would be necessary if the scheme were to be given a more formal status.                                                                                                                                                                                                                                                                                                | Scheme development but less likely to implement in the short / medium term | Transforming our transport network                          |

## Integrated Transport

| Priority                                      | Intervention                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Action Over the Next 5 years                                            | Scheme Impact                 |
|-----------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------|-------------------------------|
| Improving integration between transport modes | <b>Simpler Integrated Fares across the Full Bee Network</b><br>We support TfGM's work to implement simpler integrated fares across the Bee Network.<br>Contactless payments now allow passengers to tap in and tap out on buses and trams with fares capped each day, as they are in London. TfGM is working with railway partners to achieve preliminary fare integration of '8-priority suburban rail corridors' (comprising 64 stations) into the Bee Network by 2028, and remainder by 2030.                                                             | Aim to complete within the next five years                              | Growing our transport network |
|                                               | <b>Service Pattern Integration</b><br>We support TfGM's plans for better service pattern integration.<br>With bus franchising and its network review process in place, and plans for integration of suburban rail into the Bee Network, TfGM now has the local control to better align bus timetables with tram and train timetables, particularly with first and last tram and train times.                                                                                                                                                                 | Aim to complete within the next five years                              | Growing our transport network |
|                                               | <b>Stockport Interchange</b><br>Building on the success of completed works at Stockport Interchange, including the new bridge that directly connects the bus interchange to the rail station, and improved access routes provided for active travel, we will ensure that the future provision of tram services into Stockport town centre takes advantage of the futureproofing that has been incorporated to fully serve this area to allow for easy interchange. This provision will also be a central consideration to the redeveloped Stockport Station. | Make the case for change and may start to implement in the next 5 years | Growing our transport network |
|                                               | <b>Stanley Green Interchange</b><br>Supporting the Heald Green East housing development masterplan through the provision of a multi-modal interchange that joins rail and bus (inc. bus rapid transit) services alongside a new park-and-ride car park.                                                                                                                                                                                                                                                                                                      | Make the case for change and may start to implement in the next 5 years | Growing our transport network |

| Priority                                                         | Intervention                                                                                                                                                                                                                                                                                                                                                                 | Action Over the Next 5 years                                            | Scheme Impact                                               |
|------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------|-------------------------------------------------------------|
| <b>Improving integration between transport modes (continued)</b> | <b>Travel Hubs</b><br>Supporting interchange between travel modes within district centre, where bus, rail (and potential rapid transit) services meet, supported by active travel access. Hazel Grove and Woodley are potential locations to initially develop this approach outside of Stockport town centre.                                                               | Make the case for change and may start to implement in the next 5 years | Growing our transport network                               |
|                                                                  | <b>Mobility Hubs</b><br>To harness the increasing range of sustainable modes of transport, we will explore and support the development of mobility hubs, initially to support development in the Town Centre, to allow for the co-location of shared and active travel modes, including cycling, walking, public transport, car clubs, and electric vehicle charging points. | Make the case for change and may start to implement in the next 5 years | Growing our transport network                               |
|                                                                  | <b>Access to Stations</b><br>Programme of improvements to walking, wheeling and cycling access routes to rail stations across the borough that is complementary to the Bee Network rail integration proposals.                                                                                                                                                               | Make the case for change and may start to implement in the next 5 years | Sustaining, integrating and improving our transport network |
|                                                                  | <b>Bus Stop Access</b><br>Programme of work that takes a demand-led approach to usage (utilising franchising data) to prioritise locations where improvements to walking and wheeling access to bus stops are most needed across the borough with an aim to make all stops have a good standard of access.                                                                   | Make the case for change and may start to implement in the next 5 years | Sustaining, integrating and improving our transport network |
|                                                                  | <b>Enhanced Rail-Based Park-and-Ride</b><br>We are supportive of additional parking at stations where this could reduce car journey mileage by encouraging rail travel and reduce congestion in urban centres.. For example, through expansion of car parks or by installing raised deck parking above current surface car parks.                                            | Make the case for change and may start to implement in the next 5 years | Sustaining, integrating and improving our transport network |

## Zero Emission Vehicles and Future Travel

| Priority                                                                  | Intervention                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Action Over the Next 5 years               | Scheme Impact                                               |
|---------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------|-------------------------------------------------------------|
| Promoting, enabling and facilitating lower carbon travel and technologies | <b>Off-Street Zero Emission Vehicle Charging Infrastructure Roll-Out</b><br>We will work through public private partnerships to increase the availability of charging hubs in the borough provided within Council-owned car parks.                                                                                                                                                                                                                                            | Ongoing programme of work                  | Sustaining, integrating and improving our transport network |
|                                                                           | <b>On-Street Zero Emission Vehicle Charging Roll-Out</b><br>We will work with TfGM to ensure that the Local Electric Vehicle Infrastructure (LEVI) programme delivers additional on-street electric charging facilities and investigate further opportunities to facilitate charging for residents that do not have off-street parking, supported by our home charging policy statement. We are also looking how facilities are provided with new terraced housing and flats. | Ongoing programme of work                  | Sustaining, integrating and improving our transport network |
|                                                                           | <b>Traffic Signal Optimisation Programme</b><br>We support TfGM with their traffic signal optimisation programme, which seeks to improve network efficiencies and reduce stop-start traffic (and associated vehicle emissions).                                                                                                                                                                                                                                               | Ongoing programme of work                  | Sustaining, integrating and improving our transport network |
|                                                                           | <b>Real Time Customer Information</b><br>We support TfGM in their work to provide more accurate and up-to-date travel information across a range of platforms including via information screens at stops, stations and other locations.                                                                                                                                                                                                                                       | Ongoing programme of work                  | Sustaining, integrating and improving our transport network |
|                                                                           | <b>Greater Manchester Clean Air Plan</b><br>We are supporting GMCA on the local application of a Clean Air Plan and air quality mitigation measures, to help the city region meet its legal obligations for air quality in a way which is practical and affordable for residents.                                                                                                                                                                                             | Aim to complete within the next five years | Sustaining, integrating and improving our transport network |
|                                                                           | <b>Relocated Bus Depot</b><br>We are working with TfGM to ensure that a new electric Stockport Bus Depot is in place no later than the end of 2028. This is required to ensuring an all-electric bus fleet can be operated in Stockport as part of the Bee Network.                                                                                                                                                                                                           | Aim to complete within the next five years | Sustaining, integrating and improving our transport network |
|                                                                           | <b>Zero Emission Bus Fleet</b><br>We are working with TfGM to ensure that all Stockport buses are Zero Emission by 2030 as part of the Bee Network.                                                                                                                                                                                                                                                                                                                           | Aim to complete within the next five years | Sustaining, integrating and improving our transport network |
|                                                                           | <b>Taxis and Private Hire</b><br>Our policy for taxi and private hire vehicle emissions and age is aligned with the GM Clean Air Plan. Specifically, all new-to-license vehicles from 2025 must be zero-emission capable (ZEC), and by 2028, the entire fleet should be ZEC.                                                                                                                                                                                                  | Aim to complete within the next five years | Sustaining, integrating and improving our transport network |

## Travel Safety and Security

| Priority                                             | Intervention                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Action Over the Next 5 years | Scheme Impact                                               |
|------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|-------------------------------------------------------------|
| <b>Delivering a safe and secure transport system</b> | <b>Road Safety Schemes</b><br>Continuing to monitor and maintain road safety across the borough, through both reactive and pre-emptive highway improvements.                                                                                                                                                                                                                                                                                                                                                   | Ongoing programme of work    | Sustaining, integrating and improving our transport network |
|                                                      | <b>Road Safety Near Schools</b><br>Continuing to invest in road safety near our schools to enable safe active travel. Examples of recent schemes include Greave Primary School (Woodley), and Norbury Hall Primary School (Hazel Grove),                                                                                                                                                                                                                                                                       | Ongoing programme of work    | Sustaining, integrating and improving our transport network |
|                                                      | <b>Greater Manchester TravelSafe Partnership</b><br>We support the work of the Greater Manchester TravelSafe Partnership. Bringing buses back under local control alongside Metrolink trams has allowed TfGM to boost the number of TravelSafe Support and Enforcement officers on duty alongside regular police patrols at stations, bus interchanges and on trams and buses – offering reassurance to passengers and preventing and dealing with incidents of crime, antisocial behaviour, and fare evasion. | Ongoing programme of work    | Sustaining, integrating and improving our transport network |
|                                                      | <b>Public Transport Infrastructure Improvements</b><br>We support TfGM's programme of maintenance, renewal and improvements to customer-facing assets (such as CCTV, information, lighting, shelters, stairs, ramps, lifts, escalators) at public transport stations, hubs and stops to support safety, security, accessibility and inclusivity.                                                                                                                                                               | Ongoing programme of work    | Sustaining, integrating and improving our transport network |
|                                                      | <b>Public Transport Safety and Security in Design</b><br>Continuing to ensure public transport safety and security are integrated in to the planning and construction of our transportation projects from the outset to enhance their resilience against various threats, including terrorism and crime, while also ensuring the safety and comfort of passengers.<br>This approach is being applied to our plans to redevelop Stockport Station.                                                              | Ongoing programme of work    | Sustaining, integrating and improving our transport network |

## Travel Demand Management

| Priority                                          | Intervention                                                                                                                                                                                                                                                                                                                                                                                                                                      | Action Over the Next 5 years                                            | Scheme Impact                                               |
|---------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------|-------------------------------------------------------------|
| Encouraging sustainable travel options and uptake | <b>Behaviour Change, Education, Training and Scheme Activation Programmes</b><br>Continuing to deliver initiatives and events designed to help encourage people to make more sustainable journeys, including working with schools and community groups, and holding scheme activation events to draw the benefits of them to the attention of the public alongside tackling other factors that influence transport decisions.                     | Ongoing programme of work                                               | Sustaining, integrating and improving our transport network |
|                                                   | <b>Cycle and Micro-Mobility Hire Schemes</b><br>We will work with TfGM to explore the potential to introduce bike / micro-mobility rental schemes in the borough, starting with targeted schemes formed around Stockport town centre, district centres, key trip generators and/or other transport interchanges.                                                                                                                                  | Make the case for change and may start to implement in the next 5 years | Growing our transport network                               |
|                                                   | <b>Car Parking</b><br>We will review and manage our parking supply to ensure appropriate parking provision (type, quality and quantity) for all modes of travel which may be bespoke to different places.<br>There have been significant changes to the road network in the Stockport town centre in recent years, and we recognise we need to review on-street parking including the need to address pavement parking and improve accessibility. | Aim to complete within the next five years                              | Sustaining, integrating and improving our transport network |

## Our Partners

Our Transport Strategy has many elements and will require strong governance and leadership. While this is our plan, success will only be possible by working closely with delivery partners. Many of our interventions will require the support of TfGM, and there is a much wider set of other partners that we must also closely engage with.

As one of the ten boroughs in the GMCA area, we already have strong links and collaboration with TfGM. Stockport is an integral part of the GM Transport Strategy 2050 and its Delivery Plan, and we already work very closely with TfGM on almost all aspects of planning our transport networks. This includes investments in roads, public transport and active travel infrastructure. TfGM will have a key role in supporting delivery of this Transport Strategy, with many of our interventions also included in the Delivery Plan.

## Our Approach to Engagement and Communication

We want our plans to have a positive impact on the lives of our residents and businesses so feel it is critical that we work with our communities to inform the choices and decisions we make.

We are working to make sure all engagement is as inclusive and accessible as possible, so that everybody is able to contribute and help shape our plans.

As we develop individual schemes further, we commit to engaging openly with project partners, stakeholders and the public. We know compromise is often needed, but we commit to listening to views from all sides of our communities and place the views we hear at the heart of what we do.

We will work with our communities and local leaders to ensure information is presented in a way that is easier to find, interpret and respond to, and will always welcome feedback on how we can improve the ways we communicate.

Some of the many partners we will be working with are:





## Funding

Securing the necessary funding to develop and deliver schemes is perhaps the greatest challenge to delivering our Transport Strategy, as result of the limitation imposed by public budgets.

Governments often prioritise a wide range of sectors, leading to reduced allocations for transportation projects. Reduced budgets can result in:

- Delays in project initiation or completion.
- Inadequate maintenance of existing infrastructure.
- Limited scope for new transport initiatives.

In recent years, funding has often been allocated through a blend of locally devolved opportunities and central government funding competitions.

Whilst we have been successful in many of these, we have also been unsuccessful on occasions, such as with Stockport Station Levelling Up Fund Tranche 1 bid.

The government has indicated they are re-considering the way that centralised funding is allocated to local authorities to spend in

areas such as transport, and we wait to understand what this might mean in terms of the delivery of our transport schemes.

As we have seen under consecutive governments, funding streams and delivery mechanisms regularly change so it is reasonable to expect new opportunities to appear as we deliver our Transport Strategy.

It is an exciting period for Greater Manchester due to wider devolution powers that have been coming into force. This deal devolves a range of new powers and funding to the Greater Manchester Mayor and should create the potential for longer-term funding strategies to be put in place that will help bring more clarity to how the local transport system can be maintained and invested in.

We recognise there are pressures on any funding that is devolved with TfGM covering a range of responsibilities, including the on-going costs of operating the Metrolink tram system.

Since 2022, TfGM and the GM districts are delivering the City Regional Sustainable Transport Settlement programme with CRSTS covering 2022-27. The TCR fund is set to cover 2027-2032.

We will be seeking to promote as many of our priorities as possible within the TCR period.

We are alert to ensuring that where the private sector stands to financially benefit from new development, they should also be making their contribution towards any transport infrastructure that is needed to support the additional journeys that will be created.

We recognise this can be a contentious issue in local planning decision-making and are always striving to secure a fair and direct funding contribution from developers, such as through Section 278 and Section 106 agreements.

We will seek to take advantage of any changes in national policy that allow us to secure additional private sector funding towards transport improvements.

## Governance and Monitoring

Our Transport Strategy has been endorsed by our Portfolio Holder for Parks, Highways and Transport Services, and will be monitored by our senior leadership team.

They will be responsible for monitoring our progress on the actions and investment priorities set out in the plan and ensure that delivery programmes are on-track and to budget and that the intended outcomes of this Transport Strategy are being realised. This will include understanding the impact of transport on health and wellbeing in terms of levels of active travel use and exposure to air pollution.

## Maximising Social Value

How we spend our money and procure services is hugely important – investing in local people, community and voluntary organisations, business and places through embedding social value is a big part of how we can together address inequalities.

Our Social Value Charter, refreshed in 2023, emphasises our commitment to working with businesses and other partners to deliver social value for all our residents and communities.

Our “Match My Project” platform, launched in 2024, connects our suppliers and local businesses with community organisations and residents, enabling them to contribute to social impact projects in local communities, including, but not limited to:

- renovating your local community centre
- improving a communal garden
- community employment and training

Our Social Value Portal provides us with an efficient way in which to monitor and measure Social Value in terms of financial return. Alongside this we also collect case studies, which demonstrate how Social Value is making a real difference to the communities and residents of Stockport:

*“George Cox was involved in several projects across the borough during their work on the town centre redevelopment and cycling routes. They cleared a 40,000m<sup>2</sup> plot of urban wasteland and created a community woodland by planting 7,500 trees. They got residents and children from two local schools to join in, hosting engagement days which were thoroughly enjoyed.”*



Social value is also one of the ways we can ensure that businesses working in Stockport contribute to our corporate, and global, priorities. Procuring environmentally responsible businesses means reducing our own greenhouse gas emissions as well as making progress towards our target for Stockport to become carbon neutral by 2038.

## Planning with Flexibility

Whilst our Transport Strategy is grounded in the approaches to travel as we see them today, we will need to be adaptive and flexible to changes in national policy, travel behaviours and technology. The nature of transport planning and funding for schemes means a flexible and agile approach should always be taken.

We will be ready to grasp the chance to accelerate scheme development and delivery where funding opportunities arise, whilst also being mindful that we may conclude that certain interventions, upon further feasibility study, are no longer viable, affordable or deliverable. In those instances, we will not be afraid to consider alternative approaches that can achieve our Strategy objectives and outcomes.

Finally, we recognise that there will be studies and programmes led by our partners organisations (such as TfGM, Network Rail, and National Highways) which may influence the shape of our Transport Strategy. The outcomes and findings of the tram-train pathfinder project are good example of this.



Lower Hillgate, Stockport town centre  
Credit: Moth mural by Paintsmiths

7

**What  
Happens  
Next?**

Our Transport Strategy will guide our work in the coming years as we seek to continue to implement a more reliable, accessible and integrated transport system for the benefit of all of our people, businesses and places. It will help us as we make the case for additional funding to be invested in Stockport, both in discussions with the GMCA and with Government.

Our plans are necessarily ambitious to help continue to push forward the borough, in line with the One Stockport: One Future plan. The opportunities afforded to us in Stockport town centre (enabled by the MDC), and across the rest of the borough, provide a significant opportunity to create a more prosperous local economy, and help to address the inequalities and deprivation which are still faced in parts of the borough. We want you to join us on our journey as we push to bring Metrolink to Stockport, redevelop Stockport Station, expand the quality the bus network through Bee Network Buses, and make Stockport more accessible on foot and by bicycle.

We are aware of the sensitivities which the new Stockport Local Plan presents. It will be challenging to add new homes and jobs around the borough when there are already pressures on our transport systems. This

reinforces our case for needing more investment in transport infrastructure. This Transport Strategy will provide us with a clear framework to support decision-making as develop sites come forward.

We are committed to keeping this Transport Strategy under review. We plan to publish an updated Delivery Plan in five years' time to demonstrate what we have delivered and where we still have work to do.

As the world is evolving at a fast pace, and new technologies are creating new opportunities and ways of doing things all the time, we will also need to take stock to ensure our ambitions remain right for the borough. Our review will be aligned with TfGM's monitoring of the statutory Greater Manchester Local Transport Plan and any GMCA monitoring of the Greater Manchester Strategy.

With investment opportunities on the horizon, through the Integrated Settlement, including the TCR fund and funding attached to the 'Airport and Southern Growth Corridor', we are confident in our plans and the positive impact which we can have to ensure that Stockport remains an exciting and thriving place to be as we head towards the end of the 2020s and into the next decade.



## Glossary of Terms

| Term            | Description                                                                                                                                                                                                                                                                                                                                                                                    |
|-----------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| AfA             | Access for All                                                                                                                                                                                                                                                                                                                                                                                 |
| Bee Network     | The branding of the integrated Greater Manchester transport system                                                                                                                                                                                                                                                                                                                             |
| BRT             | Bus Rapid Transit                                                                                                                                                                                                                                                                                                                                                                              |
| CAN             | Climate and Nature, Stockport's plan to create a climate and nature-friendly borough                                                                                                                                                                                                                                                                                                           |
| CAP             | (The Greater Manchester) Clean Air Plan                                                                                                                                                                                                                                                                                                                                                        |
| CAV             | Connected and Autonomous Vehicles                                                                                                                                                                                                                                                                                                                                                              |
| CRSTS           | City Region Sustainable Transport Settlement (2022-2027 Funding)                                                                                                                                                                                                                                                                                                                               |
| DfT             | Department for Transport                                                                                                                                                                                                                                                                                                                                                                       |
| EV              | Electric Vehicle                                                                                                                                                                                                                                                                                                                                                                               |
| EVCI            | Electric Vehicle Charging Infrastructure                                                                                                                                                                                                                                                                                                                                                       |
| GM              | Greater Manchester                                                                                                                                                                                                                                                                                                                                                                             |
| GMAL            | Greater Manchester Accessibility Levels                                                                                                                                                                                                                                                                                                                                                        |
| GMCA            | Greater Manchester Combined Authority                                                                                                                                                                                                                                                                                                                                                          |
| GMRAPS          | Greater Manchester Road Activities Permit Scheme                                                                                                                                                                                                                                                                                                                                               |
| GMS             | Greater Manchester Strategy                                                                                                                                                                                                                                                                                                                                                                    |
| GMTS2040        | Greater Manchester Transport Strategy 2040.                                                                                                                                                                                                                                                                                                                                                    |
| GMTS2050        | Greater Manchester Transport Strategy 2050. The new Greater Manchester strategy which will supersede GMTS2040.                                                                                                                                                                                                                                                                                 |
| Growth Location | Area of concentrated economic growth potential, as defined by GMCA                                                                                                                                                                                                                                                                                                                             |
| HIP             | Stockport Council Highways Investment Programme                                                                                                                                                                                                                                                                                                                                                |
| HS2             | High Speed 2 is a new high speed rail line. It was originally proposed to operate between London and Manchester/Leeds. The new line to Manchester was due to introduce new Birmingham-Manchester services. These may have replaced existing services (which stop at Stockport Station). In October 2023, Government announced the sections of new line north of Birmingham would be cancelled. |
| LEVI            | Low Emission Vehicle Infrastructure                                                                                                                                                                                                                                                                                                                                                            |
| LTP             | (The Greater Manchester) Local Transport Plan                                                                                                                                                                                                                                                                                                                                                  |
| MDC             | Mayoral Development Corporation                                                                                                                                                                                                                                                                                                                                                                |
| ORR             | Office for Rail and Road                                                                                                                                                                                                                                                                                                                                                                       |
| PfE             | Places for Everyone                                                                                                                                                                                                                                                                                                                                                                            |
| PRoW            | Public Right of Way                                                                                                                                                                                                                                                                                                                                                                            |
| QBT             | Quality Bus Transit                                                                                                                                                                                                                                                                                                                                                                            |
| Right Mix       | Greater Manchester mode share target, as defined within the GMTS2050                                                                                                                                                                                                                                                                                                                           |
| RIS             | (National Highways) Road Investment Strategy                                                                                                                                                                                                                                                                                                                                                   |
| ROWIP           | Rights of Way Investment Plan                                                                                                                                                                                                                                                                                                                                                                  |
| SRGMP           | Safer Roads Greater Manchester Partnership                                                                                                                                                                                                                                                                                                                                                     |
| Strategic Road  | The SRN comprises the motorways and A-roads which are managed and                                                                                                                                                                                                                                                                                                                              |

| Term                          | Description                                                                                 |
|-------------------------------|---------------------------------------------------------------------------------------------|
| Network (SRN)                 | maintained by National Highways. This includes the M60,                                     |
| SuDS                          | Sustainable Drainage System                                                                 |
| TCE                           | Town Centre East regeneration area                                                          |
| TCR                           | Transport for City Regions (2027-2032 Funding)                                              |
| TCW                           | Town Centre West regeneration area                                                          |
| TfGM                          | Transport for Greater Manchester                                                            |
| TfN                           | Transport for the North                                                                     |
| 'Trailblazer' devolution deal | Integrated funding settlement secured for the Greater Manchester city region                |
| TRSE                          | Transport related social exclusion (as measured by TfN)                                     |
| TRO                           | Traffic Regulation Order                                                                    |
| WCML                          | West Coast Main Line (London – Glasgow rail line, via Birmingham, Stockport and Manchester) |
| ZEB                           | Zero Emission Bus                                                                           |
| ZEC                           | Zero Emission Capable                                                                       |
| ZEVCi                         | Zero Emission Vehicle Charging Infrastructure                                               |

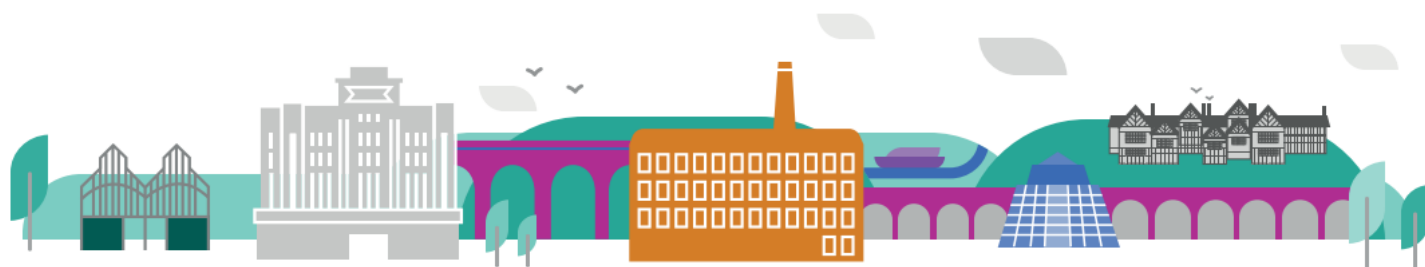


Redrock,  
Stockport  
town centre

# Consultation

Please respond to our consultation between 23<sup>rd</sup> September and 8<sup>th</sup> November 2026

For further information visit: <https://consultation.stockport.gov.uk>



**STOCKPORT**  
METROPOLITAN BOROUGH COUNCIL

**Ambitious Stockport,  
creating opportunities  
*for everyone***