

Annex 7

Stockport Metropolitan Borough Council



Linkages to Stockport's Unitary Development Plan

A7.1 Stockport MBC's UDP is consistent with the Local Transport Plan's strategic objectives. However, the review of the UDP which has commenced will strengthen detailed policies relating to transport.

A7.2 Existing policies seek to direct major traffic attracting developments to town and district centres using the sequential test.

A7.3 Individual large developments are required to develop a balanced package of integrated transport measures including provision of public transport, cycling and pedestrian routes as well as road improvements. Large employment sites are expected to develop green travel plans.

A7.4 It is expected that the review of the UDP and consultation on it will continue throughout the year and a revised UDP will be placed on deposit in Summer 2001. The car parking standards will be included within the review process.

Stockport MBC's role as a Highway/ Planning Authority

A7.5 Stockport MBC is committed to contributing towards the achievement of the objectives and strategic vision of the LTP. Its local integrated transport strategy policies and implementation plans have been developed in consultation with local residents, businesses, organisations, voluntary groups, users and schools.

A7.6 Within Stockport, the emphasis is on integrated policies and a multi-disciplinary approach to implementation. The development of transportation policy is closely linked to the development of planning, sustainability and environmental policies. There are joint working groups involving the education department and schools, regarding school travel plans; with all Council departments regarding Community Transport; and a group considering the link between crime and disorder and transport.

A7.7 The Council works closely with external partners and users. A number of groups facilitate this approach, including the Healthy Transport Alliance with Stockport College and the health service; cycle; walking and disability forums; and the Green Travel Forum for local businesses.

A7.8 Healthy transport initiatives are also jointly promoted to the public with the Health Authority. For example Walk a Day Scheme to encourage people to walk locally; Healthy Transport Month; travel awareness campaigns; and community cycle clubs.

A7.9 Transportation issues are affected by policies across the Council, and many other initiatives provide transportation benefits; eg the Town Centre Wardens and extended CCTV coverage contribute towards providing a safer environment for pedestrians.

A7.10 The major transportation issues for the Council are identified below. Stockport MBC is included within the South East Manchester Multi Modal Study (SEMMMS) which is due to report in 2001.

Stockport MBC

Metrolink

A7.11 The Council strongly supports GMPTA's proposal of a Metrolink line to Stockport town centre and considers that this line may be extended eastwards through Stockport to Marple at a later date.

Rail

A7.12 The Council shares Greater Manchester's aspirations to improve rail services, including improvements to existing stations, and the development of new stations, including the following potential sites: Stepping Hill, High Lane, Cheadle, Simpsons Corner, Adswold and Stanley Green, with associated improvements in infrastructure. Stockport MBC is also anxious to see a significant upgrade to Stockport Station which is a hub station in the InterCity network, with significant regional and commuter usage.

Buses

A7.13 Within Stockport several Quality Bus Corridors have been identified and work has commenced on the A6 and A626 corridors. Plans for future QBC phases include enhancement of routes serving Reddish, Brinnington, and Didsbury Road. In addition, discussions with the PTA and the Airport have identified several corridors to the Airport which would benefit from a similar approach.

A7.14 Other minor schemes to improve public transport within the Borough are being identified as part of the development of community transport, school and green travel plans. The Council is continuing to develop the Town Centre Distributor Bus scheme.

Cycling

A7.15 The Council, as part of its Cycling Strategy, has identified and is beginning to develop its strategic cycle network with help from local cyclists. It is continuing to install cycle racks and lockers at rail and bus stations and at public buildings, e.g. libraries, leisure centres, etc.

Walking

A7.16 Walking and Public Rights of Way strategies are being developed with assistance from the Walking Forum and strategic walking routes will be identified and upgraded where necessary as part of this process.

Trans-Pennine Trail

A7.17 The Trans-Pennine Trail multi-user route within the Stockport area is being implemented and the possibility of further local links to the trail are being investigated.

Car parking

A7.18 The Council is developing a car parking strategy and is considering the introduction of decriminalised parking powers as part of this process.

Roads

A7.19 The Council is committed to the implementation of the following road schemes, which are under consideration as part of the South East Manchester Multi Modal Study. These routes need continued protection by the Highway Agency:

- **A6(M) Stockport North/South Bypass (including Stepping Hill Link)**
- **A555 / A523 Poynton Bypass**
- **A555 Manchester Airport Eastern Link Road (West)**

A7.20 As part of the development control process, opportunities will be taken to assist in the regeneration of Stockport and improve integrated transport provision and road safety. Often these are of a local minor nature but the following larger schemes may be developed over the next five years:

- **M60 J1 (Travis Brow) Roundabout – junction improvements**
- **M60 J27 (Portwood) Roundabout – junction improvements**
- **St Marys Way, Portwood – widening, cycle facilities and footbridge**
- **Stepping Hill Link**
- **Stepping Hill Rail Station**
- **Stockholm Road – Mercian Way Link**
- **Knightsbridge / Portwood – junction improvements and footbridge**

20 mph schemes and Home Zones

A7.21 The Council is funding the implementation of 20 mph zones in a number of residential areas and, in particular, is targeting roads outside schools in conjunction with school travel plans as part of a continuing programme. As part of an SRB5 project in the Adswood / Bridgehall areas the Home Zone concept is being developed with the local community.

Green Travel Plans

A7.22 The Council has adopted, and is now implementing, a Green Travel Plan. It employs staff whose roles include working with local businesses and schools to develop travel plans. A school travel pack is being produced with the assistance of the Cycling Project for the North West and local schools which will assist schools to implement various measures.

Stockport's approach to regeneration

A7.23 Regeneration is a key objective of the Council, with particular emphasis on the Town Centre, District Centres and areas of social exclusion. A town centre strategy has been agreed, and a town centre transport strategy will follow. Stockport has three SRB areas:

- **SRB5 Adswood / Bridgehall, which includes a community transport plan project and the development of Home Zones**
- **SRB4 Brinnington which may include a transportation project in the future**
- **SRB3 Markets and Underbanks which includes pedestrian and environmental improvements and the Town Centre Distributor Bus Project**

A7.24 An SRB7 bid may be made based on the Town Centre; and will include a transportation element.

A7.25 The North Reddish and Cale Green / Shaw Heath Renewal Areas both have transportation linked elements.

A7.26 Strategies are to be developed to regenerate the district centres and will include transportation issues. The first strategies being developed are for Edgeley and Hazel Grove District Centres.

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Links with other areas

A7.27 The Council has agreed to develop partnerships with Cheshire and Derbyshire County Councils and Macclesfield Borough Council to develop corridor approaches along the A34, A6 and A523 and the Buxton rail line. The Council is also an active participant in developing the South Pennine Integrated Transport Strategy (SPITS).

Implementation programme 2001 to 2006

A7.28 The implementation programme focuses on four major areas:

- *minor works*
- *Local Safety Schemes*
- *maintenance of carriageways*
- *maintenance of highway structures*

Additionally, specific bids are included relating to:

- *a bid under the Civilising Cities Programme*
- *the detrunking of the A6 and A523*

A7.29 The five key themes of the minor works bid are:

- *to support regeneration*
- *to support and develop public transport provision and its associated infrastructure*
- *to support and develop sustainable transport initiatives as indicated in local cycling and walking strategies*
- *to develop and implement community / neighbourhood transport plans*
- *to develop and implement town and district centre transport plans*

These themes will be developed in specific areas, eg SRB areas, town centre, district centres, communities and along the principal transport corridors as appropriate.

Table A7.1: Minor works programme 2001 to 2006 (£000s)

	2001/02	2002/03	2003/04	2004/05	2005/06
PRN Signing	35	35			
SRB Town Centre	80	80	80	80	
SRB Adswood	80	80	80	80	80
Town Centre strategy	100	100	100	100	120
District centre improvements	85	85	100	100	120
Cycle Strategy	65	80	80	80	80
Trans Pennine Trail	15				
Walking strategy	30	30	30	30	30
Healthy Routes to School	30	30	30	30	60
Community Transport Plan	80	80	100	100	110
Bus priority	40	40	40	40	40
Rail station access improvements	30	30	30	30	30
Sub-total	670	670	670	670	670
Further minor works	135	135	135	135	135
Total	805	805	805	805	805

A7.30 This programme is based on an assumption of an overall 40% increase in resource allocation for the Integrated Transport element of the LTP. If additional resources are available then these would be spent on school travel plans, community transport plans and green travel plan support.

Local Safety Schemes

A7.31 Safety is a fundamental feature of all proposed highway improvements and safety audits are carried out on new schemes. Stockport's local safety schemes focus on individual identified accident spots and area wide safety initiatives, where urban safety management techniques and the Home Zone concept will be introduced. Close liaison and police support for

enforcement is an essential part of this process. The Council assists the enforcement process through, for example, the purchase of police motorbikes, mobile speed signs, and speed and red light cameras.

A7.32 Road safety education, publicity and training programmes include initiatives in all education establishments, such as the junior road safety officer scheme, practical pedestrian training, safer cycle training, junior schools quiz, Crucial Crew, and local and national publicity campaigns. If additional resources become available increased spending would be focused on speed management, mass action schemes, secondary safety features and child casualty reduction.

Table A7.2: Local Safety Scheme programme (£000s)

Scheme type	2001/02	2002/03	2003/04	2004/05	2005/06
Area Action Schemes	90	110	110	110	110
Mass Action Schemes					
Inc specialist surfacing at junctions	30	80	100	100	100
Heaton Moor USM	75				
Finney Lane / Outwood Road	60				
Reddish	55				
Siddington Avenue	55				
Speed management initiatives					
Engineering	25	25	25	30	25
Enforcement	25	25	25	30	15
ETP	10	10	10	10	10
Child casualty reduction strategy	18	20	20	20	20
Safety improvements for vulnerable users	Nil	30	30	20	20
Secondary safety features					
Severity reduction initiatives at sites showing consistent KSI incidents	15	13	28	28	28
Single site treatment	170	145	120	110	135
Sub-total	458	458	458	458	458
Further Local Safety Schemes	92	92	92	92	92
Total	550	550	550	550	550

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Maintenance of highway structures and carriageways

A7.33 Details of these bids will be found in the supporting document on capital maintenance but the overall level of bids are shown in the table below:

Table A7.3: Maintenance programme bid 2001/02 (£000s)

Maintenance of carriageway	1190
Maintenance of highway structures	1030

A7.34 If significant additional funding were available, this would enable the Council to ensure that carriageways were all brought up to an acceptable standard quickly but also that improved safety features in non-slip surfaces at pedestrian crossings and junctions could be incorporated in all roads. In addition the level of maintenance on cycle routes and along Quality Bus Corridors would ensure users had a comfortable ride.

A7.35 Additional resources for highways structures would allow the programme to be completed more quickly, ensuring that freight and public transport could use appropriate routes and be routed away from sensitive residential areas.

Maintenance of carriageways

A7.36 The principal road length within Stockport is 80.3 kilometres and the percentage of principal road networks with a residual life of less than zero years is 23.5% from the latest deflectograph surveys. The Council's principal aim is to repair these routes first with priority being given to those associated with Quality Bus Corridors.

A7.37 Local residents are very concerned about the condition of the carriageways of all types of roads and a 'Highway Hotline' has been set up for the public to inform the Council of any problems with the carriageway or street lighting.

A7.38 The condition of the street lighting is also of concern to the Council and may be the subject of a subsequent PFI bid.

Maintenance of highway structures

A7.39 The Council's priorities for this area of work includes the repair of Wellington Road South bridge and the parapets and the replacement of Ladybridge. The other priority area is to complete the inspection and assessment of Railtrack and Stockport MBC bridges to enable any further work to be prioritised.

Civilising Cities

A7.40 A joint project was submitted as part of the Civilising Cities programme and is being progressed by the Health Authority and Council, looking at the links and cross benefits between transport, health, environment and open spaces. The bid was for a three year project, as shown in the table below:

Table A7.4: Civilising Cities programme (£000s)

2000/01	Development, consultation, pre-monitoring
Bid for 2001/02	400
Bid for 2002/03	400
Total	800

Detrunking of the A6 and A523

A7.41 The Council and the Highways Agency are liaising over the detrunking process and the Council expects sufficient funding to be made available when it becomes responsible for the maintenance of these roads.

A7.42 The Council and the Highways Agency are jointly involved in the Quality Bus Corridor proposals on the A6, which will deliver benefits for bus users, pedestrians and cyclists on the Hazel Grove trunk road section. In addition, as part of the Council's policies, it is bidding for extra funds to improve bus facilities and cycle and pedestrian environments further along these corridors, to areas beyond the QBC but served by the same buses. Additional pedestrian crossings and junction improvements have also been requested by local residents and the Council to reduce the severance caused by these roads.

Table A7.5: Bid to Highways Agency 2001/02

	£000s
A6 Quality Bus Corridor Measures, Hazel Grove	260
Associated Bus Priority, Pedestrian and Cycle Measures A6 & A523	290
Total	550

Revenue

A7.43 The Council uses its revenue to support its transport schemes and in particular to fund highway maintenance, street lighting, the Highways Hotline, school crossing patrols, and road safety education.

Table A7.6: Revenue Expenditure 2000/1

	£000s
Car Parking	1157
Street lighting – energy	741
Street lighting – maintenance	1171
Highways structural maintenance	1687
Cyclical maintenance	2052
Winter maintenance	368
Highway verges, trees	460
School Crossing Patrols	382
20mph zones around schools	100
Traffic Management and road safety	755
Greater Manchester Transportation Unit	74
Urban Traffic Control	335
Design and construction	108
Insurance	1266
Total	10656