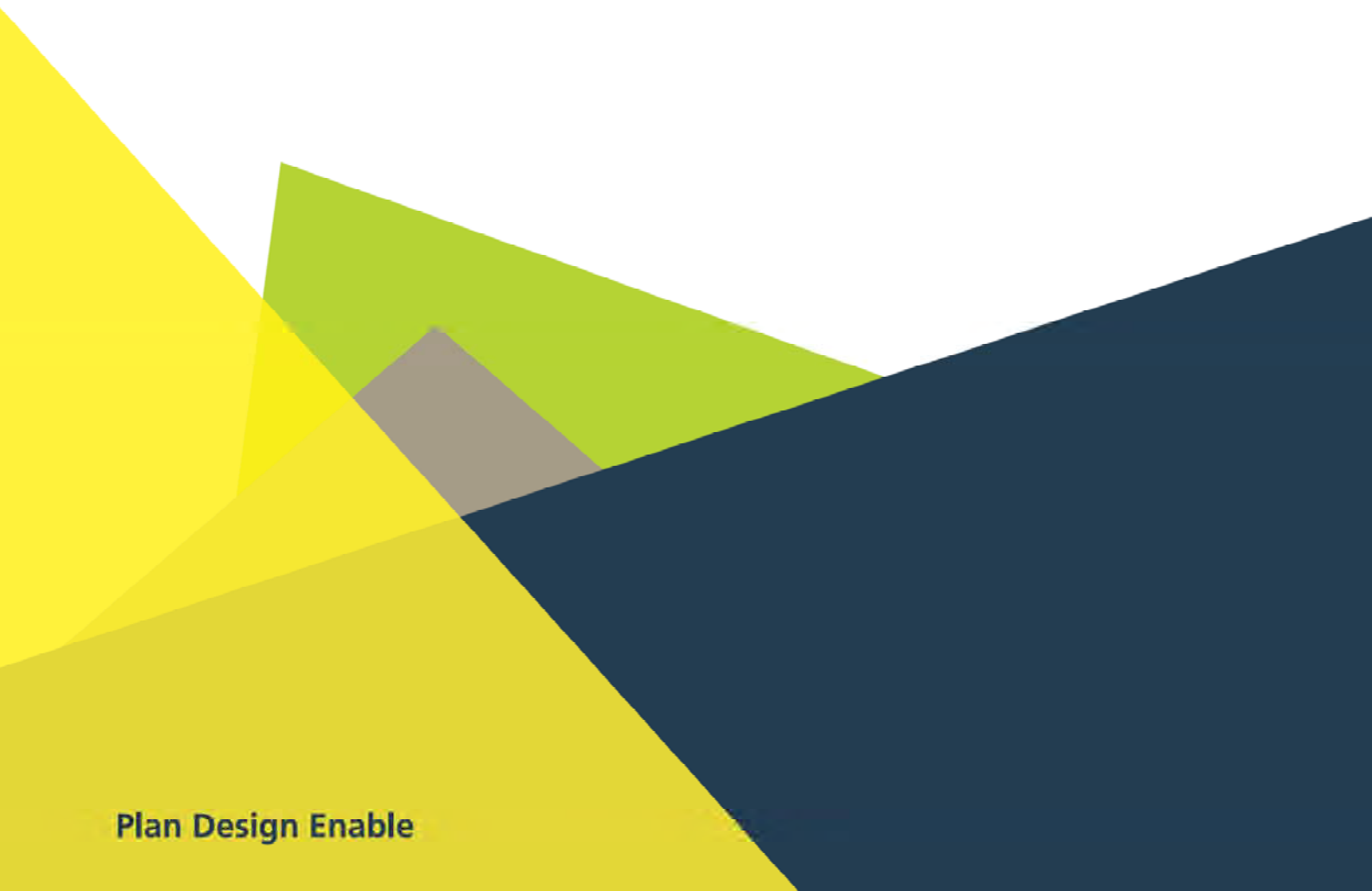
A6 Corridor Study

Final Report

Stockport Metropolitan Borough Council

August 2014

ATKINS



Plan Design Enable

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1. Introduction

Study Brief

1.1. Atkins has been commissioned by the A6 Corridor Group led by Stockport Metropolitan Borough Council (SMBC) and comprising representatives from Cheshire East Council, Derbyshire County Council, High Peak Borough Council, and Transport for Greater Manchester, to undertake a study to consider the potential impact of predicted traffic growth and demands on public transport within the A6 Corridor (Buxton to Stockport / Manchester) over the next twenty years. Peak District National Park Authority has been consulted during the course of the study.

1.2. The study is undertaken against the backdrop of plans for significant housing growth in the corridor, the proposed A6 to Manchester Airport Relief Road (A6MARR) scheme, and the wider South East Manchester Multi Modal Strategy (SEMMMS). Over the last ten years since the completion of the SEMMMS study, approximately £63 million has been spent on SEMMMS projects, delivering benefits to local communities across south-east Manchester through a range of public transport and sustainable transport measures. It is widely recognised that the A6MARR scheme is critical to delivering the long-term objectives of the SEMMMS strategy, and to meet national objectives for growth, employment and connectivity.

1.3. The two-fold objectives of the study are summarised as follows:

- To identify the key transportation issues affecting the A6 corridor now and in the next 20 years and their underlying causes; and
- To develop a corridor strategy to address these issues and a short, medium and long term action plan to implement the strategy.

1.4. Outputs of the study will be:

- To provide recommended evidence based strategy and action plan and predicted impacts of the overall strategy and individual elements of it;
- To develop the schemes within the strategy to allow them to be implemented as discrete phased but coordinated elements of the overall strategy; and
- To support the development of funding bids.

Background to Commission

1.5. The A6 Corridor performs an important role for the Greater Manchester City Region carrying traffic from the Peak District and beyond into Greater Manchester. The A6 is part of the national Primary Route Network (PRN) and provides a strategic link between Greater Manchester and key towns in north Derbyshire including Buxton, Matlock and Chapel-en-le-Frith. It also serves New Mills, Whaley Bridge and a number of smaller settlements including High Lane and Disley. The A6 is also a major access route for the Peak District National Park.

1.6. The mix of local and strategic traffic is one of the major causes of congestion on the highway network. Freight traffic from Derbyshire and the Peak District to the M60, distribution centres and other destinations across the North West, mixes with commuter and business traffic travelling between Cheshire and parts of Greater Manchester, and with local commuter and leisure trips in the centres along the south Manchester corridor. These travel patterns have a direct impact on the ability of the transport network to provide efficient connectivity and access to markets and jobs. It also means that local communities are faced with large volumes of traffic and heavy goods vehicles passing through their centres, creating problems in terms of air quality, noise and highway safety.

1.7. The A6 a key bus corridor into Manchester city centre, operates with the most frequent single bus service in Greater Manchester (the 192) carrying almost 10 million passengers every year, and plays a critical role in supporting sustainable economic growth and accessibility in Greater Manchester. The A6 Corridor study area is also served by a number of rail passenger/ freight routes notably the Buxton Line which connects Manchester with Buxton, and Hope Valley Line which runs between Manchester Piccadilly and Sheffield. As well as being an important interurban route the line carries considerable aggregates traffic from the Peak District quarries

and traffic connected with Hope Cement Works to the North East, East Midlands, North West and London/ South east. The freight route from Buxton and the Peak Forest joins this route at Chinley.

1.8. The aim of this study is to consider the demands of all modes including public transport and freight, assessing the relative impacts of local and longer distance movement and to develop a multi modal strategy to manage these demands with an emphasis on achieving a modal shift towards more sustainable modes.

2. Setting the Context for an A6 Corridor Transport Strategy

2.1. Understanding the complex challenges facing the A6 Corridor, particularly in facilitating land-use development, the congestion/ connectivity issues and the focus on delivery of the SEMMMS strategy are important to delivering the right solutions in response to the demand for travel.

SEMMMS

2.2. The South East Manchester Multi-Modal Strategy (SEMMMS) is a 20 year strategy covering an area to the south east of Manchester including parts of Cheshire East, Derbyshire, Stockport and Tameside local authority areas.

2.3. The genesis of SEMMMS was the referral of three schemes from the national Roads Programme, namely:

- A6(M) Stockport North South Bypass;
- A555 Manchester Airport Link Road West (MALRW); and
- A555/ A523 Poynton Bypass.

2.4. The 20 year strategy was developed to deal with existing and predicted transport problems in the area and aims to:

- Improve public transport;
- Improve the use of road space;
- Encourage transport change;
- Encourage urban regeneration; and
- Improve highways

2.5. The SEMMMS study concluded that some of the serious congestion problems could only be addressed through the implementation of the remitted road schemes, albeit to a reduced standard. Importantly, the highway proposals were one element of the overall package of recommendations that the study concluded should be implemented in their entirety if the 20-year transport vision were to deliver its full outcomes.

2.6. In 2002 the recommendations of the Strategy were welcomed by the then Transport Minister, John Spellar, who invited the local authorities to take forward the schemes necessary for delivery.

2.7. Since then the Local Authorities within the SEMMMS area – Cheshire East, Derbyshire, Manchester, Stockport and Tameside, together with Transport for Greater Manchester, have been working hard to deliver the various elements of the strategy. Over the last ten years since the completion of the SEMMMS study, approximately £63 million has been spent on SEMMMS projects.

2.8. In July 2007, the DfT stated that while the highway proposals provided value for money, limited funding capabilities meant it was not possible to fund the Relief Road as a single scheme, such that consideration should be given to its phased delivery. Three potential phases of the scheme were identified by the local authorities, and were submitted the DfT for consideration in 2007/ 08 as follows:

- M60 to the A6, including the Stepping Hill Link;
- A6 to Manchester Airport with Poynton Bypass; and
- A6 to Manchester Airport without Poynton Bypass (the A6MARR scheme).

2.9. Given the funding constraints the DfT and Local Authority Officer's jointly examined the key policy drivers in the area and agreed that the A6 to Manchester Airport section was the priority scheme due to the potential economic impact on Manchester Airport (and therefore the City Region) of delaying access improvements, which in turn could constrain future economic growth.

A6 to Manchester Airport Relief Road

2.10. The proposed A6 to Manchester Airport Relief Road (A6MARR) scheme includes a new 2-lane dual carriageway connecting the A6 to Manchester Airport. The A6MARR scheme bypasses Bramhall, Cheadle Hulme, Hazel Grove, Handforth, Poynton and Wythenshawe District Centres and Gatley and Heald Green Local Centres.

2.11. The A6MARR scheme improves access to/ from Manchester Airport and its employment areas as well as Hazel Grove, Newby Road, Bramhall Moor Lane, Poynton and Stanley Green employment areas. Access to a number of regeneration areas is also improved by the A6MARR scheme, including Stockport Town Centre and Wythenshawe.

2.12. The A6MARR scheme will provide a high quality route for freight vehicles to access the strategic road network (i.e. M56) and Manchester Airport from the south east Manchester and Cheshire East/ Derbyshire area, and as an alternative route to using existing residential streets.

2.13. The A6MARR scheme will provide 10 kilometres of predominantly new 2-lane dual carriageway running east-to-west from the A6 near Hazel Grove (south-east Stockport), via the 4 kilometres of existing A555 to Manchester Airport and the link road to the M56 spur. The A6MARR scheme incorporates seven new and four improved junctions, four railway crossings and a parallel shared cycle/ pedestrian path. The location of the A6MARR scheme is shown in **Figure 2-1**.

A6MARR Traffic Model

2.14. A robust approach to scheme assessment has been undertaken, using a variable demand modelling framework originally developed for the Greater Manchester Transport Innovation Fund (GMTIF) work, but updated specifically for the A6MARR scheme. The modelling suite was developed jointly by the Transport for Greater Manchester, Highways Forecasting and Analytical Services (TfGM, HFAS) and MVA Consultancy. Additional modelling input and a formal reviewing role was provided by Atkins. The model has been used to inform both the A6MARR scheme design and major scheme business case. The model is fully compliant with national (WebTAG) guidance and has been subject to rigorous review by the Department for Transport in relation to the major scheme business case for the scheme, which has secured programme entry approval.

2.15. The model captures origin-destination trip and cost data across the extent of the UK, with detailed simulation modelling across Greater Manchester, Cheshire and the surrounding environs. Models were created to represent three time periods:

- Morning peak (0700-1000);
- Inter-peak average hour (1000-1600); and
- Evening peak hour (1600-1900).

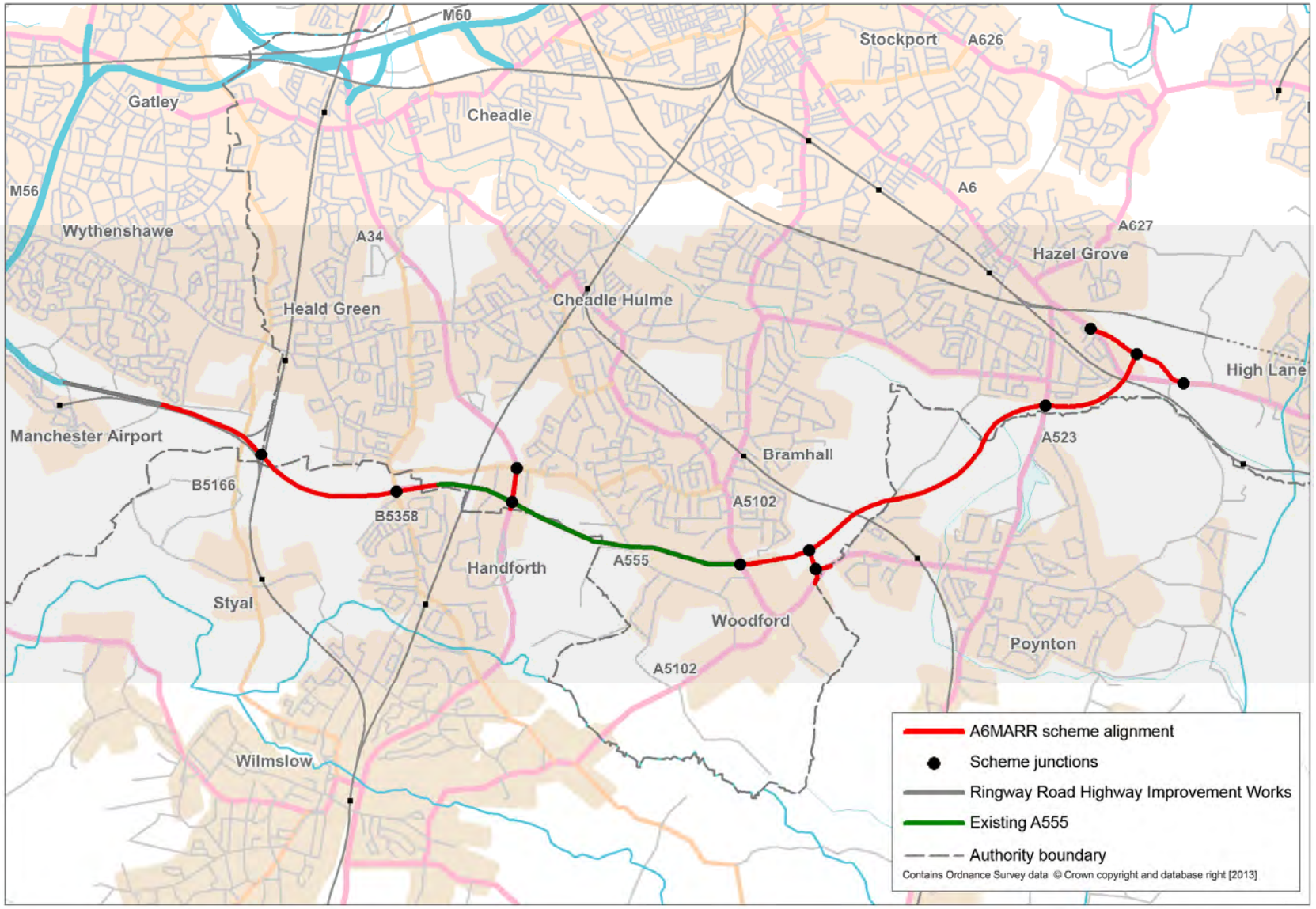
2.16. In line with DfT best practice, model forecasts were prepared for 2017 (the planned opening year for the A6MARR scheme) and a future year 'design' horizon chosen to be 2032 for use in preparation of the major scheme business case. The transport network and public transport services have been updated to reflect schemes under construction and committed transport options anticipated to be in place by 2017 and 2032 respectively. Future year forecast models were produced for the following core scenarios[1]:

- Without the A6MARR scheme in place, which contains all committed developments and committed transport schemes (highway and public transport) across the study area to 2032; and
- With the A6MARR scheme in place, as above plus the A6MARR scheme.

2.17. The demand model was run 'Without' and 'With' the A6MARR in place, to enable any variation in traffic due to the A6MARR scheme (induced traffic) to be reflected in the appraisal.

[1] The Core Scenario represents the 'best estimate' of conditions in the forecast year(s). In line with DfT WebTAG guidance, optimistic and pessimistic scenarios have also been developed, reflecting a range of planning assumptions, as part of the major scheme business case.

Figure 2-1: Location of the A6MARR Scheme



Traffic Growth/ A6MARR Scheme Impact

2.18. The introduction of the proposed A6MARR scheme will result in changes to traffic flow patterns in south Greater Manchester, east Cheshire and the surrounding environs. The predominant impact of the Relief Road is to reduce traffic across much of the adjacent area.

2.19. Traffic modelling of the A6MARR scheme proposals has been carried out in order to predict changes in traffic flows on an average day in 2017. **Figure 2-2** presents the predicted 2017 Annual Average Daily Traffic (AADT), presented at the Phase Two Consultation for the A6MARR scheme, focussed on the A6 corridor study area which is compared to 2009 base year traffic flows, and incorporating the following north-south screenline to capture 'east-west' traffic movements:

- B6101 Hague Bar (between Strines and New Mills);
- A6 Buxton Road (between Disley and New Mills);
- B5470 Macclesfield Road (between Kettleshulme and Whaley Bridge); and
- A537 Buxton New Road (between the Cat and Fiddle Inn and Macclesfield).

2.20. **Table 2-1** overleaf presents a summary of the forecast traffic growth and impact of the A6MARR in the A6 Corridor. The main findings from the traffic modelling associated with the A6MARR relevant to this study are:

- traffic growth on the A6, notably between Stockport Town Centre and Hazel Grove, is heavily constrained due to congestion compared to other parts of the highway network;
- the A6MARR scheme is predicted to reduce daily traffic flows (compared to 2009 base year levels) on the A6 through Hazel Grove by 14% in 2017;
- there is predicted to be significant traffic growth in the A6 corridor study area due to future development, including sites with planning permission along with sites deemed by planners to be near certain or more than likely to come forward through the Local Plan (as published at the time), leading to increases (compared to 2009 base year levels) of 23% in east-west daily traffic movements without the A6MARR scheme in place in 2017. In contrast with the A6MARR scheme in place east-west daily traffic flows are predicted to increase by 33% in 2017. This indicates that completion of the A6MARR will result in only a modest level of new (induced) traffic equivalent to 4800 AADT in 2017; and
- with the A6MARR in place it is predicted there will be a concentration of traffic on the A6 for east-west movements leading to an increase in daily traffic flows (compared to 2009 base year levels) on the A6 through High Lane of 33% in 2017. In contrast without the A6MARR in place daily traffic flows on the A6 through High Lane are predicted to increase by 6% in 2017. This additional traffic is taken from less suitable east-west routes with the bulk of this transfer coming from the B5470 Macclesfield Road.

2.21. The A6MARR Project Team has been sensitive to the concerns raised by the public and stakeholders alike in relation to the predicted increases in traffic through High Lane and Disley, both as a result of background traffic growth and the reassignment of longer distance traffic movements following completion of the A6MARR scheme.

2.22. In parallel to this study and following the Phase Two Consultation for the A6MARR scheme, the promoting Authorities resolved to implement a package of mitigation measures on the A6 tailored to limiting, as far as practicable, the impacts of the A6MARR scheme through a combination of; discrete local junction improvements, environmental enhancement measures, and speed management measures. These A6 mitigation measures are discussed in more detail in **Chapter 8** of this report.

Table 2-1: Traffic Growth/ A6MARR Impact in the A6 Corridor

Scenario	A6 through Hazel Grove			A6 west of High Lane			A6 west of Newtown			A6 Corridor (Screenline)		
	AADT	Change Relative to Base (%)	Change Relative to Without A6MARR (%)	AADT	Change Relative to Base (%)	Change Relative to Without A6MARR (%)	AADT	Change Relative to Base (%)	Change Relative to Without A6MARR (%)	AADT	Change Relative to Base (%)	Change Relative to Without A6MARR (%)
2009 Base	36600			24500			18300			47500		
2017 Without A6MARR	36500	0%		25900	6%		20700	13%		58300	23%	
2017 With A6MARR DF7 (Design Freeze 7)	31400	-14%	-14%	32600	33%	26%	27700	51%	34%	63100	33%	8%

Note:- A6 Corridor Screenline includes: B6101 Hague Bar (between Strines & New Mills); A6 Buxton Road (west of Newtown); B5470 Macclesfield Road (between Kettleshulme & Whaley Bridge; and A537 Buxton New Road (between the Cat and Fiddle Inn and Macclesfield).

Figure 2-2a: Forecast Traffic Flows 2009 & 2017 AADT

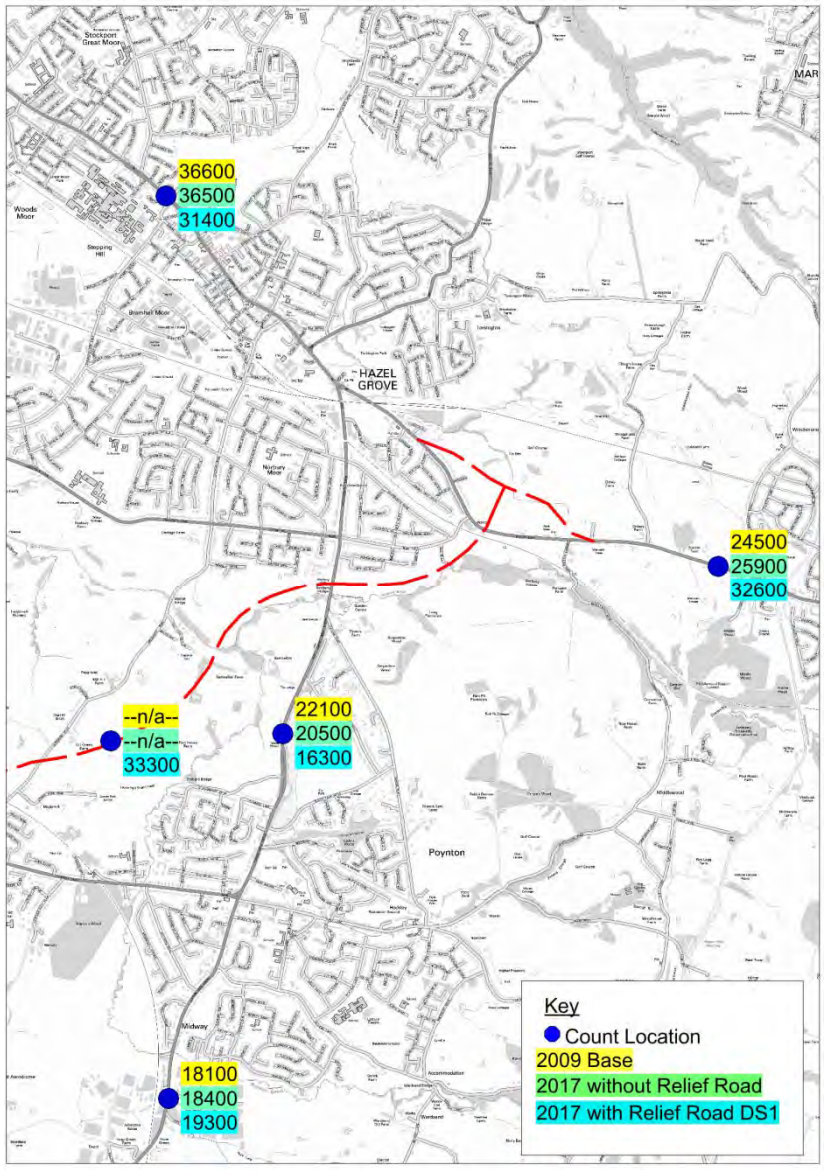
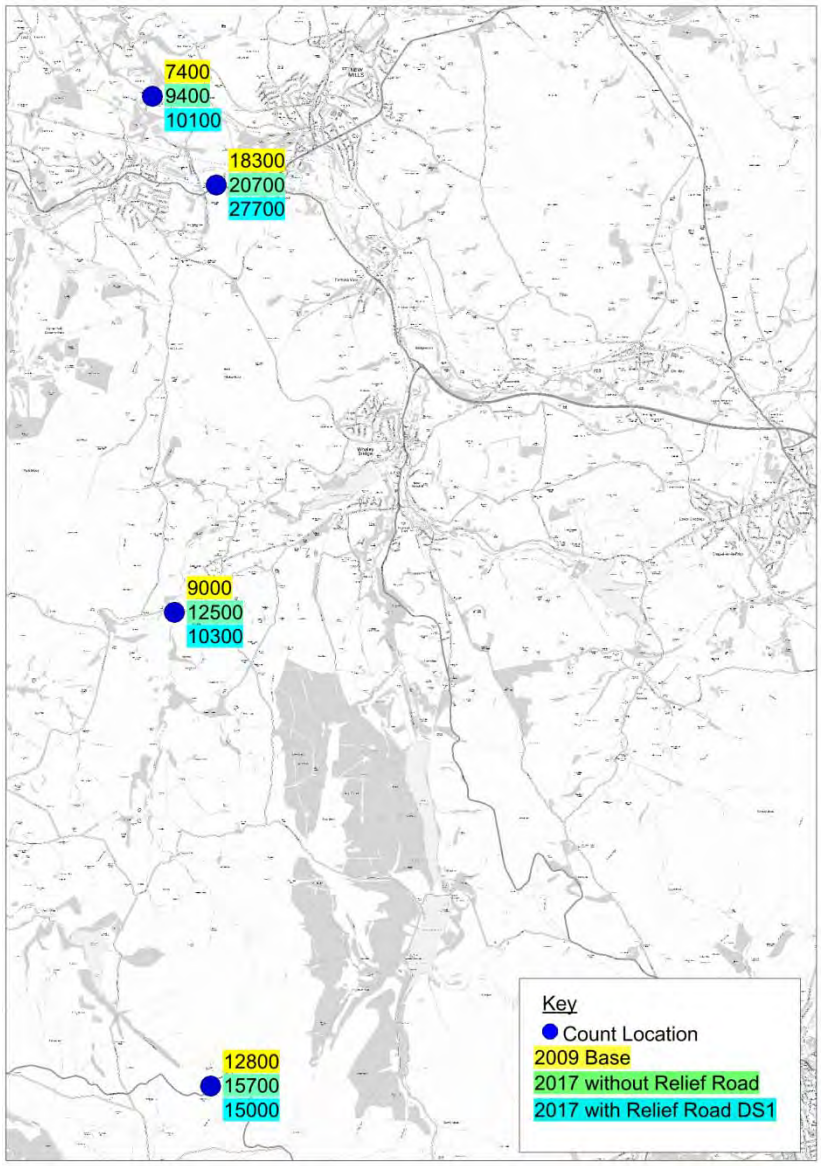


Figure 2-2b: Forecast Traffic Flows 2009 & 2017 AADT



Existing Traffic Conditions

Highway Network

2.23. To set these predicted traffic impacts in to context **Figure 2-3** provides an illustration of the levels of congestion on the highway network, using observed vehicle speeds[2] as a proxy for network 'stress'. Both the local and strategic highway network are shown to be suffering from severe stress (i.e. those routes highlighted in red), with particular problems along the A6.

2.24. At a national level, **Figure 2-4** presents a comparison of journey times[3] on locally managed 'A' roads in Stockport with those across the largest urban areas in England. This shows that Stockport suffers from comparable levels of congestion to Liverpool and Birmingham and higher congestion than Outer London, Newcastle-upon-Tyne, Sheffield and Leeds.

2.25. The A6 though Hazel Grove is currently made up of four relatively narrow lanes and carries a high proportion of heavy goods vehicles and buses. Despite a high proportion of right-turning traffic at junctions along the A6, there is a lack of dedicated right-turning facilities for traffic due to the limited carriageway width available through the District Centre. As a consequence, through-traffic suffers significant delays as right-turning traffic blocks one of the two available lanes as it waits to turn right across a heavy flow of oncoming traffic.

2.26. Existing traffic levels and the width of available carriageway create further problems in respect of on-street parking and servicing/deliveries to the numerous retail and commercial properties that line the A6. Delivery vehicles frequently block one of the two available lanes for through traffic leading to delays not only during but also outside of peak periods. Furthermore the demand for highway capacity has resulted in few opportunities to widen footways and improve the local environment for pedestrians and cyclists. As a result, the A6 through Hazel Grove presents an intimidating environment for vulnerable road users. By way of illustration, **Figure 2-5** highlights the importance of the A6, particularly north of the Rising Sun in Hazel for cyclists.

2.27. One of the 15 key monitoring routes for Greater Manchester is Route 7: A6 Stockport (North-Westbound) and shown in **Figure 2-6**. Data collected for 2007/08 show a person journey time of 6 mins and 16 secs per mile (the third slowest in Greater Manchester), with an average all vehicle speed of 10 mph. This is reflective of a pattern of congestion (and relatively flat flow profile) throughout the day on the A6 through Stockport. In contrast to some routes in Greater Manchester, the A6 Stockport has relatively low coefficient of variation[4] of 17%, indicating that most of the daily journey times for this route are likely to be close to the average journey time.

2.28. Further south, the section of the A6 between Hazel Grove and New Mills is single carriageway throughout. It is densely built up in parts, with significant levels of frontage development of a variety of types. There are frequent pedestrian crossings, bus stops, shops requiring delivery vehicles to stop on street and sections of on-street parking which often require one direction of flow to give way to oncoming vehicles. The constant high level of traffic movement creates an intimidating environment for vulnerable road users along the A6. The nature of the surrounding land means that it is not possible (nor desirable) to significantly increase highway network capacity in the A6 corridor.

2.29. Analysis of Automatic Traffic Counter (ATC) data for the A6 in Disley reveals some tidality on a weekday, with higher north-westbound flows in the morning and higher south-eastbound flows in the evening. However, outside of the weekday morning and evening peak periods, flows through Disley remain high with two-way flows of between 800 – 1000 per hour as shown in **Figure 2-7**. In terms of HGV traffic around 9 – 10% of traffic was HGV (over the period 0700 – 1900).

2.30. The ATC data shows that traffic flows for much of the day on Saturdays and Sundays (**Figures 2-8** and **2-9**) are as high if not higher than peak morning and evening period flows on weekdays.

[2] 2008 morning peak hour (0800-0900) observed vehicle speeds, November 2008, GMTU
[3] DfT dataset CGN0201b
[4] The ratio of the mean journey time over the standard deviation expressed as a percentage.

Figure 2-3: Observed Vehicle Speeds as a Proxy for Network Stress/ Congestion

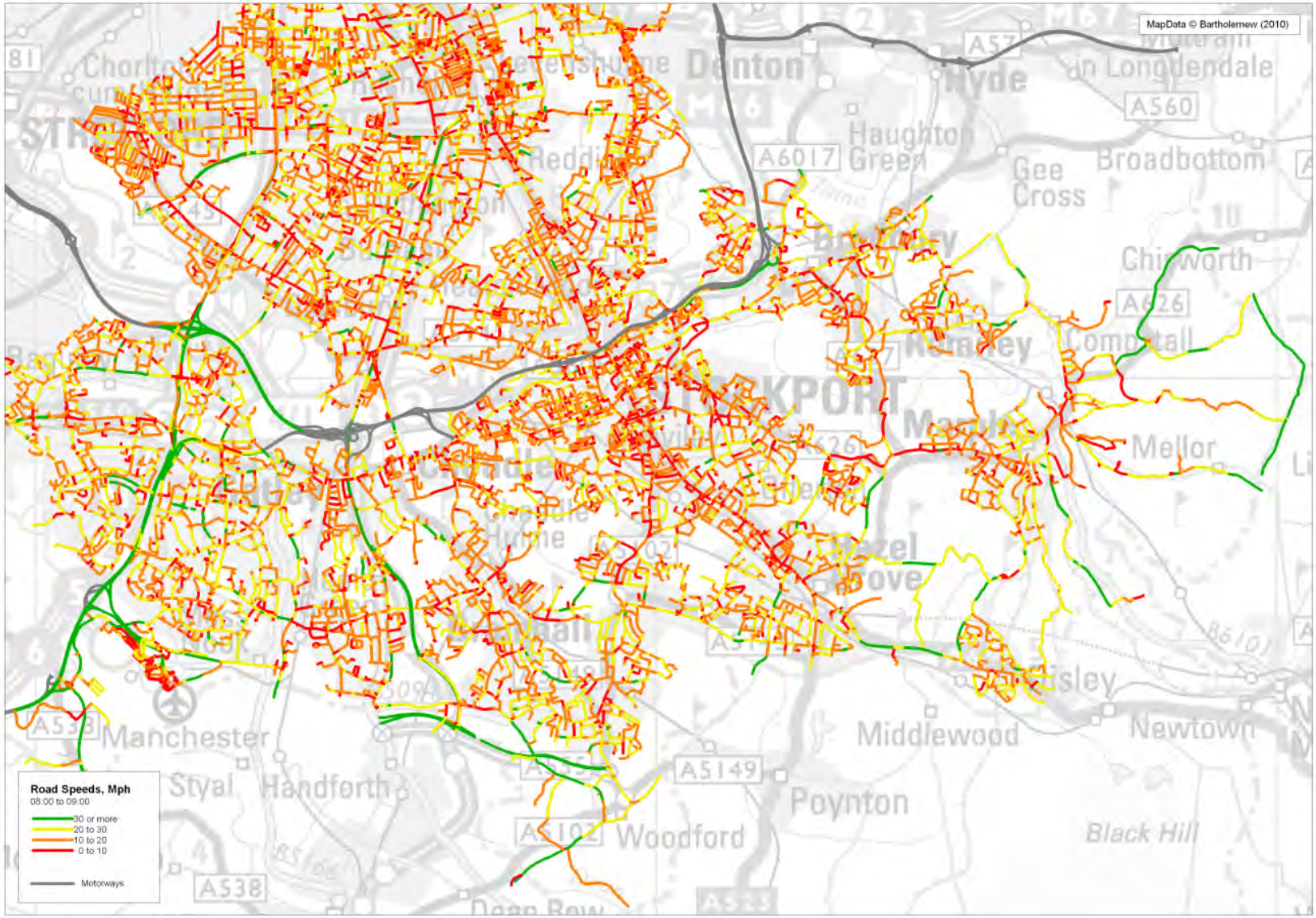


Figure 2-4: Comparator Levels of Congestion on Locally Managed 'A' Roads

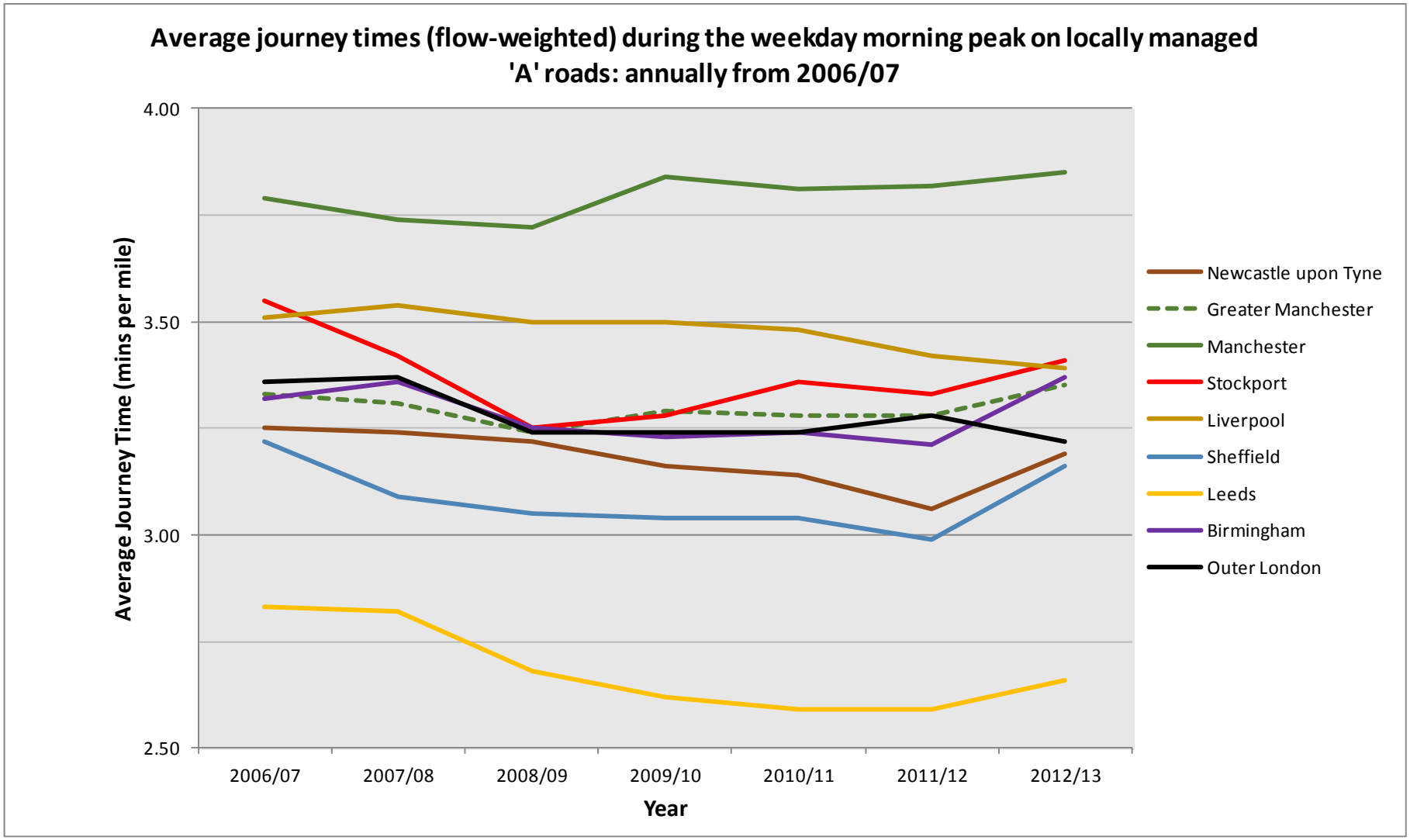


Figure 2-5: Average Weekday Cycle Flows in Stockport 2011

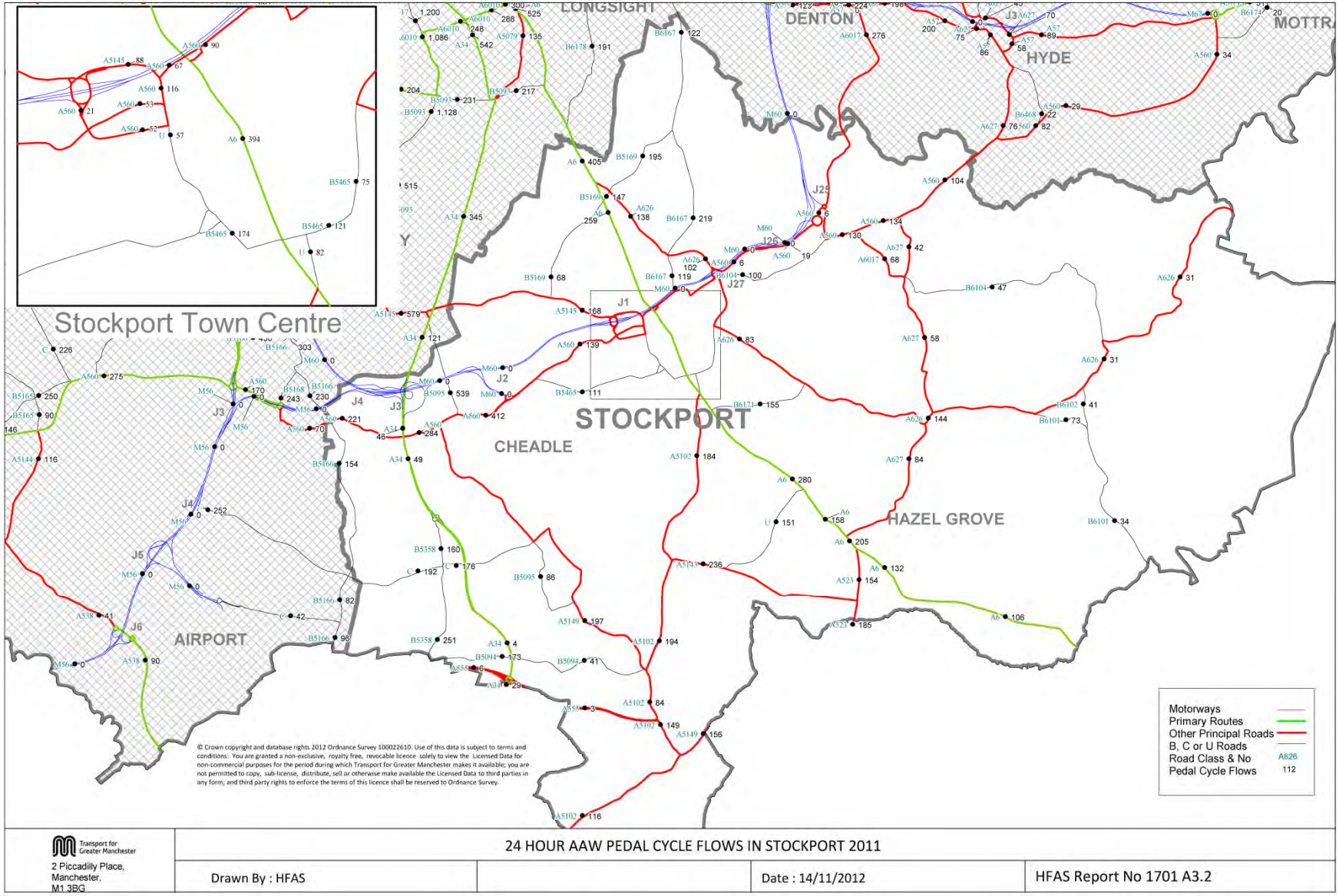


Figure 2-6: A6 North-Westbound Average Speeds

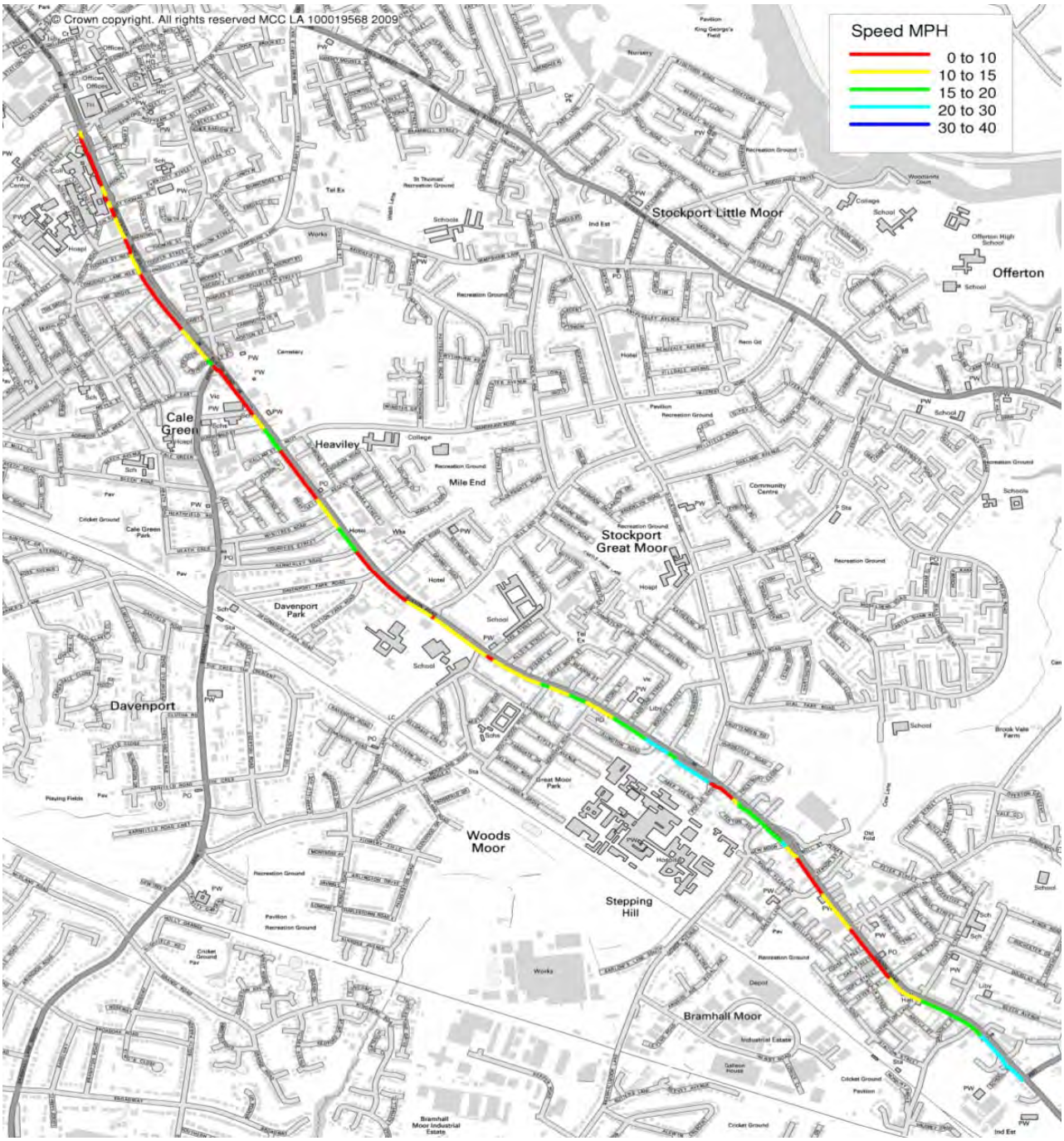


Figure 2-7: A6 Disley Average Weekday Two-Way Traffic Profile

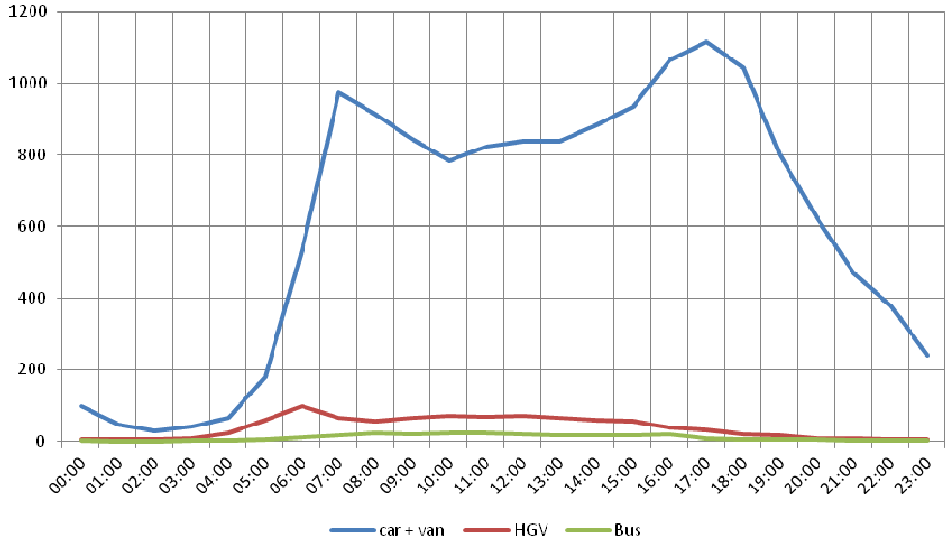


Figure 2-8: A6 Disley Saturday Two-Way Traffic Profile

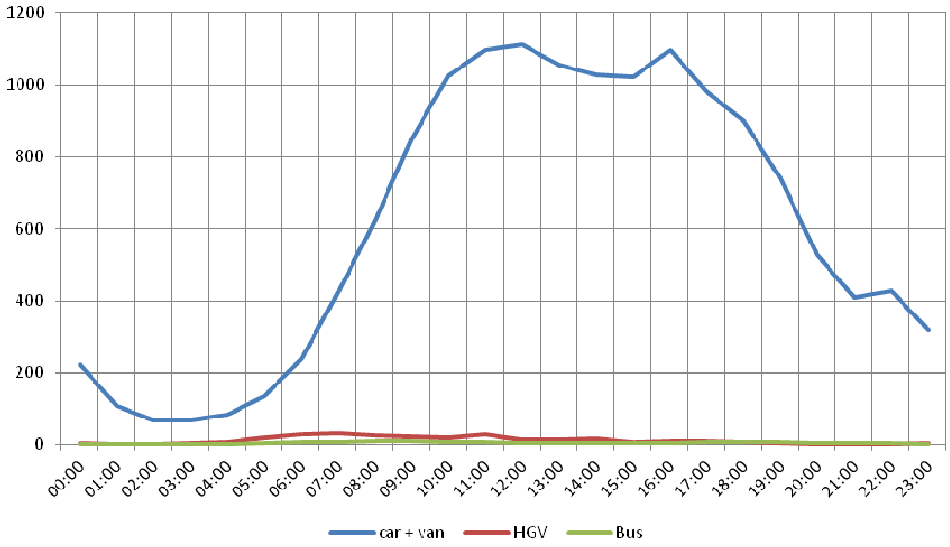
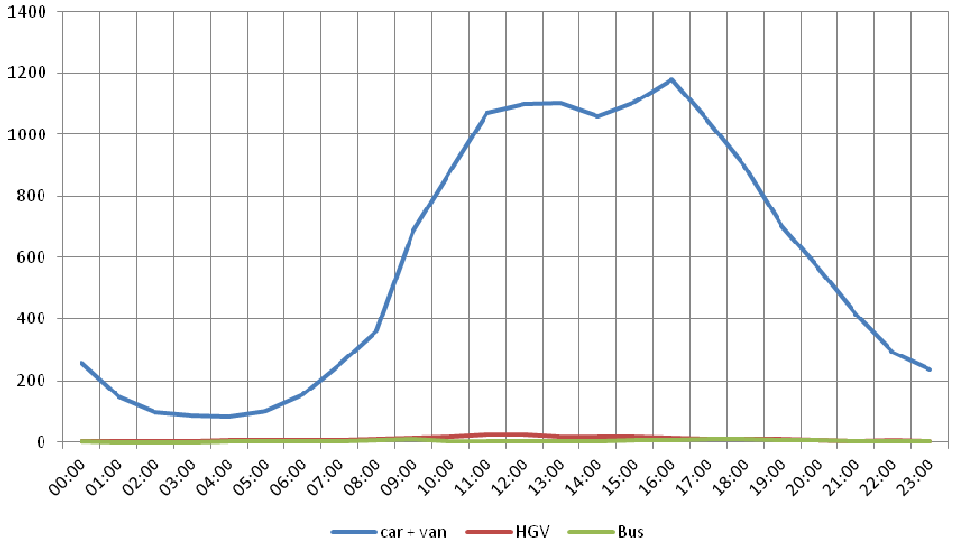


Figure 2-9: A6 Disley Sunday Two-Way Traffic Profile



Air Quality

2.31. Air quality is an important environmental indicator and has a direct impact on economic growth because it influences the health and quality of life of the local population. Greater Manchester has one Air Quality Management Area (AQMA) but with specific designations in proximity to the proposed A6MARR scheme and A6 study corridor at Stockport and Hazel Grove. The A6 through Disley also forms an AQMA for Cheshire East Council. The Disley AQMA extends from the A6 Market Street/ Buxton Old Road crossroads eastwards to the junction with Redhouse Lane in the east.

2.32. In terms of the A6 corridor, beneficial air quality impacts are predicted in and around central Stockport with some major beneficial impacts predicted for properties close to the motorway and deprived areas in the centre of Stockport. These benefits to properties extend through to Hazel Grove adjacent to the A6. Around the A6 through High Lane and Disley there will be some adverse impacts close to the A6, including the Disley AQMA.

Noise

2.33. The A6 through High Lane and Disley already carries a significant volume of traffic close to residential properties. Because of this, although traffic is predicted to increase on this road as a result of the proposed A6MARR scheme, the change in noise levels is limited.

Severance

2.34. The A6 between High Lane and Newtown is predicted to experience an increase in traffic flows as a result of the proposed A6MARR scheme. Residents of both High Lane and Disley that would access community facilities such as schools, churches, bus stops, post office, shops, hotels, restaurants, pubs and Disley train station would be required to cross the A6. Due to the existing high traffic flows, this section of the A6 would be considered to result in severe severance for residents between High Lane and Newtown without the A6MARR. With the A6MARR in place, the predicted increase in traffic flows would worsen the severance. As existing severance would already be severe without the A6MARR the predicted impact is slight adverse.

Road Safety

2.35. Road safety is a concern in the A6 corridor as highlighted from the accident records presented in **Figures 2-10** to **2-13**. A particular focus for concern relates to the cluster of pedestrian road injury accidents on the A6 through Hazel Grove.

Figure 2-10: Road Injury Accidents in Stockport 2009-2011

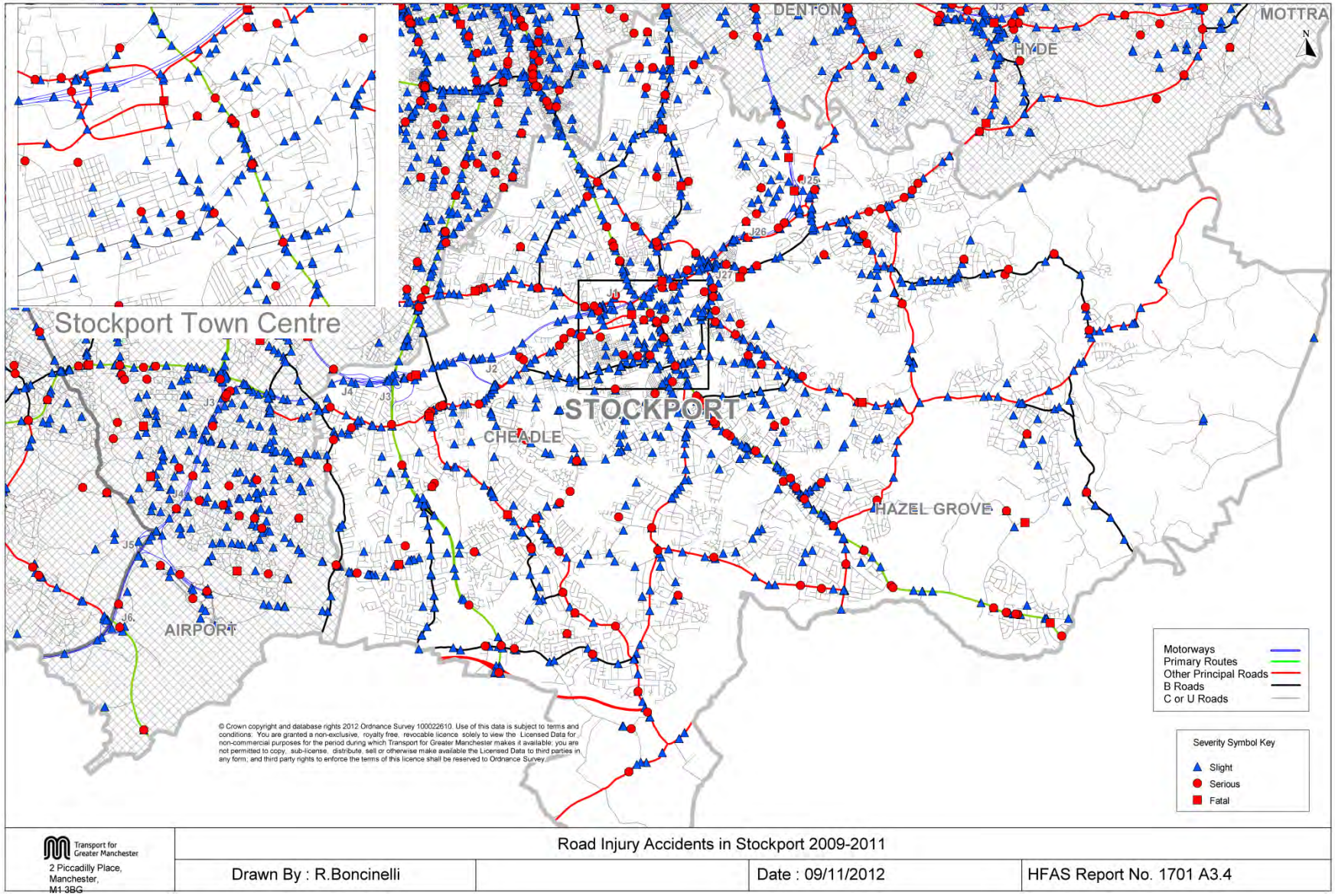


Figure 2-11: Child and Adult Killed and Seriously Injured Road Accidents in Stockport 2009-2011

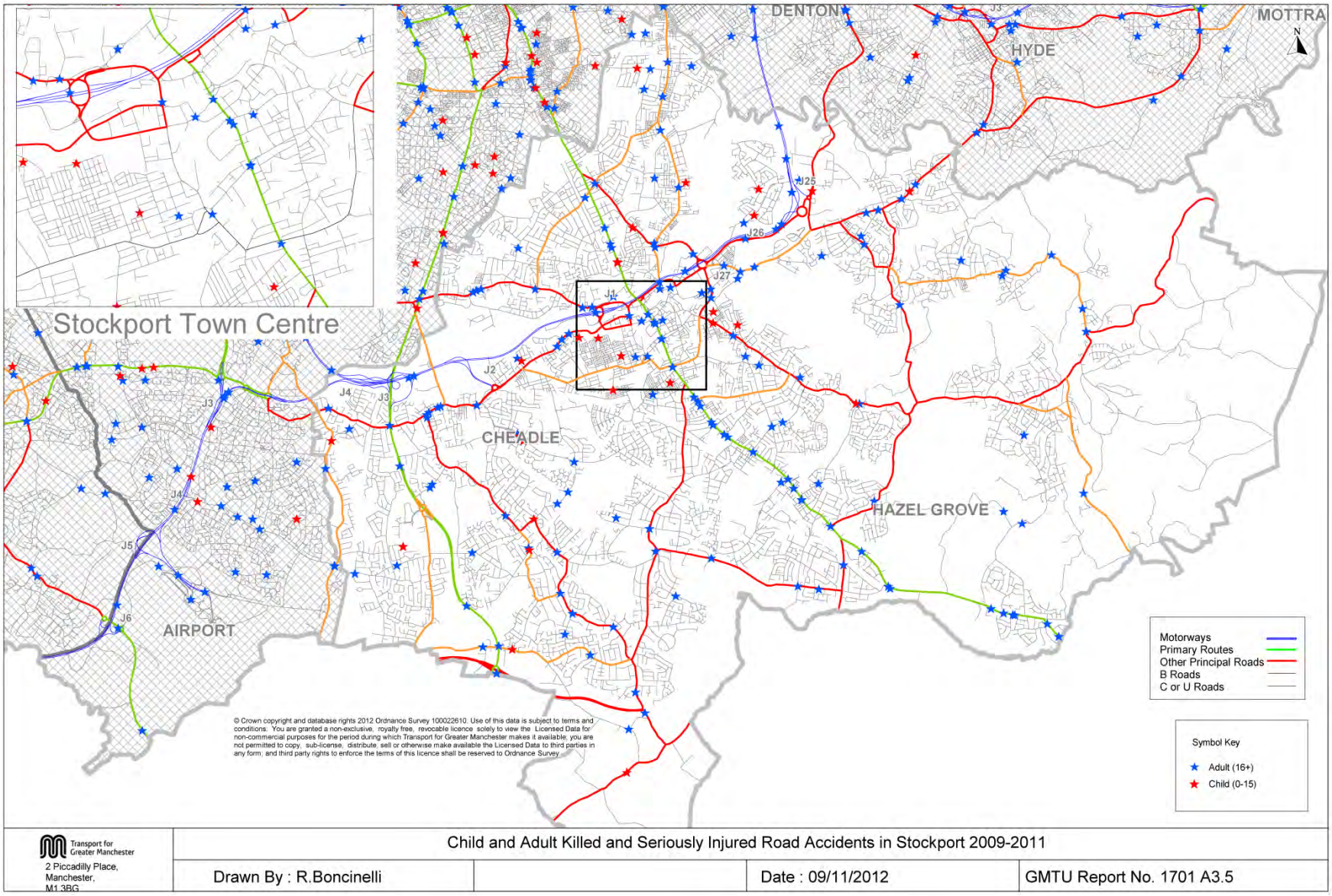


Figure 2-12: Child and Adult Pedestrian Road Injury Accidents in Stockport 2009-2011

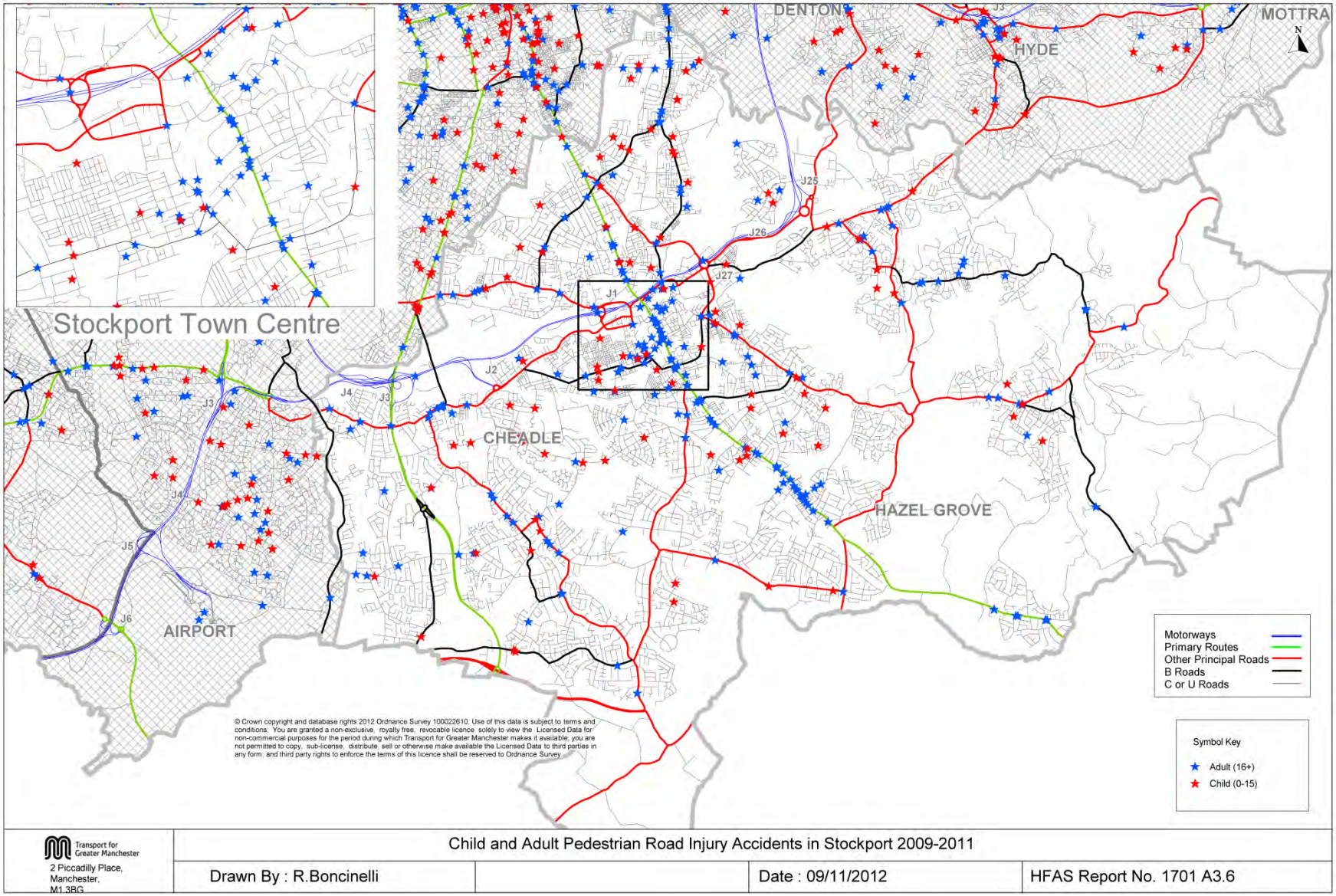
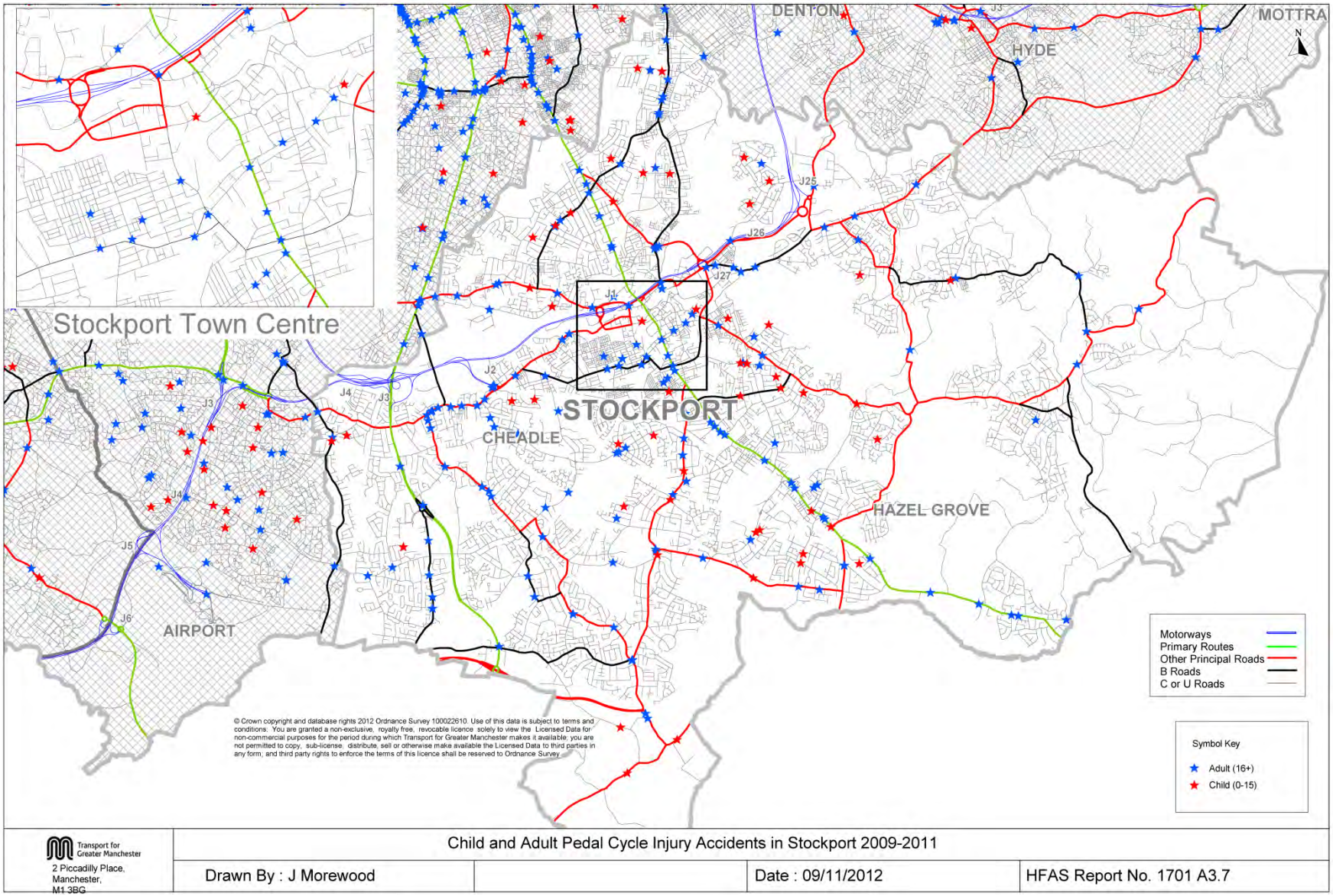


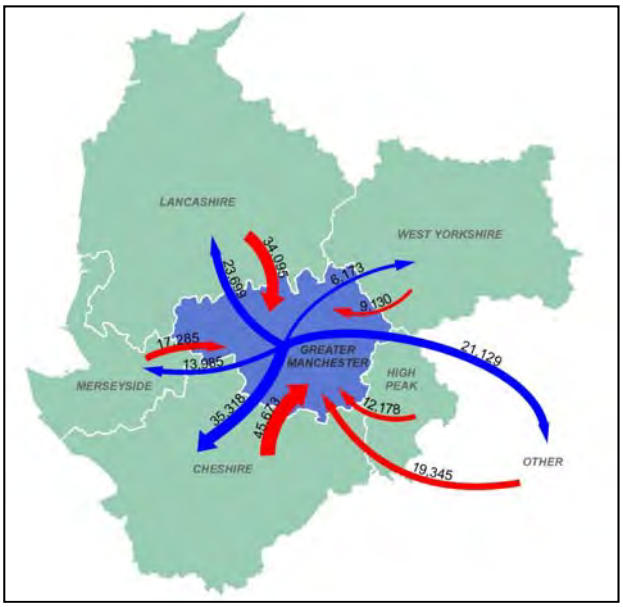
Figure 2-13: Child and Adult Pedal Cycle Injury Accidents in Stockport 2009-2011



Understanding Travel Demands

2.36. As the largest economy in the North West and given the wide range of jobs available, Greater Manchester attracts labour from various parts of the North West and neighbouring regions. Greater Manchester acts as a substantial sub-regional 'attractor' of commutes, generally dominating flows from Cheshire and Lancashire and acting as a secondary destination of importance for Merseyside, as well as significant commuting flows beyond the North West, such as from Derbyshire and parts of Yorkshire, as shown **Figure 2-14**.

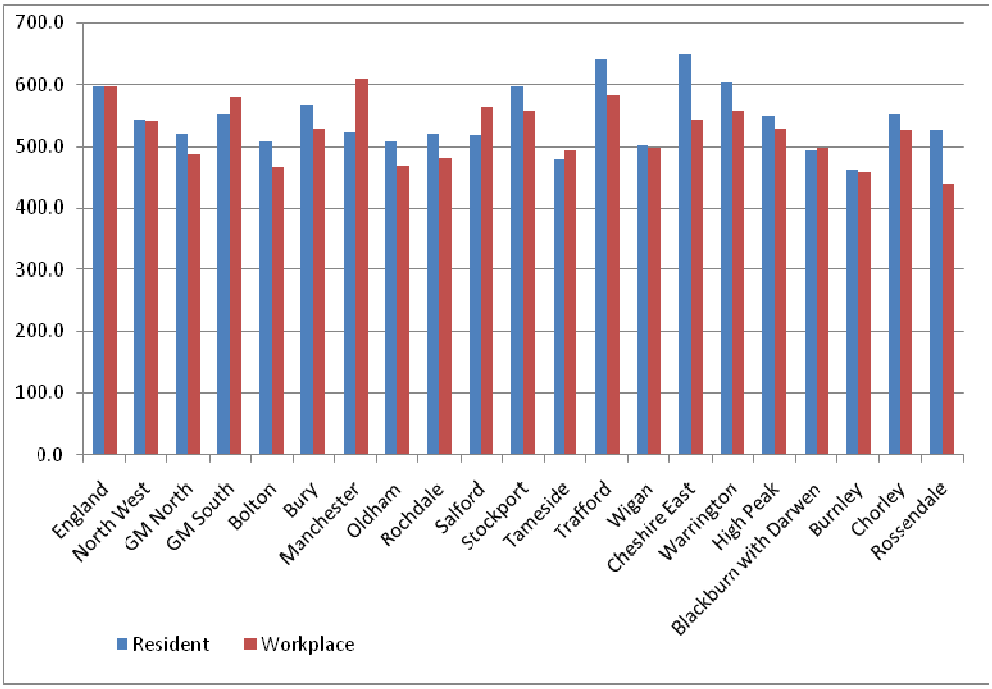
Figure 2-14: Commuting to/ from Greater Manchester



Source: 2001 ONS Census

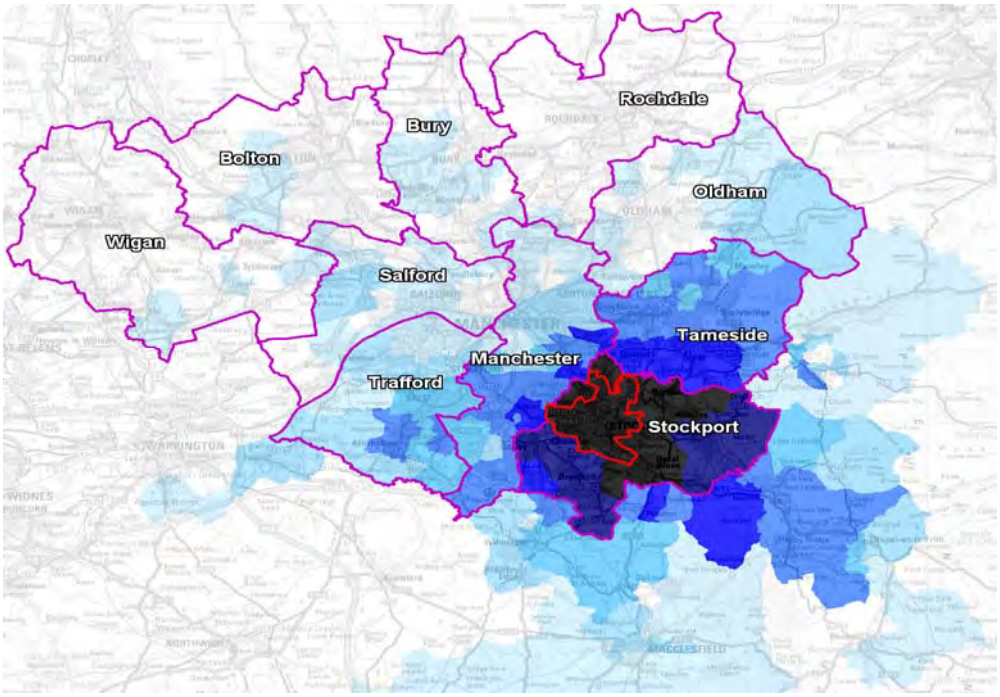
2.37. Resident earnings tend to reflect local skill levels. As shown in **Figure 2-15**, across the Greater Manchester districts, with the exception of **Stockport** and Trafford, resident earnings are below the national average. Outside of Greater Manchester residents earning in **Cheshire East**, Chorley, **High Peak**, Rossendale and Warrington all exceed workplace earnings, with resident earnings in **Cheshire East** and Warrington exceeding the national average.

Figure 2-15: Resident/ Workplace Earnings



2.38. Commuting flows are a by-product of economic and spatial development patterns and policies. People have a choice of where to live and where to work but these depend upon the employment opportunities and housing availability, and the wage they can 'capture' in the light of their skills and a host of other non-economic preferences. Changes to any of these aspects will typically generate a response in commuting flows. Analysis of commuting patterns to central Stockport are presented in **Figure 2-16**.

Figure 2-16: Commuting Patterns to Central Stockport



Source: 2001 ONS Census

2.39. The National Travel Survey (NTS) is the primary source of data on personal travel patterns in Great Britain. The NTS is an established household survey which has been running continuously since 1988. It is designed to monitor long-term trends in personal travel and to inform the development of policy. The NTS collects information on how, why, when and where people travel as well as factors which affect personal travel such as car availability, driving licence holding and access to key services.

2.40. Since 2002, the Department for Transport (DfT) has commissioned the National Centre for Social Research to conduct the survey fieldwork. Data collection consists of a face-to-face interview and a one week self-completed written travel diary. Approximately 20,000 individuals, in 8,000 households, participate in the NTS each year.

2.41. The 2010 NTS includes a section which highlights the differences in travel patterns according to car availability and income group:

- **Car access is the most important factor affecting travel.** On average in 2010, members of car-owning households made 39% more trips than people living in non car-owning households, and travelled over twice as far per year;
- **In 2010, people living in households without a car made over 5 times as many trips by bus**, four times as many trips by taxi, and over one and a half times as many trips on foot than people in households with a car;
- **Car availability is the most important factor affecting travel and car availability is strongly related to income.** Therefore, both the number of trips a person makes and the distance they travel are strongly influenced by that person's level of income. **In 2010, on average, people in the highest household income quintile group made 29% more trips than those in the lowest income quintile group and travelled over 2 and a half times further**; and
- **Use of public transport is also related to income.** From the lowest to highest income quintile, the average number of trips by bus decreases (111 bus trips per person per year in

the lowest income quintile compared with 29 bus trips in the highest). However, **rail use is highest in the top income quintile with just over 3 and a half times more rail trips than the lowest quintile**.

2.42. These characteristic of travel demand in the A6 corridor are reflected in **Figures 2-17** to **2-20** below, which show in relative terms longer commuting distances, high car mode share, higher train mode share and lower bus mode share.

Figure 2-17: Average Distance Travelled to Work

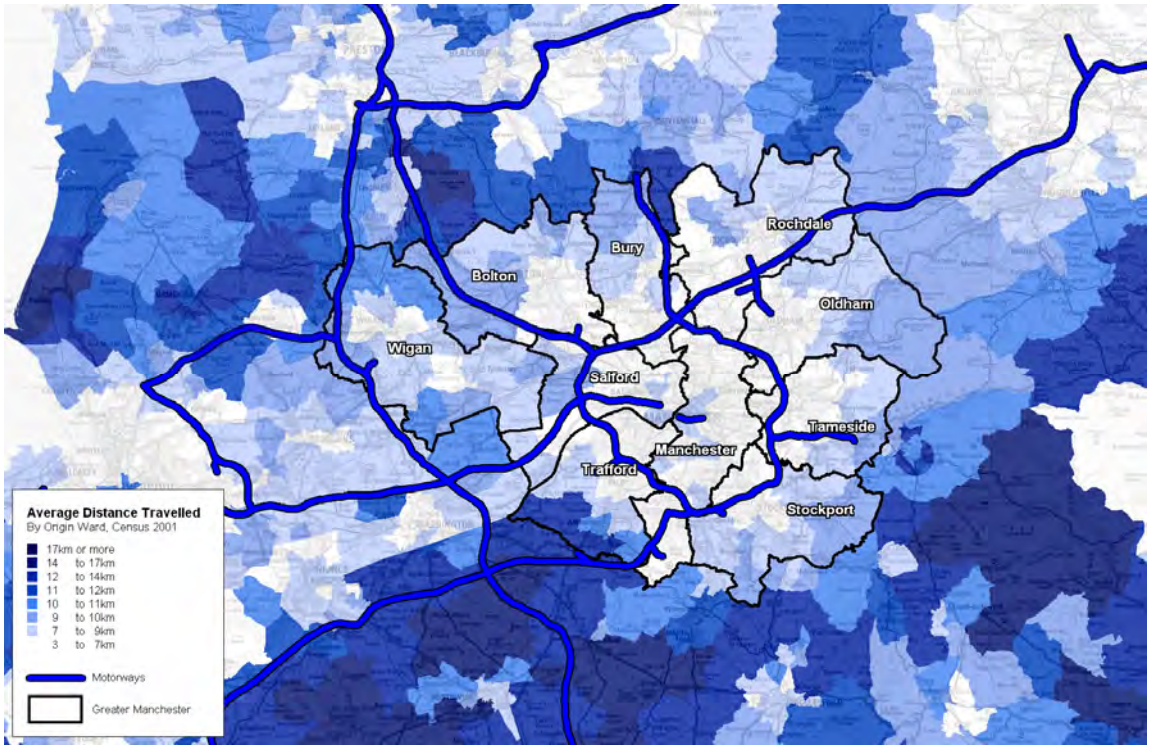


Figure 2-18: Car Mode Share

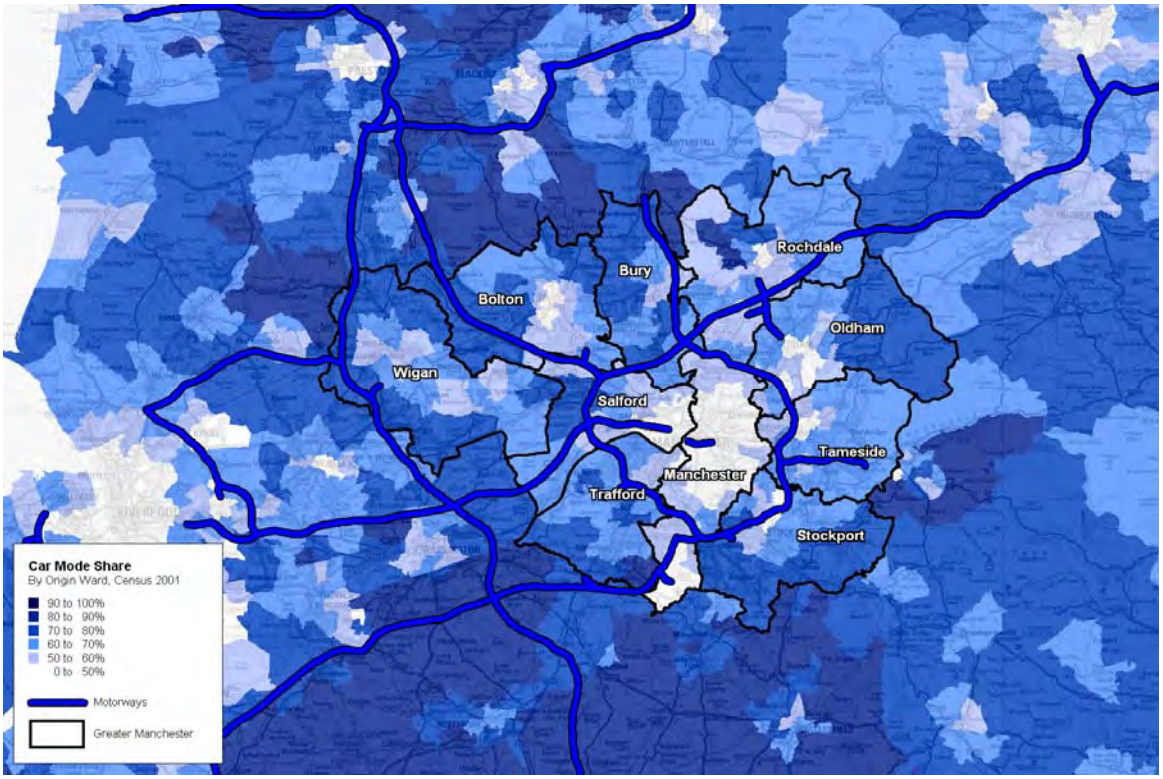


Figure 2-19: Train Mode Share

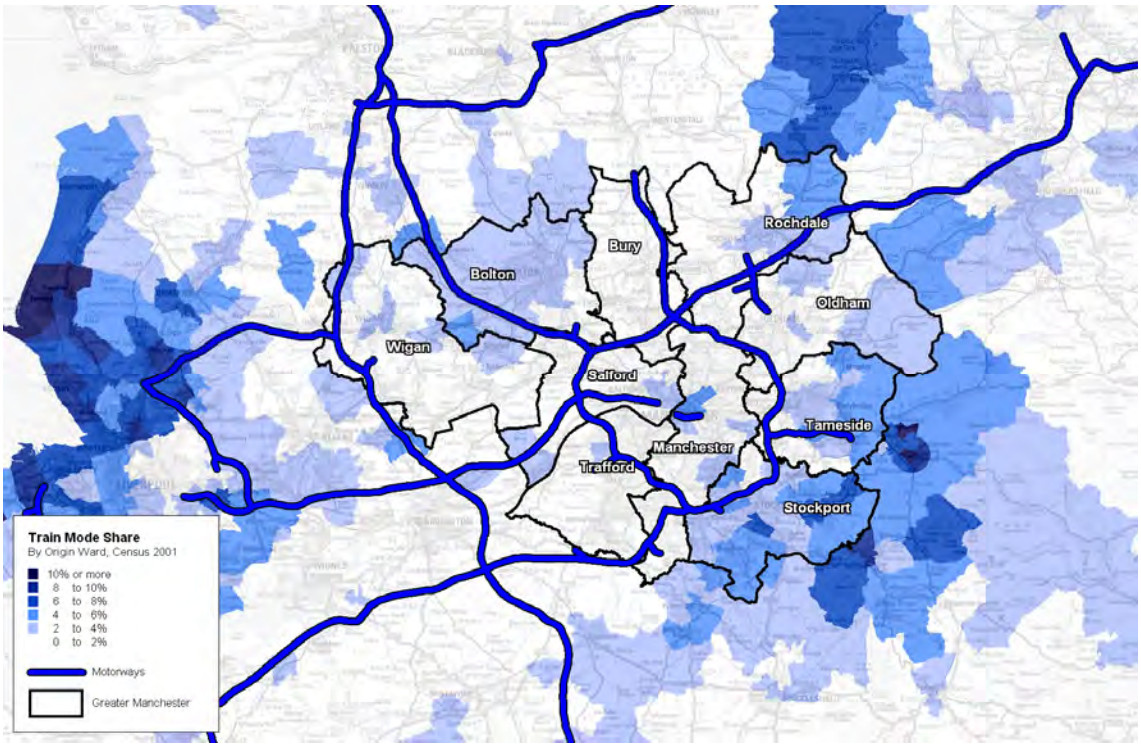
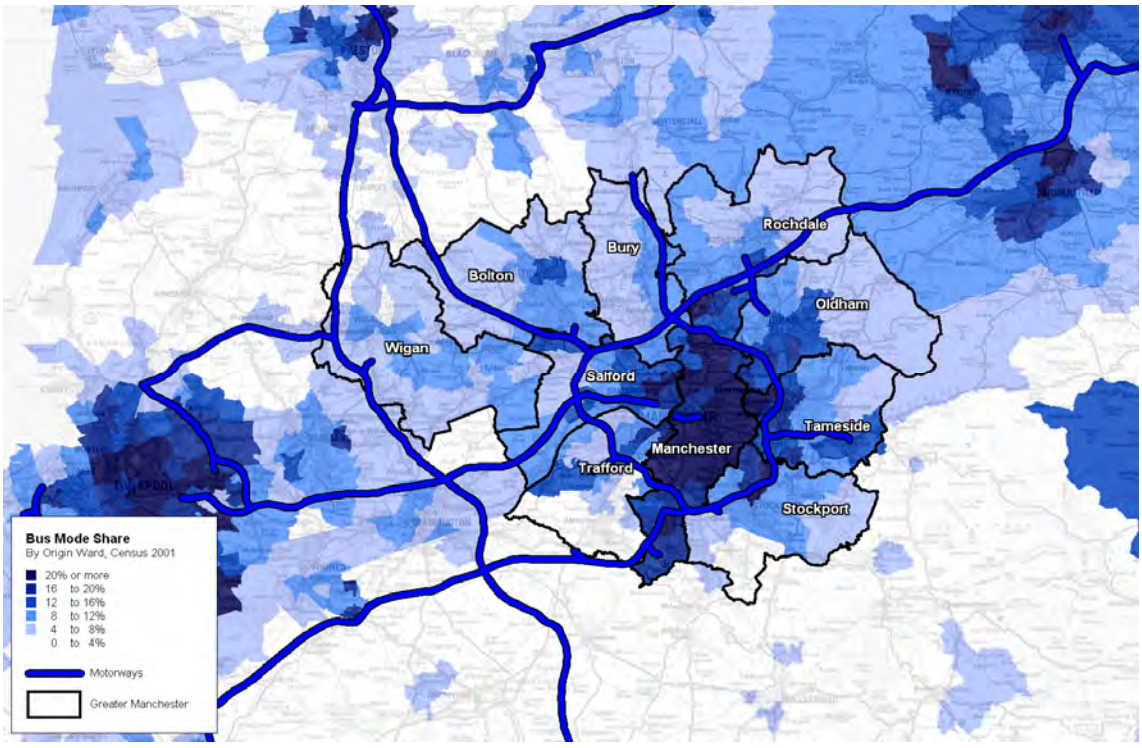


Figure 2-20: Bus Mode Share



2.43. Roadside Interview (RSI) data collected to update the A6MARR model provides an understanding of traffic movements along the A6 Corridor. An RSI site was conducted on the A6 in Disley in June 2011.

2.44. **Figures 2-21** and **2-22** overleaf illustrate the postcode origins and destinations for light vehicles and goods vehicles using the A6 in a south-eastbound direction through Disley.

Figure 2-21: A6 Disley RSI Data – South-Eastbound Light Vehicles

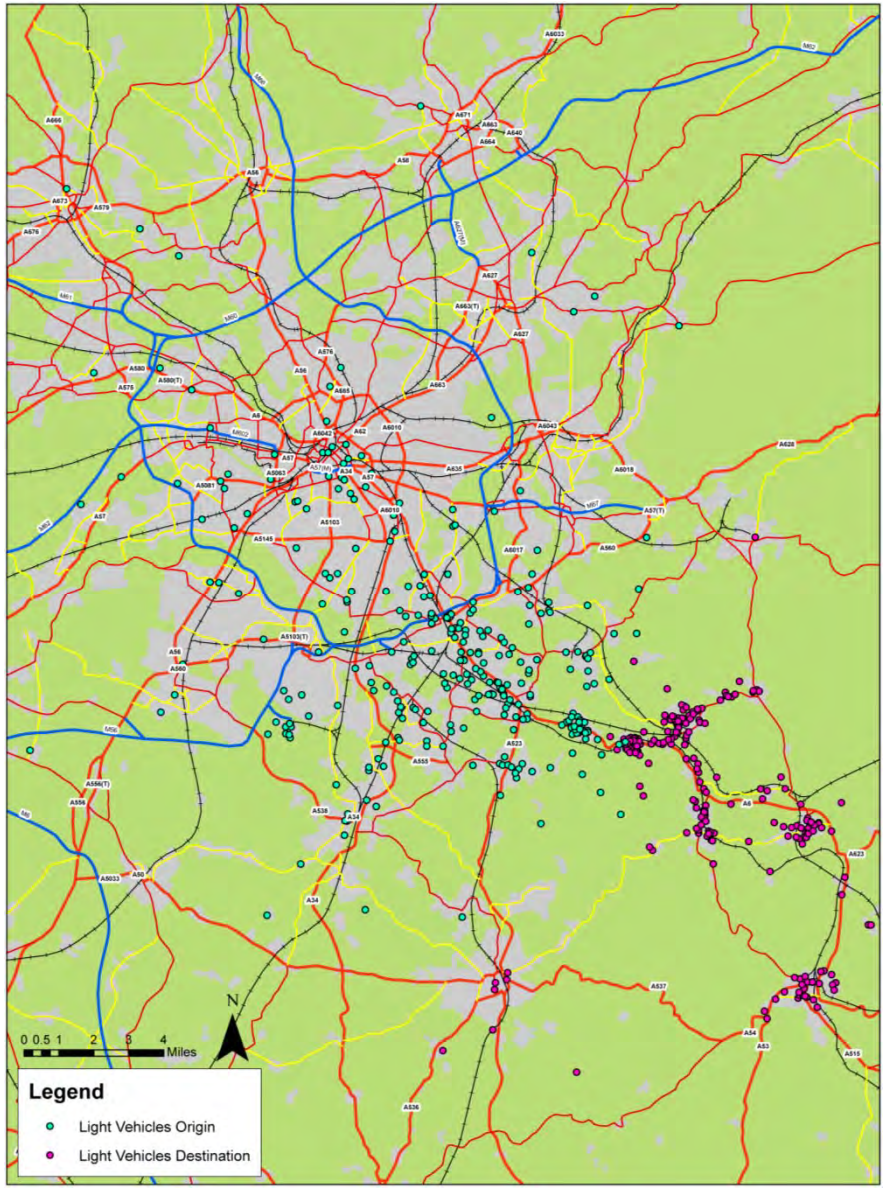
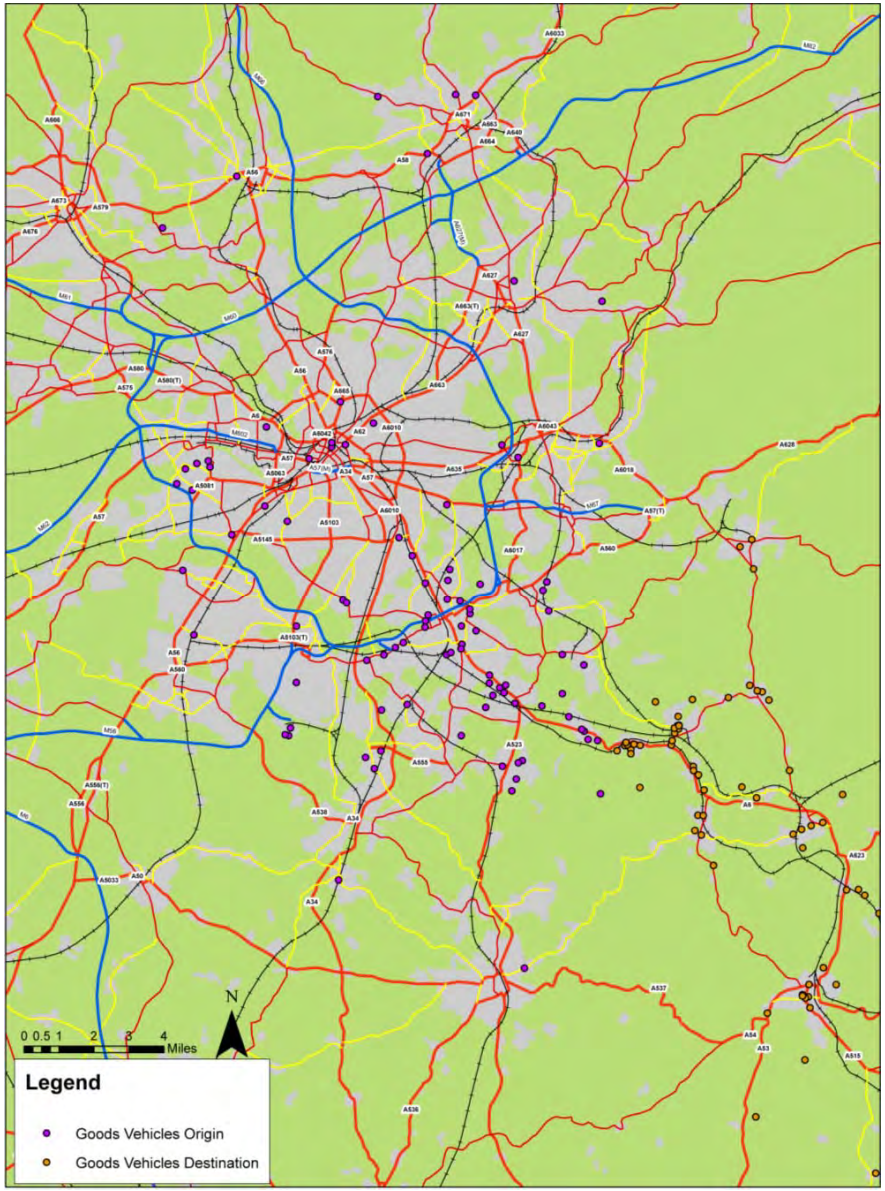


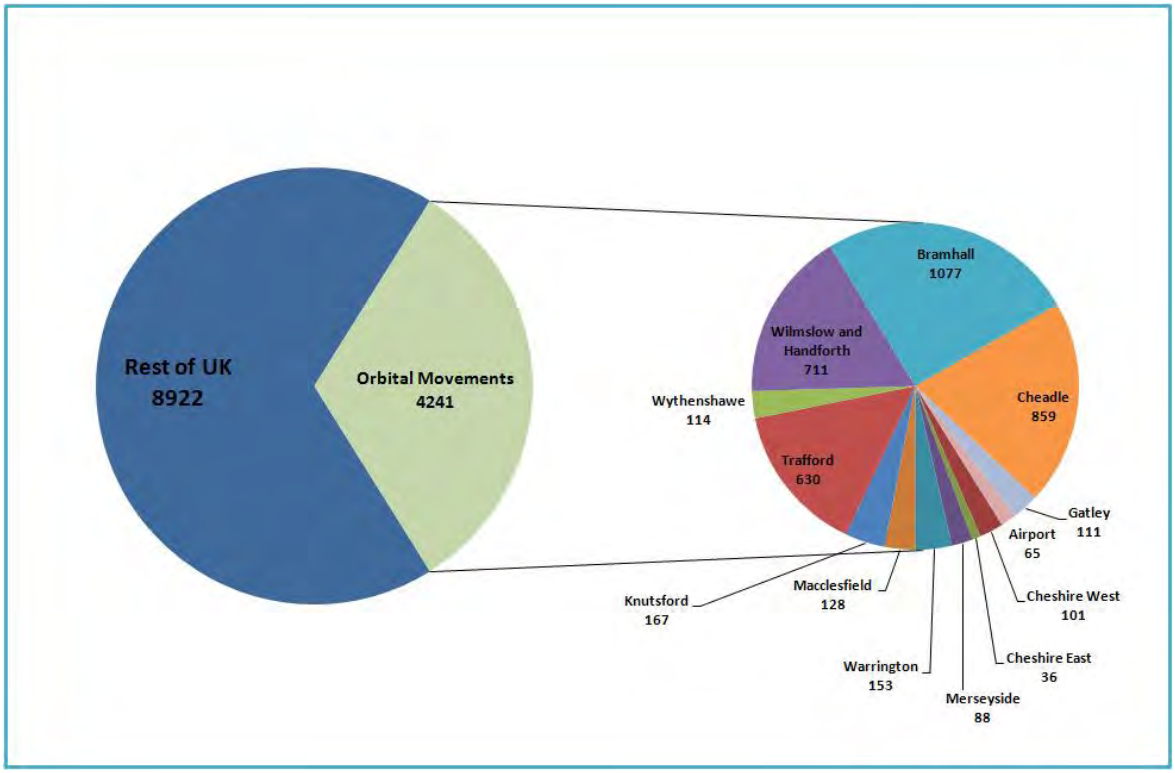
Figure 2-22: A6 Disley RSI Data – South-Eastbound Goods Vehicles



2.45. The postcode plot for light vehicles shows that the majority of south-eastbound trips on the A6 through Disley originate from areas of Greater Manchester south of the M60 with a concentration from areas adjacent to the A6 through Stockport. This would imply that for longer commutes/ leisure trips the public avoid where possible traffic conditions on the A6 and use the train.

2.46. Sector analysis of origin-destination movements along the A6 also reveals a number of orbital movements involving vehicles which appear to be using the M60 or other north-south routes in order to travel in either a westerly or easterly direction. **Figure 2-23** represents the destination proportions for traffic travelling south-eastbound along the A6.

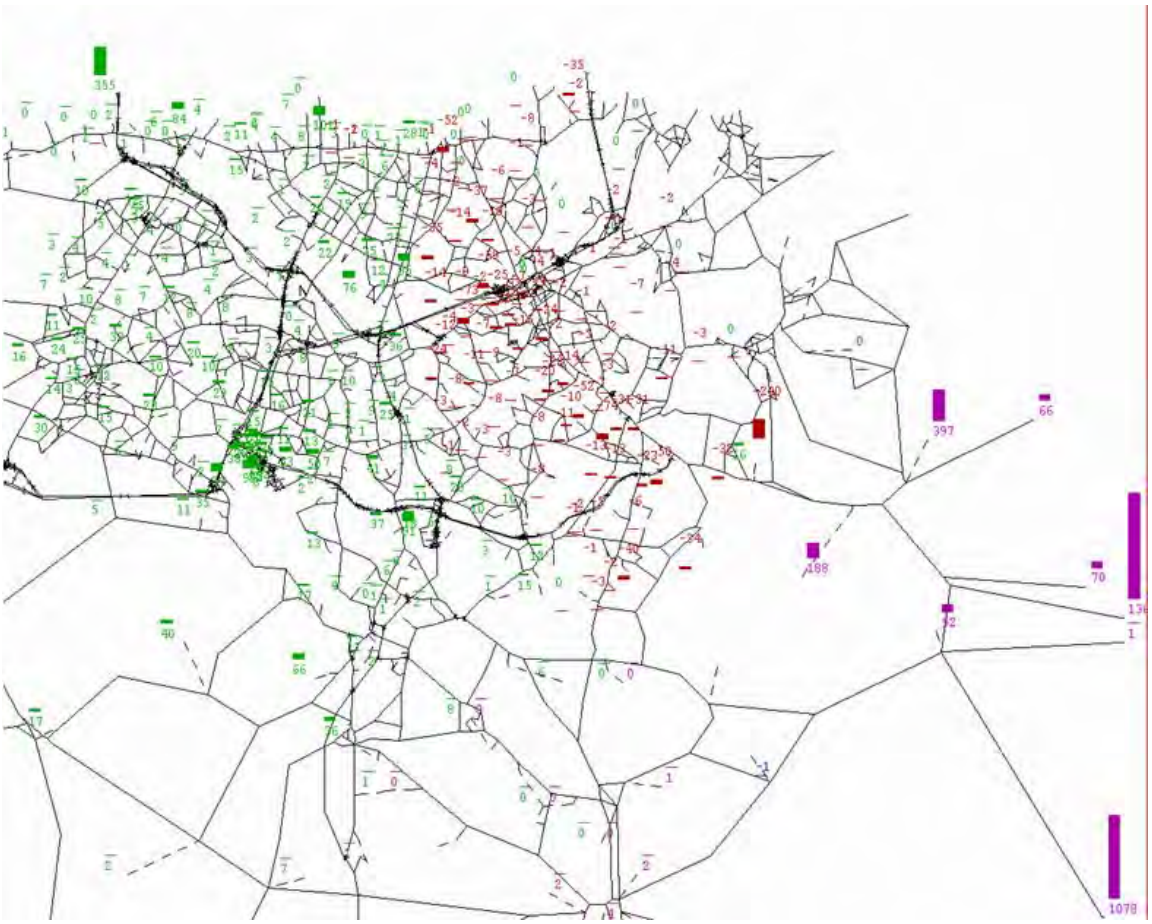
Figure 2-23: A6 South-Eastbound Destination Sector Movements



2.47. Approximately 33% of all traffic makes an orbital movement in order to travel in a south-easterly direction. A number of these movements are relatively short-distance trips from local areas such as Bramhall, Wilmslow and Handforth. Currently, these trips are most likely to use a number of roads such as the A5143, the A5102 and the A523 in order to access these sectors. The A6MARR would offer a much more direct alternative for such trips.

2.48. Indeed as shown in **Figure 2-24** below, the impact of the A6MARR scheme on A6 Disley origin-destination patterns is to 'pull-in' some trips into the A6 south-east corridor from areas west of a north-south line approximating to the A34, while 'pushing-out' some trips along the A6 corridor through Stockport on to public transport where opportunities exist.

Figure 2-24: A6 Disley (South-Eastbound) (Impact of A6MARR)



3. Existing Rail Infrastructure

3.1. This chapter describes the current rail infrastructure between Buxton and Manchester Piccadilly station. In the context of increasing travel demands predicted by the A6 to Manchester Airport Relief Road modelling, this chapter highlights existing issues and constraints along the route which impact upon the ability to deliver improved rail services.

Route Description

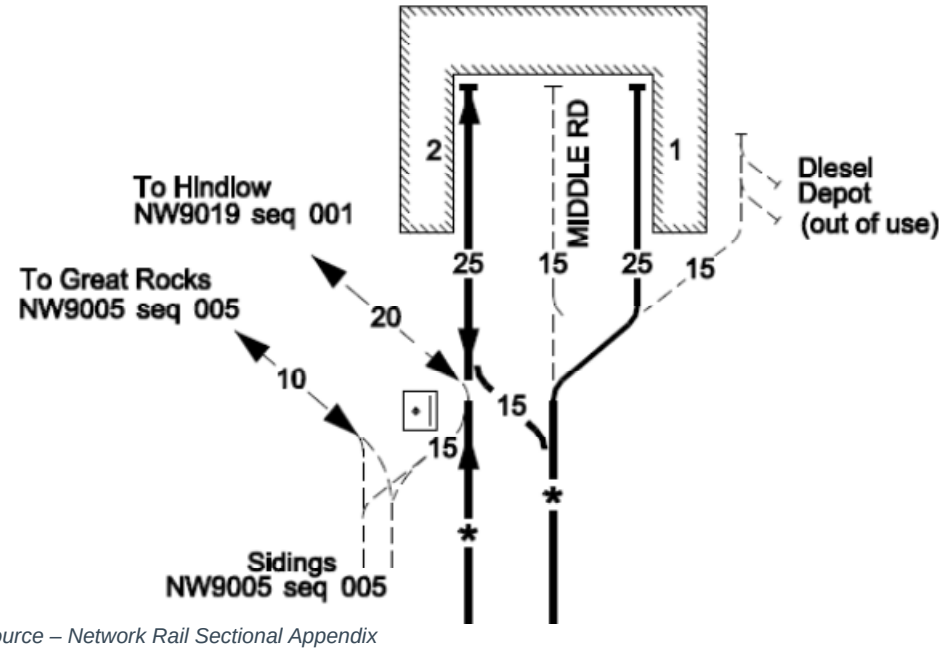
3.2. The railway between Buxton and Manchester Piccadilly is formed from three rail routes these being:

- A two track branch line running from Buxton to Hazel Grove;
- Part of the Hope Valley line between Hazel Grove and Edgeley Junction (Stockport);
- The Main Crewe to Manchester Line (part of the WCML) between Edgeley Junction and Manchester Piccadilly.

3.3. The route characteristics include steep gradients and a number of tunnels along the route.

3.4. There are operational constraints at Buxton Station as trains approaching it can only access Platform 2. To access Platform 1 trains have to travel from Platform 2 onto the Down Main Line and then reverse into Platform 1. This layout restricts the flexibility of timetabling at Buxton and is shown below in **Figure 3-1**.

Figure 3-1: Layout of Buxton Station

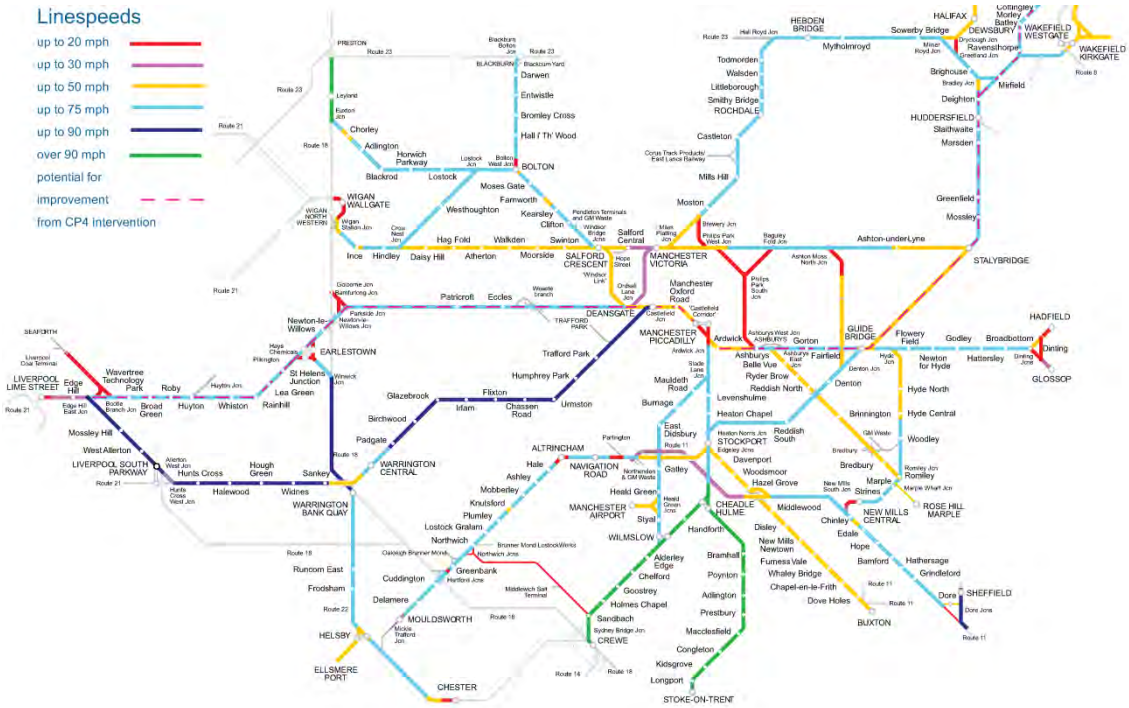


Source – Network Rail Sectional Appendix

Line Speeds

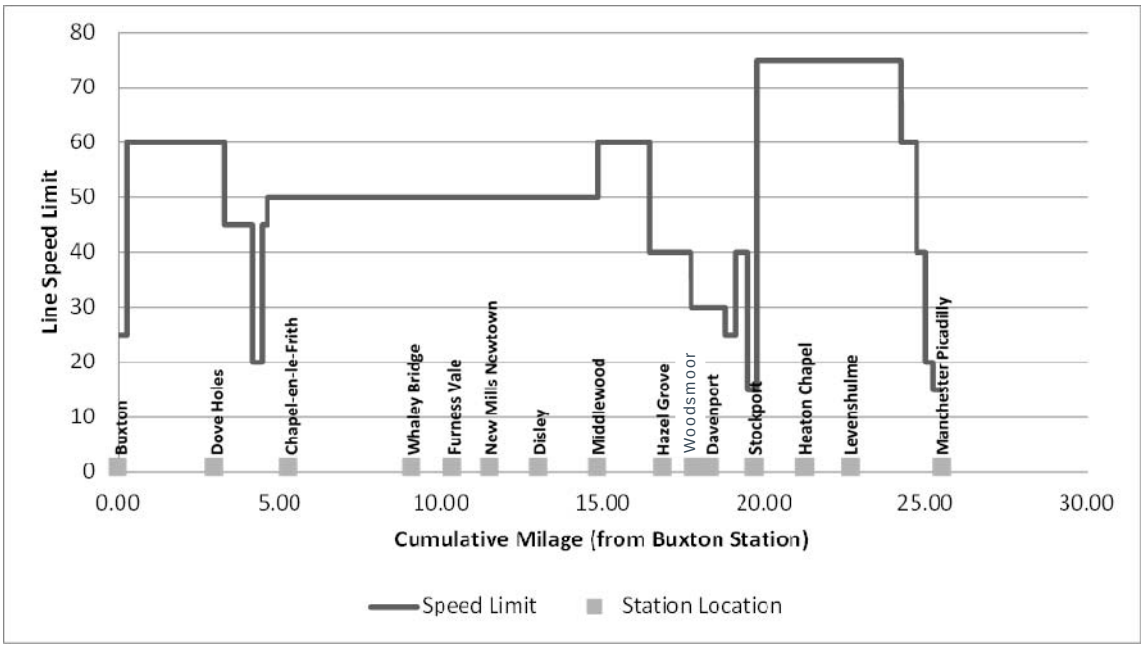
3.5. The line speeds along the route from Buxton to Manchester are predominantly low. The line speed between Buxton and Edgeley Junction is 50mph as shown in **Figure 3-2**.

Figure 3-2: Line Speeds



3.6. Between Stockport and Ardwick Junction 75mph is permissible. **Figure 3-3** provides a visual representation of the line speeds along the route between Buxton and Manchester.

Figure 3-3: Line Speeds



3.7. Key items to note are:

- Between Dove Holes and Chapel-en-le-Frith the speed limit is reduced to 20mph through Eaves Tunnel;
- The speed limit through Hazel Grove East Junction is 40mph;
- The speed limit reduces to 30mph through Woodsmoor and Davenport stations and to 25mph through Edgeley Junction;
- Trains from Buxton run onto the Down Slow line at Edgeley Junction, which has a speed limit of 15mph through Stockport Station; and
- After Stockport Station, the speed limit increases to 75mph (still on the Down Slow) until Ardwick Junction where there is a gradual reduction of speed limits on the approach to Manchester Piccadilly Station.

Route Description

Platform Lengths

3.8. There are a number of stations along the route between Buxton and Manchester Piccadilly stations. **Table 3-1** provides a description of the various lengths of platform available at each of the stations.

Table 3-1: Station Platform Lengths

Station Name	Platform Length (m)
Buxton	P1 & P2 144
Dove Holes	Down 87 / Up 82
Chapel-en-le-Frith	Down 92 / Up 86
Whaley Bridge[5]	Down 119 / Up 124
Furness Vale	Down 102 / Up 100
New Mills Newtown	Down 102 / Up 103
Disley	Down 137 / Up 138
Middlewood	Down 92 / Up 92
Hazel Grove	P1 171 / P2 171
Woodsmoor	Down 90 / Up 90
Davenport	Down 138 / Up 142
Stockport	
P0	143 Up Main Loop
P1	280 Up Slow line
P2	274 Up Fast Line
P3	294 Down Fast Line
P4	262 Down Slow Line
Manchester Piccadilly	
P9[6]	341 Bay to Ardwick Junction
P10[6]	195 Bay to Ardwick Junction
P13[7]	280 In Up direction
P14[7]	269 In Down direction

[5] Platform length does not reflect latest building work
[6] Platforms for terminating trains
[7] Platforms for through trains

3.9. Key items to note are that:

- All platforms are able to accommodate 2 coach trains of 20m and 23m vehicle lengths;
- All platforms are able to accommodate 4 coach trains of 20m vehicle length; and
- Dove Holes, Chapel-en-le-Frith, Middlewood and Woodsmoor Stations cannot accommodate 4 coach trains of 23m vehicle length unless Selective Door Operation (SDO) is in operation, or alternatively the doors on the second unit are locked out of use for a call at these stations.

Station Facilities

3.10. **Table 3-2** presents a summary of facilities at stations along the Buxton to Manchester route. Key items to note are that:

- The majority of stations have a part-time ticket office;
- Almost half of the stations have cycle storage facilities;
- Two thirds of the stations have car parking facilities; however the average car park is relatively small in size, typically 35 spaces;
- Disabled parking is only available at approximately half of the stations;
- Over one third of stations do not have step free access throughout the station;
- Some of the disabled parking is provided at stations which don't have step free access; and
- Most stations can conveniently be accessed by local bus services.

3.11. Service quality audits which are undertake in conjunction with the Passenger Transport Executives provide a measure of the standards that customers expect on trains, on stations or in ticket offices every day and includes: information provision, posters and signage, interior and exterior cleanliness, announcements, information screens, washrooms and shelters.

3.12. The performance monitoring units (PMUs) for Northern Rail (Manchester and Liverpool) for period 09 2012/13 (4 weeks 11 November - 8 December 2012) were 85.4% for trains and 89.2% for stations.

3.13. The TfGM document *'Greater Manchester Rail Policy 2012-14'* cites:

- Disley station as one of the top 10 stations in terms of footfall without either CCTV or customer information systems;
- Woodsmoor as one of the top 10 stations in terms of footfall without CCTV; and
- Davenport as one of the top 10 stations in terms of footfall without step-free access.

3.14. Site visits were undertaken on Wednesday 17 October 2012 to review parking facilities at selected stations.

Disley

3.15. Disley station has dedicated parking for rail users accessed directly from Buxton Road West to the immediate west of the signalised junction with Jacksons Edge Road. Whilst the station is officially listed as having 25 spaces, the actual figure on site is around double this amount, including two designated spaces for disabled drivers. Parking is provided in three distinct locations: echelon parking along the access road to the station, a self-contained car park to the south of this access road, and a small number of spaces to the west of the station building. Although the self-contained car park does not appear to be owned by Network Rail or Northern Rail, it is available for use by Rail users. Photos of each location are presented in **Figures 3-4** to **3-6** respectively.

Table 3-2: Station Facilities (1/2)

Station Facilities	Station Name							
	Buxton	Dove Holes	Chapel-en-le-Frith	Whaley Bridge	Furness Vale	New Mills Newtown	Disley	Middlewood
Cycle storage	Yes	No	No	Yes	Yes	Yes	No	No
Car park Spaces	53	5	23	30	No	40	25	No
Taxi rank	No	No	No	No	No	No	No	No
Bus services	Yes	Yes	No	Yes	Yes	Yes	Yes	No
Ticket office	Most-Time	No	No	Part-Time	No	Part-Time	Part-Time	No
Self-service machines	Yes	No	No	No	No	No	No	No
Collect from machine	Yes	No	No	No	No	No	No	No
Customer help points	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Staff help	Part-Time	No	No	Part-Time	No	Part-Time	No	No
Accessible ticket machines	Yes	No	No	No	No	No	No	No
Accessible ticket office counter	Yes	No	No	Yes	No	No	No	No
Induction loop	Yes	Yes	Yes	Yes	No	Yes	Yes	No
Ramp for train access	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Accessible public telephones	Yes	Yes	No	No	No	No	No	Yes
Accessible toilets	Yes	No	No	No	No	No	No	No
Step free access coverage	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
Disabled parking	Yes	No	Yes	Yes	No	No	Yes	No
Wheelchairs available	No	No	No	No	No	No	No	No
Ticket gates	No	No	No	No	No	No	No	No
Staffing level	Most-Time	Unstaffed	Unstaffed	Part-Time	Unstaffed	Part-Time	Part-Time	Unstaffed

Source: National Rail Enquiries supplemented by Derbyshire County Council officer inputs

Table 3-2: Station Facilities (2/2)

Station Facilities	Station Name						
	Hazel Grove	Woodsmoor	Davenport	Stockport	Heaton Chapel	Levenshulme	Manchester Piccadilly
Cycle storage	Yes	No	No	Yes	Yes	No	Yes
Car park Spaces	389	No	35	Yes	No	No	608
Taxi rank	No	No	No	Yes	No	No	Yes
Bus services	Yes	Yes	Yes	Yes	No	Yes	Yes
Ticket office	Part-Time	Part-Time	Part-Time	Full-Time	Part-Time	Yes	Yes
Self-service machines	Yes	No	No	Yes	Yes	No	Yes
Collect from machine	Yes	No	No	Yes	Yes	No	Yes
Customer help points	No	No	No	Yes	No	No	Yes
Staff help	Yes	No	No	Yes	No	Yes	Yes
Accessible ticket machines	No	No	No	Yes	No	No	Yes
Accessible ticket office counter	No	No	No	Yes	No	No	Yes
Induction loop	No	Yes	Yes	Yes	Yes	Yes	Yes
Ramp for train access	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Accessible public telephones	No	No	No	Yes	No	No	Yes
Accessible toilets	No	No	No	Yes	No	No	Yes
Step free access coverage	Yes[8]	Partial	No	Yes	Yes	No	Yes
Disabled parking	Yes	No	Yes	Yes	No	No	Yes
Wheelchairs available	No	No	No	Yes	No	No	Yes
Ticket gates	No	No	No	No	No	No	No
Staffing level	Part-Time	Part-Time	Part-Time	Full-Time	Part-Time	Full-time	Full-Time

Source: National Rail Enquiries – some data may therefore be out of date

[8] Lift to all platforms open 06:05 – 20:30 Monday to Saturday. Closed Sunday.

Figure 3-4: Disley Station Echelon Parking

Figure 3-5: Disley Station Car Park

Figure 3-6: Disley Station Parking Parallel to Rail Line

3.16. On the day of our site observations the station car parking areas were approximately 90% occupied around lunch-time.

3.17. It is understood that CEC has entered into discussions with Network Rail concerning the opportunity to extend the area of parking to the west of the station building further westwards alongside the rail line utilising a disused Network Rail goods yard. There are no charges or time restrictions on parking. A large adjoining car park also serves the Rams Head Public House and we understand that rail users also use the far end of this car park at busy times.

New Mills Newtown

3.18. The station car park for New Mills Newtown is accessed from the A6015 Albion Road a short distance to the east of the signalised junction with the A6 Buxton Road. The car park provides 40 marked spaces. As a bus service enters the station car park and turns around there are strict controls on parking outside of demarcated spaces, and the provision of wide areas for the bus to turn limits the capacity of the car park, as shown in **Figure 3-7**.

Figure 3-7: New Mills Newtown Car Park

3.19. During site observations the car park was full, and there was some on-street parking on Albion Road which could be associated with rail users, as illustrated in **Figure 3-8**.

Figure 3-8: On-Street Parking on Albion Road, New Mills

New Mills Central

3.20. New Mills Central has no official car park for rail users, although roughly surfaced areas (as shown in **Figure 3-9**) alongside Station Road beyond the rail station are used by some station users in addition to staff working at the nearby industrial premises also accessed from Station Road.

Figure 3-9: Station Road Parking, New Mills

3.21. Station Road itself is a narrow single carriageway road that drops steeply from its junction with the B61010 Haguebar Road, as shown in **Figure 3-10**. Beyond the station building the road is poorly surfaced with numerous potholes. There do not appear to be any opportunities to expand the level of parking provision at New Mills Central station.

Figure 3-10: Station Road Leading to New Mills Central Station

Chinley

3.22. Chinley station has a dedicated car park accessed from Station Road providing 31 spaces including three spaces for disabled drivers. The car park does not access directly onto the station platforms but is located within short walking distance of the station access. On the day of our site observations it was evident that overspill parking likely to be associated with commuters also took place on Station Road in the vicinity of the car park access. The photo in **Figure 3-11** shows the station car park, whilst **Figure 3-12** shows overspill rail parking on Station Road.

Figure 3-11: Chinley Station Car Park

Figure 3-12: Overspill Parking near Chinley Station

Chapel-en-le-Frith

3.23. Chapel-en-le-Frith station is located outside the main town accessed via Long Lane and an unnamed country lane. The station has a 23 space car park including two dedicated spaces for disabled drivers. On the day of our site observations the car park was approximately half full in the early afternoon.

Rolling Stock Depots and Stabling

3.24. The operator of Passenger Services between Buxton and Manchester is Northern Rail. The majority of the fleet used on the Buxton to Manchester services is based at Newton Heath Depot to the North East of Manchester Piccadilly Station. As of November 2012, some 111 of Northern Rail's DMUs are based at Newton Heath Depot. Northern Rail's EMU Fleet are based at the Longsight Electric Depot to the South of Manchester Piccadilly Station.

3.25. Buxton Station can be (and is) used as an informal stabling point for DMUs. The middle road at Buxton Station is authorised to be used for the repair and servicing of rail vehicles. Adjacent to

Buxton Station is the now disused Traction Maintenance Depot and Fuel Point. Prior to the privatisation of British Rail this was a busy depot providing servicing facilities for DMU's and maintenance and stabling for the locomotives which worked the freight trains from the Peak District quarries. The buildings and facilities are still extant, but would require significant work to bring them back into use. Locomotive stabling for quarry traffic is now undertaken at Peak Forest Stabling Point.

Loading Gauge and Route Availability

3.26. The loading gauge refers to the height, width, swept path and kinematic envelope of a rail vehicle. Nominal gauges have been determined for use within the UK rail industry to provide guidance for route planners and vehicle designers. However the historic nature of the development of the UK rail network means that even if a vehicle conforms to one of the 'standard' loading gauges in use it is not automatically passed for use on the national network. This is achieved by way of route clearance analysis. A summary of the loading gauges on the route between Buxton and Manchester is presented in **Table 3-3**.

Table 3-3: Loading Gauge between Buxton and Manchester

Route Section	Loading Gauge
Buxton – Hazel Grove	W6
Hazel Grove - Edgeley Jn	W6A
Edgeley Jn – Manchester Piccadilly	W9

3.27. Route availability is determined largely by the axle weight of a locomotive or rail vehicle. All rail routes and vehicles are given a route availability figure from RA1 to RA10. RA10 having the heaviest Axle weights and RA1 the lightest. However, as with the loading gauge, having a locomotive or a vehicle with a RA less than that declared for the rail route does not automatically enable that vehicle to use that route. Other factors are also considered such as the total weight and speed of the proposed train movement. The RA of the route between Buxton and Manchester is RA8, reflecting the potential use of the line by heavy freight from the Peak quarries as well as passenger services.

3.28. Network Rail's sectional appendix for the route between Manchester and Buxton contains details of the rail vehicles which are cleared to use this route and Route Availability and is summarised below.

Table 3-4: Route clearance of diesel multiple units

Route Section	Cl.142	Cl.143	Cl.144	Cl.150	Cl.153	Cl.155	Cl.156	Cl.158
Buxton – Hazel Grove	N	N	N	Y	N	Y	Y	Y
Hazel Grove – Edgeley Jn	Y	Y	Y	Y	Y	Y	Y	Y
Edgeley Jn – Piccadilly	Y	Y	Y	Y	Y	Y	Y	Y

Route Section	Cl.170	Cl.175	Cl.180	Cl.185	Cl.220	Cl.221	Cl.222
Buxton – Hazel Grove	N	N	N	N	N	N	N
Hazel Grove – Edgeley Jn	Y	N	Y	Y	Y	Y	Y
Edgeley Jn – Piccadilly	Y	Y	Y	Y	Y	Y	Y

Table 3-5: Route clearance of electric multiple units

Route Section	Cl.317	Cl.321	Cl.322	Cl.323	Cl.325	Cl.350	Cl.380	Cl.390
Buxton – Hazel Grove[9]	N	N	N	N	***H***	N	N	N
Hazel Grove – Edgeley Jn	N	N	N	Y	***H***	N	N	N
Edgeley Jn – Piccadilly	Y	Y	Y	Y	Y	N	N	***R1***

H = May be Hauled – provided that the pantograph (where fitted) is lowered
R1 = Prohibited Up East Line

Table 3-6: Route clearance of Coaching Stock

Route Section	BR Mk. 1	BR Mk. 2	BR Mk. 3	BR Mk. 4
Buxton – Hazel Grove	Y	Y	N	N
Hazel Grove – Edgeley Jn	Y	Y	Y	Y
Edgeley Jn – Piccadilly	Y	Y	Y	Y

Table 3-7: Route Clearance of Locomotives

Route Section	Cl. 31/4	Cl. 37/4	Cl. 47/4	Cl. 67
Buxton – Hazel Grove	***R2***	***R2***	***R2***	***R2***
Hazel Grove – Edgeley Jn	Y	Y	Y	Y
Edgeley Jn – Piccadilly	Y	Y	Y	Y

R2 = 5mph over Bridge 42 (10m 20ch)

3.29. The information in the tables above highlight that the most restricted section of the route is that between Buxton and Hazel Grove where there are a limited number of DMU's, EMU's, locomotives and coaching stock which are cleared for the route. Overall this highlights the physical constraints (notably steep gradients) along the route which may require addressing to enable newer rolling stock types to use the route.

[9] Note: Line is not electrified.

Rail Freight

3.30. In the Department for Transport's Freight Mode Choice Study (2010) it is suggested that rail freight would be cost competitive with road haulage in the following circumstances:

- Where neither end of the journey is rail-linked, rail freight becomes cost competitive with road transport at distances over 500km;
- Where one end of the journey is rail-linked, rail freight becomes cost competitive with road transport at distances over 300km; and
- Where both ends of the journey are rail-linked, rail freight generally is always cost competitive compared to road transport over 50km given adequate volume to fill a daily train.

3.31. The same study identifies the key behavioural barriers and factors impacting on addressable markets as the following:

- Cost is not always the primary concern – other main decision factors are flexibility, information availability, and logistics quality;
- Decision makers do not always take into account the full cost of the road option, whether in terms of the cost of unreliability or environmental / external costs;
- Decision makers find obtaining full cost information on non-road modes complex; and
- Decision makers are not always aware of options which provide access to non-road modes.

3.32. Freight transport decision making is significantly more complex than the personal decisions made for passenger transport. Freight transport is only one element of complex supply chains. Furthermore, freight decisions at present tend to be made as a result of commercial negotiations involving relatively small numbers of businesses or individuals. There is a need, therefore, to ensure all relevant bodies are incorporated in the freight decision-making process, to optimise and simplify the complex supply chains.

3.33. Significant amounts of rail freight are generated from the Peak Quarries around Buxton, these include rail freight terminals at:

- Hindlow Quarry (Tarmac);
- Dowlow Quarry (Lafarge);
- Tunstead Quarry (Tarmac);
- Tunstead Quarry (BLI); and
- Dove Holes Quarry (Cemex).

3.34. In total approximately 6 million tonnes of aggregates, lime and concrete are moved from these terminals every year. **Figure 3-13** shows the haul characteristics of rail freight across the network.

3.35. Most freight services are routed via the Peak Forest line to join the Hope Valley Line at Chinley East Junction. This means that freight services do not interact to a significant degree with passenger services travelling from Buxton to Manchester Piccadilly.

3.36. There are significant amounts of limestone reserves which are consented for quarrying which means that there is likely to remain a long-term demand for continuing rail freight services in the area. **Figure 3-14** shows haul length for rail freight.

Figure 3-13: Haul Characteristics of Key Rail Freight

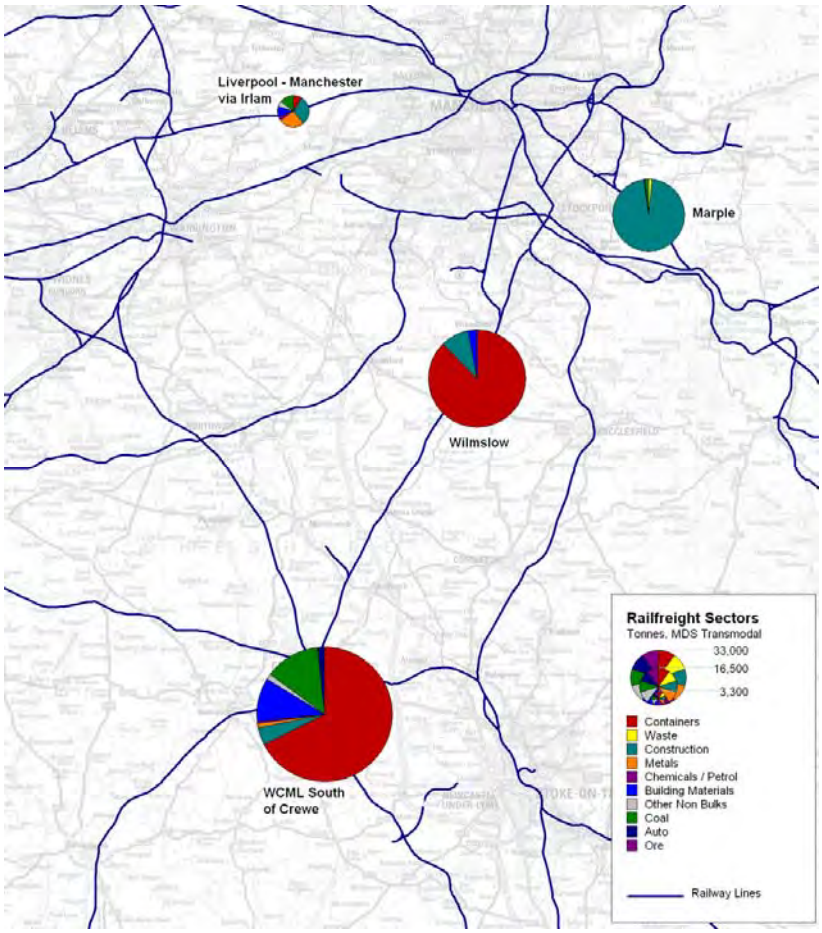
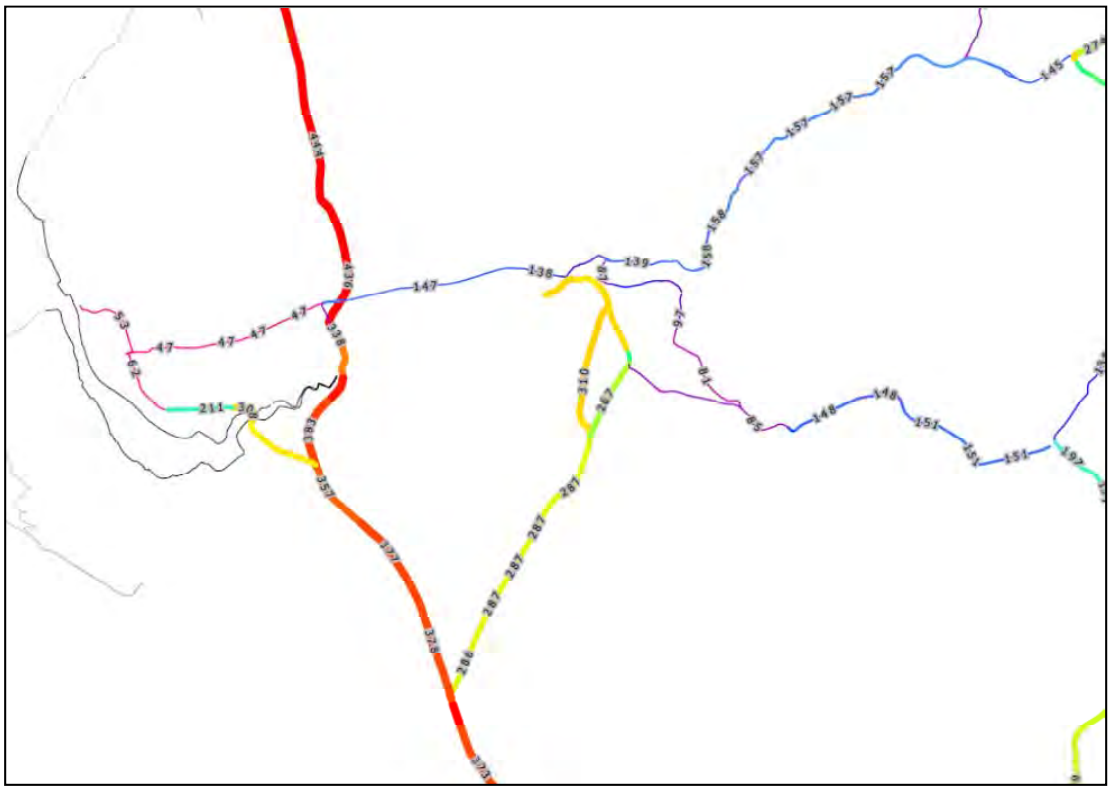


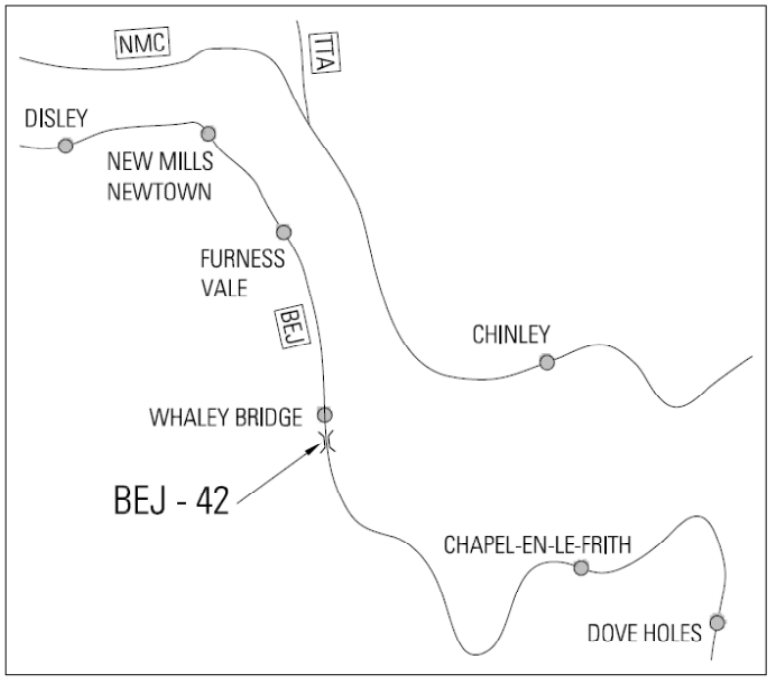
Figure 3-14: Average Length of Rail Freight Haul (2007)



Source: Great Britain Freight Model

3.37. As of summer 2012 the 6H53, (19:37 Ashburys SS to Briggs Sidings) now runs direct from Stockport along the former L&NW line to Buxton and then heads straight for Dowlow with no shunting at Buxton. This is the first timetabled freight service on that line (North of Buxton) since the mid-1960s. However, only empty trains come into Buxton from the North. All loaded trains go out via Peak Forest to Chinley East junction onto the Hope Valley Line. The main constraint on running freight along the line between Buxton and Stockport is Bridge 42 where the railway crosses Buxton Road. The bridge is not strong enough to regularly carry loaded trains from the peak quarries which typically have gross weights greater than 2000 tonnes.

Figure 3-15: Bridge 42 (BEJ-42) Location Plan



3.38. Bridge 42 (BEJ-42) is located immediately south of Whaley Bridge Station. Network Rail submitted a planning application in June 2010 to replace the existing listed bridge with a new structure. The planning application was refused by High Peak Council in March 2011. This decision was appealed by Network Rail. A planning appeal hearing was held in April 2012. The planning inspectors report was issued in June 2012 which upheld the original planning decision to refuse planning permission to demolish the existing Grade II listed bridge.

3.39. This decision means that over the short to medium term there is going to be a significant constraint in running additional freight trains over the route between Hazel Grove and Buxton due to the condition of Bridge 42. This does mean, however, that the number of freight trains on the Buxton to Hazel Grove section of the route is not going to be a constraint on running more passenger services.

Freight Paths

3.40. The number of freight trains that operate to and from the Peak Quarries will vary daily. This is because the majority of trains run on an *'as required'* basis. However, space must be made in the regular timetables so that these trains can run. This is known as a path. We have analysed the working timetable to determine the number of paths available to freight traffic to and from the Peak quarries and associated cement works. The results of this analysis are presented in **Table 3-8**.

Table 3-8: Weekday Freight Paths to and from Peak Quarries

Time Period Start	Time Period End	TP = Chinley South Jct		TP = Hazel Grove	
		Peak Forest Route		Buxton Route	
		UP	DOWN	UP	DOWN
00:00	00:59	0	0	0	0
01:00	01:59	1	0	0	0
02:00	02:59	2	3	0	0
03:00	03:59	3	3	0	0
04:00	04:59	2	1	0	0
05:00	05:59	3	2	0	0
06:00	06:59	3	1	0	0
07:00	07:59	0	0	0	0
08:00	08:59	2	0	0	0
09:00	09:59	2	1	0	0
10:00	10:59	2	1	0	0
11:00	11:59	1	1	0	0
12:00	12:59	3	2	0	0
13:00	13:59	2	0	0	0
14:00	14:59	1	2	0	0
15:00	15:59	3	1	0	0
16:00	16:59	3	1	0	0
17:00	17:59	3	1	0	0
18:00	18:59	1	0	0	0
19:00	19:59	1	0	0	0
20:00	20:59	0	3	1	0
21:00	21:59	1	2	0	0
22:00	22:59	2	2	0	0
23:00	23:59	3	3	0	0
Total Paths		**44**	**30**	**1**	**0**

Source: Freight Working Timetable CZ06a/b, Network Rail. (UP refers to trains travelling to the Quarry sites)
TP = Timing Point

3.41. Of the 75 freight paths highlighted on this table, only 33 (44%) operate during the daytime, highlighting the 24 hour nature of the rail freight operations from the quarry sites.

3.42. In conclusion, there is a significant amount of freight traffic generated by the Peak quarries and associated cement works. However, there is limited interaction with the passenger rail traffic to and from Buxton as most paths take the freight via Chinley East Junction to reach Peak Forest, Tunstead and Dowlow.

Future Plans

3.43. Network Rail's 2011 Route Specification for this route sets out the current capabilities and also planned enhancements for CP4 and CP5. **Table 3-9** sets out the currently planned enhancements.

Table 3-9: Future Route Enhancements (Buxton to Hazel Grove)

Item	Current Specification	+ 10 Years	+30 Years
Route Availability (RA)	8	8	8
Gauge	W6	W6	W6
Signals	Absolute block	Absolute block	ERTMS (*)
Speed	Typically 50 mph	75 mph	75 mph
Electrified	Not electrified	Not electrified	Not electrified

Source: Network Rail Route Specification 2011
(*) Subject to future rollout programme

3.44. The key enhancement aspiration which is identified in the Route Specification report is to increase the line speed to 75 mph. This could provide a significant improvement in the journey times between Buxton and Manchester Piccadilly.

3.45. Also highlighted in the Route Specification is the plan to lengthen peak hour services between December 2014 and December 2019 (CP5), with further lengthening planned between December 2019 and December 2024 (CP6). To enable the proposed train lengthening, a programme of platform extensions is being planned for delivery in CP5 for all stations between Buxton and Stockport. This will address the platform length constraints which were identified previously.

3.46. **Table 3-10** sets out the currently planned enhancements between Hazel Grove and Edgeley Junction.

Table 3-10: Future Route Enhancements (Hazel Grove to Edgeley Junction)

Item	Current Specification	+ 10 Years	+30 Years
Route Availability (RA)	8	9	9
Gauge	W6, W8	W6, W8	W6
Signals	Track circuit block	Track circuit block	ERTMS (*)
Speed	75 mph	In development	In development
Electrified	Yes	Yes	Yes

Source: Network Rail Route Specification 2011
(*) Subject to future rollout programme

3.47. This section of the route also forms part of the platform lengthening programme for CP5 to enable lengthened trains to run in CP5 (and CP6). Hazel Grove is the current extent of the electrified network along this route. Speed improvements along this section are in development for potential implementation in a future Control Period.

Table 3-11: Future Route Enhancements (Edgeley Junction to Manchester Piccadilly)

Item	Current Specification	+ 10 Years	+30 Years
Route Availability (RA)	8	8	8
Gauge	W9, W10	W9 and W10	W12
Signals	Track circuit block	Track circuit block	ERTMS (*)
Speed	Predominant speed 110 mph	110 mph	110 mph
Electrified	Yes	Yes	Yes

Source: Network Rail Route Specification 2011
(*) Subject to future rollout programme

3.48. During CP4 plans are in place to improve platforms 13 and 14 at Manchester Piccadilly Station. These improvements are programmed to be in place by 2014. Looking forward to CP5, major improvements are planned as part of the Northern Hub scheme which will deliver two new through platforms at Manchester Piccadilly Station (Platforms 15 and 16).

3.49. All of this shows that there are already plans in the pipeline to lengthen station platforms along the Buxton to Manchester Route to enable longer trains to run. This, together with an aspiration to increase line speeds along the route to 75 mph will enable a significantly improved service along the Manchester to Buxton route.

3.50. Increasing the line speed and removing other restrictions along the route should enable an end to end journey time saving of 10 minutes.

4. Access to Public Transport Services

Bus Service Provision

4.1. Numerous bus services operate along the A6 corridor between Manchester, Stockport and Hazel Grove. Beyond Hazel Grove, the number and frequency of services reduces significantly, with a small number of principal long-distance services providing access to key destinations within the corridor.

4.2. The A6 corridor operates with the most frequent single bus service in Greater Manchester (the 192) and carries over 10 million passengers per year.

4.3. Beyond Hazel Grove the Skyline 199 provides the primary service within the A6 corridor, operating a half hourly service between Buxton, Chapel-en-le-Frith, New Mills, Disley, Stockport and Manchester Airport. Additional services are summarised in **Table 4-1**.

Table 4-1: Key Bus Services

Service	Route	Service Frequency		
		Mon-Fri	Saturday	Sunday
61	Glossop – New Mills – Whaley Bridge - Buxton	Every 60 mins	Every 60 mins	Every 60 mins
189 / 190	Buxton – Chapel-en-le-Frith – Chinley – Whaley Bridge	Every 2 hours	Every 2 hours	No service
192	Hazel Grove – Stockport - Manchester	At least every 10 mins	At least every 10 mins	At least every 10 mins
199 Skyline	Buxton – Chapel-en-le-Frith - New Mills – Disley - Stockport – Manchester Airport	Every 30 mins	Every 30 mins	Every 60 mins
394	Glossop – Marple – High Lane – Hazel Grove – Stepping Hill	Every 60 mins	Every 60 mins	No service
TP TransPeak	Buxton – Newtown – Disley – Hazel Grove – Stockport - Manchester	Every 2-3 hours	Every 2-3 hours	Every 2-3 hours

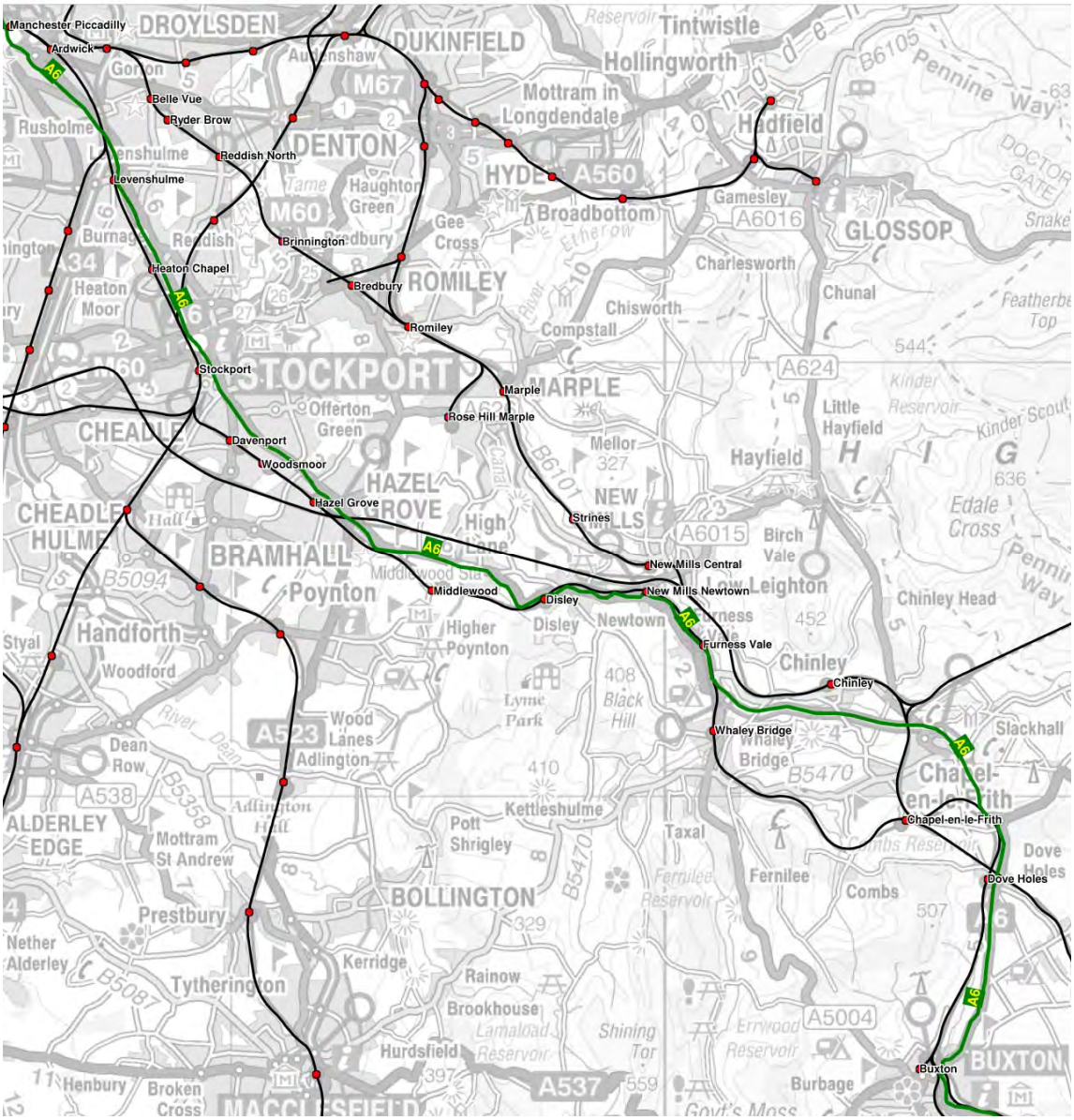
4.4. Greater Manchester Combined Authority, Manchester City Council and Stockport Metropolitan Borough Council have made a bus quality partnership scheme (QPS) for the A6 between Manchester City Centre, Stockport and Hazel Grove. The A6 a key bus corridor into Manchester city centre plays a critical role in supporting sustainable economic growth and accessibility in Greater Manchester. The QPS will ensure high standards of service for the passengers along this route and a commitment to the provision of quality infrastructure for bus operators.

4.5. Stagecoach has planning permission to introduce a 455 car space bus-based park-and-ride scheme on the A6 at the Buxton Road and Macclesfield Road ‘Rising Sun’ junction for commuters heading into Stockport town centre and on to Manchester.

Rail Service Provision

4.7. The A6 Corridor study area is served by a number of rail passenger/ freight routes as shown in **Figure 4-1**.

Figure 4-1: Rail Network



4.8. The Buxton Line (see **Figure 4.2**) is operated by Northern Rail and connects Manchester with Buxton. Over the section between Edgeley Junction and Hazel Grove there are four trains per hour in each direction, more frequently at peak hours. The Manchester to Buxton service runs hourly, combining with an hourly Manchester Piccadilly to Hazel Grove service to give Davenport, Woodsmoor and Hazel Grove stations a half hourly off peak service to and from Manchester.

4.9. South of Hazel Grove, the off peak pattern is hourly[10] for *Middlewood*, Disley, New Mills Newtown, Furness Vale, Whaley Bridge, Chapel-en-le-Frith, *Dove Holes* and Buxton. The service frequency is enhanced to about half-hourly in the morning and evening peaks. A limited number of trains work through beyond Manchester.

[10] From Middlewood and Dove Holes the service pattern is reduced to a train every two-hours.

Figure 4-2: Buxton Line

4.10. The Buxton Line was designated as a community rail service by the Department for Transport in July 2013, **Figure 4-3**.

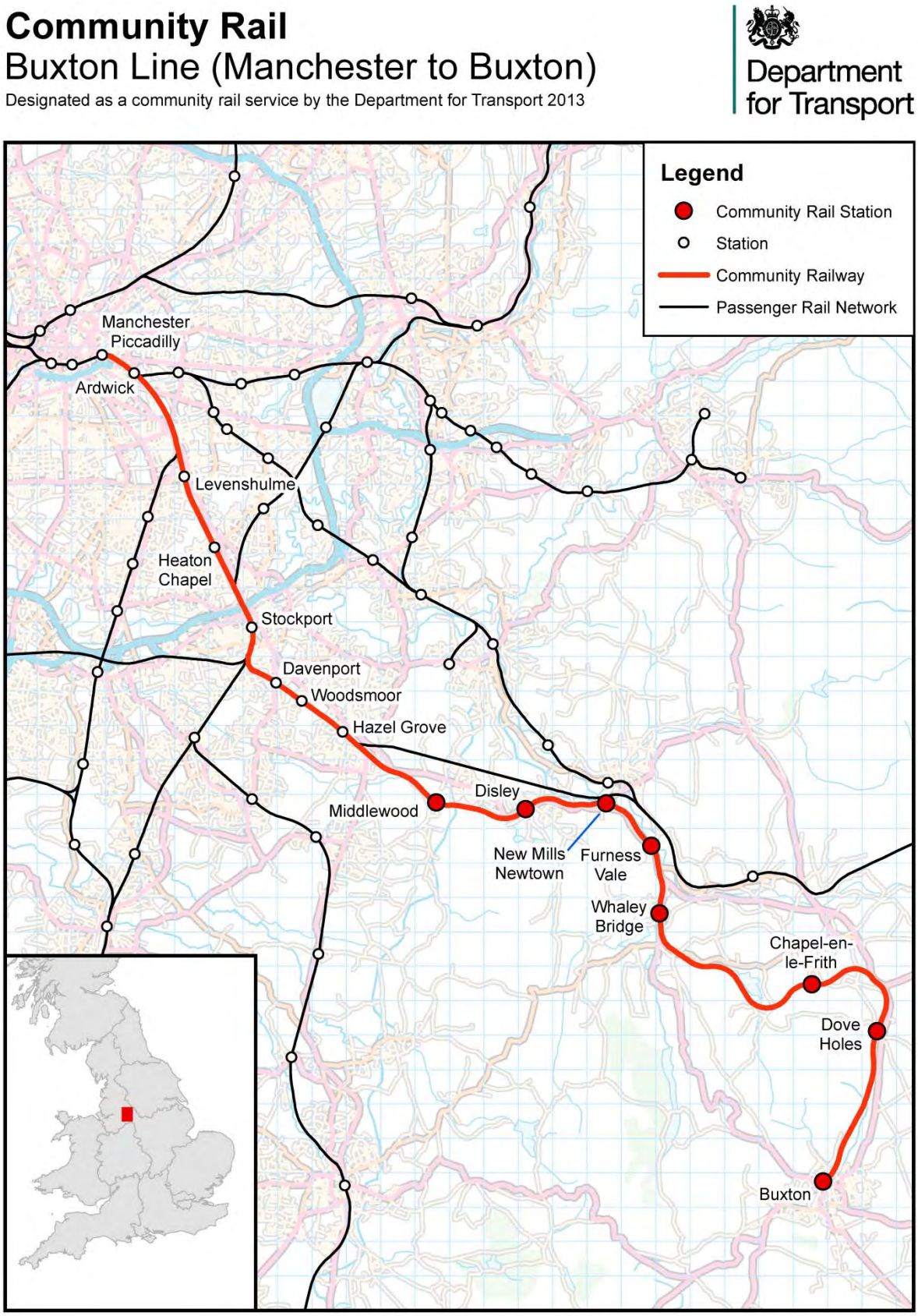
4.11. Designation of the line should encourage train companies to work more closely with the High Peak and Hope Valley Community Rail Partnership to better design services to meet local needs.

4.12. The community rail development strategy looks at innovative ways of operating local branch lines, through a programme of cost management, a drive to increase passenger numbers and direct community involvement via local authorities, community rail partnerships, and other stakeholder groups.

4.13. To date, 19 lines with their services have been designated as community rail lines. Additionally, 15 services have been designated as community rail services whilst not designating the lines on which they run. These services are designated when there are reasons why the infrastructure cannot be included in the designation – because it carries non local traffic or heavy freight or has previously been designated as part of the Trans European Network.

4.14. Designation follows a consultation process with key local and rail industry stakeholders and endorsement by the National Community Rail Development Implementation Steering Group.

Figure 4-3: Buxton Line: Community Rail Services Designation



4.15. The Hope Valley Line (see **Figure 4-4**) is also operated by Northern Rail and runs between Manchester Piccadilly and Sheffield. As well as being an important interurban route the line carries considerable aggregates traffic from the Peak District quarries and traffic connected with Hope Cement Works to the North East, East Midlands, North West and London/South east. The freight route from Buxton and the Peak Forest joins this route at Chinley.

Figure 4-4: Hope Valley Line

4.16. A secondary route leads in a south easterly direction (south of Manchester) from Ashburys to New Mills Central. In addition the branch running from Hyde North to Romiley joins the Ashburys to New Mills Central route from a north easterly direction at Romiley Junction. New Mills Central benefits from half hourly services to Manchester and hourly service to Sheffield at peak times. The route also carries some freight between Manchester all day and South Humberside. The route from Hyde North is also the access for freight via Woodley Junction to the waste plant and Tarmac facilities at Bredbury.

4.17. Punctuality and reliability are measured through the Public Performance Measure (PPM), which combines figures for punctuality and reliability into a single performance measure, measuring the proportion of trains that arrive at their destinations on time. PPM takes into account cancellations and all causes of delays and combines figures for punctuality and reliability into a single performance measure.

4.18. PPM is measured:

- For every passenger train, 7 days a week; no train is excluded even if the cause of delay is outside our control;
- Against the public advertised timetable; and
- PPM monitors the performance of individual trains, the various service groups that our trains are organised into, and the network as a whole.

4.19. Performance may vary from one month to another and so PPM is typically reported as by period (four weeks) and a Moving Annual Average (MAA) which is the average calculated performance over the previous 13 periods. The sub-operator PPM figures for Northern Rail (Manchester and Liverpool) for period 03 2014/15 (4 weeks 25 May - 21 June 2014) is 90.5% (PPM) and 90.2% (PPM MAA).

4.20. For comparative purpose **Table 4-2** provides detail of the PPM MAA for of each sub-operator for Northern Rail, with similar Manchester & Liverpool performing to a similar level to South & East Yorkshire, better than Lancashire & Cumbria but not as well as either Tyne, Tees & Wear or West & North Yorkshire.

Table 4-2: Operator/ Sub-Operator PPM MAA for Period 3 2014/15

Year	Period	Northern Rail	Manchester & Liverpool	Lancashire & Cumbria	South & East Yorkshire	Tyne, Tees & Wear	West & North Yorkshire
2014/14	3	91.0%	90.2%	87.5%	90.2%	92.9%	92.9%

4.21. **Table 4-3** below shows that Northern Rail compares well as an operator at a national level and that punctuality and reliability across the rail network has improved since 2006/07.

Table 4-3: National Railways: PPM, annual from 2006/07

National railways: Public Performance Measure, annual from 2006/07

Percentage

Public Performance Measure (PPM)	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13
Long distance operators	84.9%	86.2%	87.3%	88.8%	87.8%	89.2%	87.1%
London and South East operators	88.8%	90.6%	91.0%	91.4%	91.0%	91.7%	91.0%
Regional operators	87.6%	89.6%	90.6%	92.0%	91.1%	92.0%	91.6%
All franchised operators	88.1%	89.9%	90.6%	91.4%	90.8%	91.6%	90.9%

Source: DfT dataset Table RAI0105 (last published December 2013)

Public Transport Accessibility to Key Destinations

4.22. Analysis has been undertaken using the accessibility planning software tool *Accession* to understand the public transport journey times to key destinations in the A6 corridor.

- Public transport access to Manchester city centre during the weekday morning peak;
- Public transport access to Stockport town centre during the weekday morning peak;
- Public transport access to Stepping Hill Hospital during the weekday morning peak; and
- Public transport access to Manchester Airport during the weekday morning peak.

4.23. *Accession* uses up-to-date public transport data (including bus, rail and metro) to calculate the overall level of accessibility by public transport, including walk times to and from the stops and wait times if interchanges are required. The model also has capabilities to understand the catchment area for walking and cycling to and from sites, based on actual walking and cycling routes, rather than an 'as the crow flies' approach, therefore offering realistic catchments.

4.24. With limited opportunities for interchange between bus and rail services given the frequency of bus services beyond Hazel Grove, assessments of journey times have been undertaken for bus and rail modes independently. Therefore no interchange between modes has been assumed by the *Accession* modelling. However, interchange between bus services is possible, and a maximum walk distance of 400m between bus stops has been assumed in the analysis.

4.25. The Institution of Highways and Transportation (IHT) document '*Guidelines for Planning for Public Transport in Development*' refers to research showing that people are prepared to walk up to five-minutes (or 400 metres) to the nearest bus stop as part of their journey, with a similar maximum walk at the other end. The IHT document goes on to highlight that the difference between rail and bus served development is that people are willing to walk twice as far (10 minutes or 800 metres) to a rail station than a bus stop. For the purpose of this study a higher value of 600m to the nearest bus stop and 1200m to the nearest rail station has been assumed for journeys from home on account of the rural nature of much of the study area.

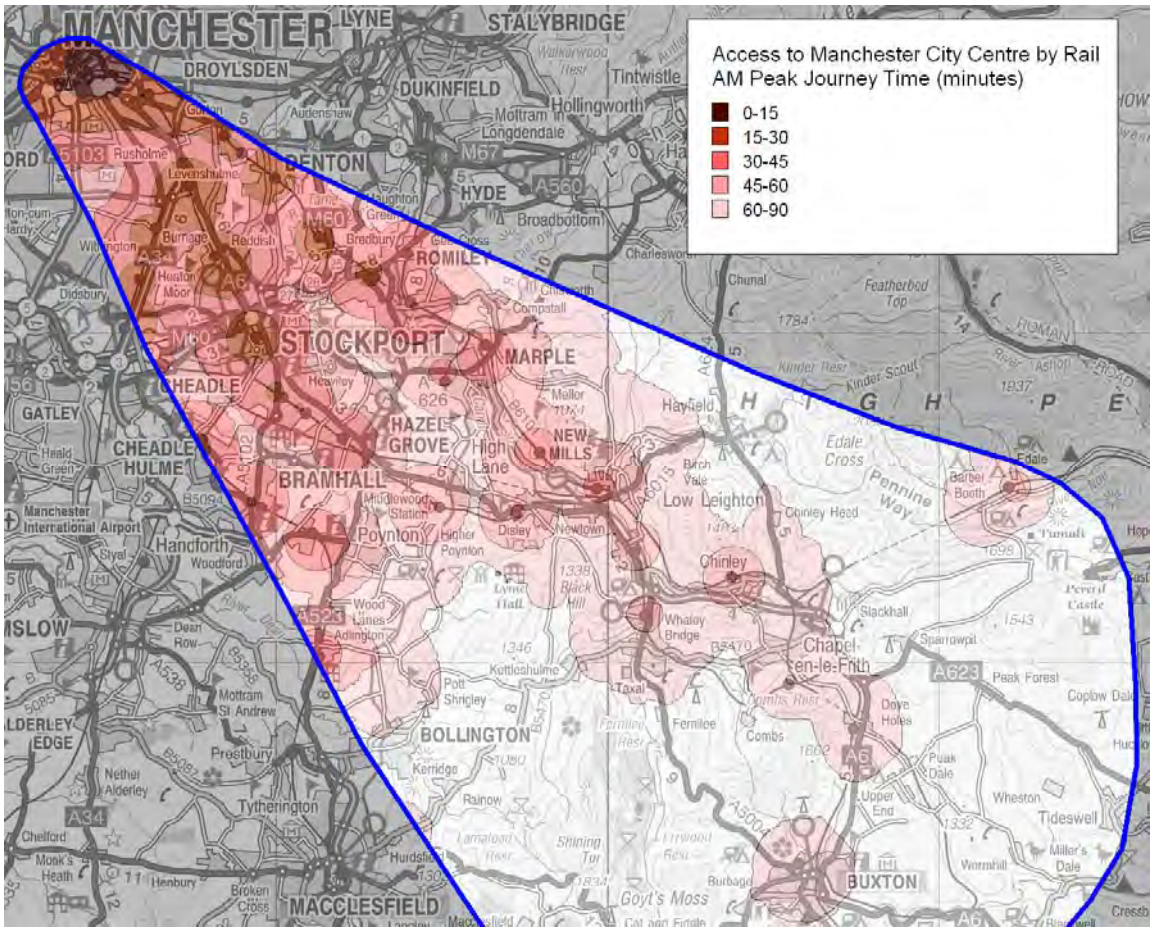
4.26. **Figure 4-5** presents the walking catchments (based on 250m, 500m, 1000m and 1500m distance isochrones) for selected rail stations in the A6 corridor.

Figure 4-5: Walking Catchments for Selected Rail Stations

Access to Manchester City Centre

4.27. **Figure 4-6** shows accessibility levels to Manchester city centre by rail services in the morning peak period (07:00-09:00).

Figure 4-6: Morning Peak Access to Manchester City Centre by Rail

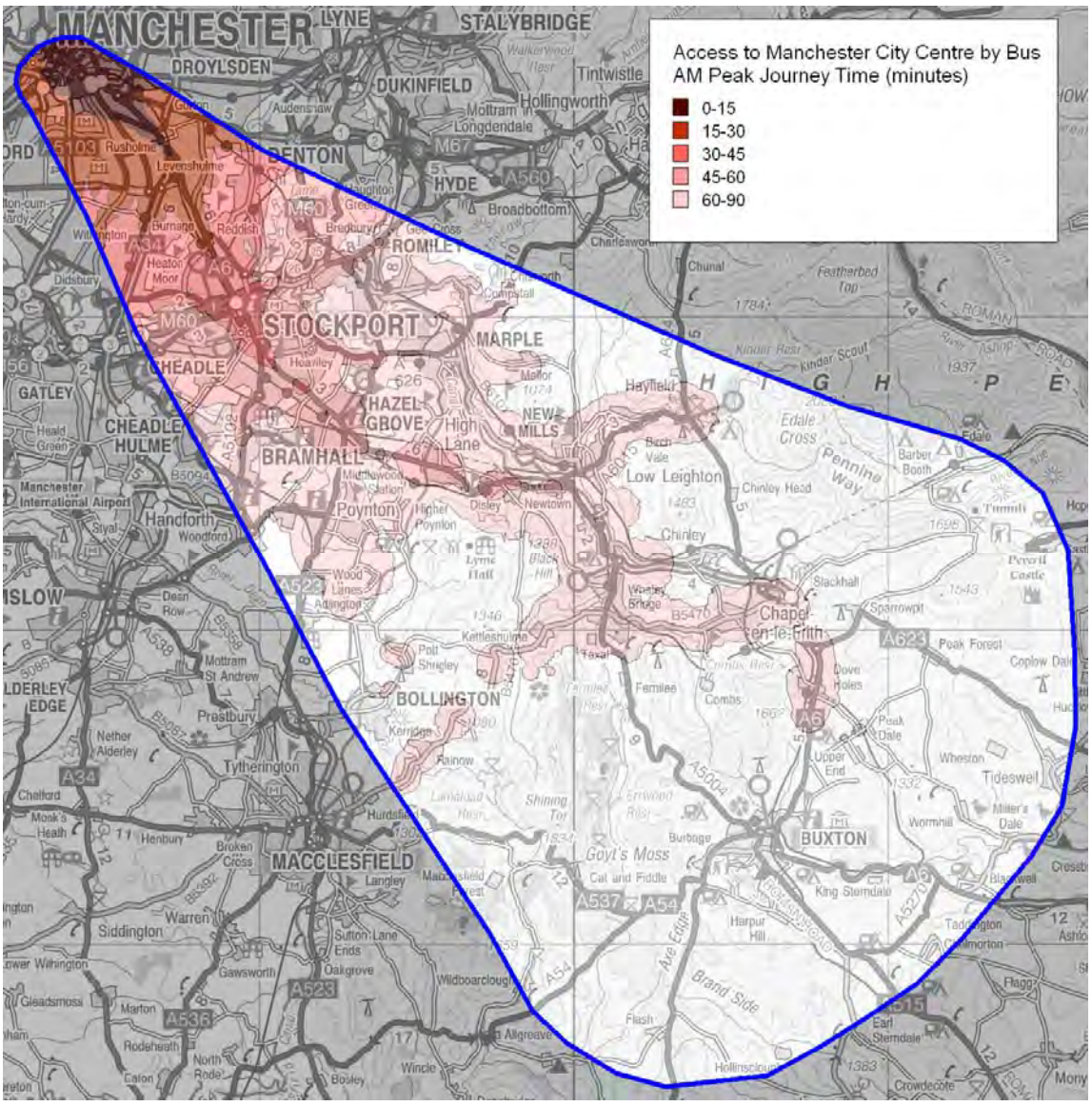


4.28. **Figure 4-6** shows concentrations of accessibility around rail stations within the study area. Journey times from Stockport and stations to the north are between 15 and 30 minutes (including walking distances to the origin station and a short walk into the city centre from Manchester Piccadilly).

4.29. Beyond Stockport accessibility levels decrease, with journey times (including walking and wait times) from New Mills Central of up to 45 minutes, and journeys from New Mills Newtown of up to 60 minutes. The majority of the built-up area of Buxton is within a 90 minute journey time of Manchester city centre.

4.30. **Figure 4-7** shows accessibility levels to Manchester city centre by bus services in the morning peak period (07:00-09:00).

Figure 4-7: Morning Peak Access to Manchester City Centre by Bus

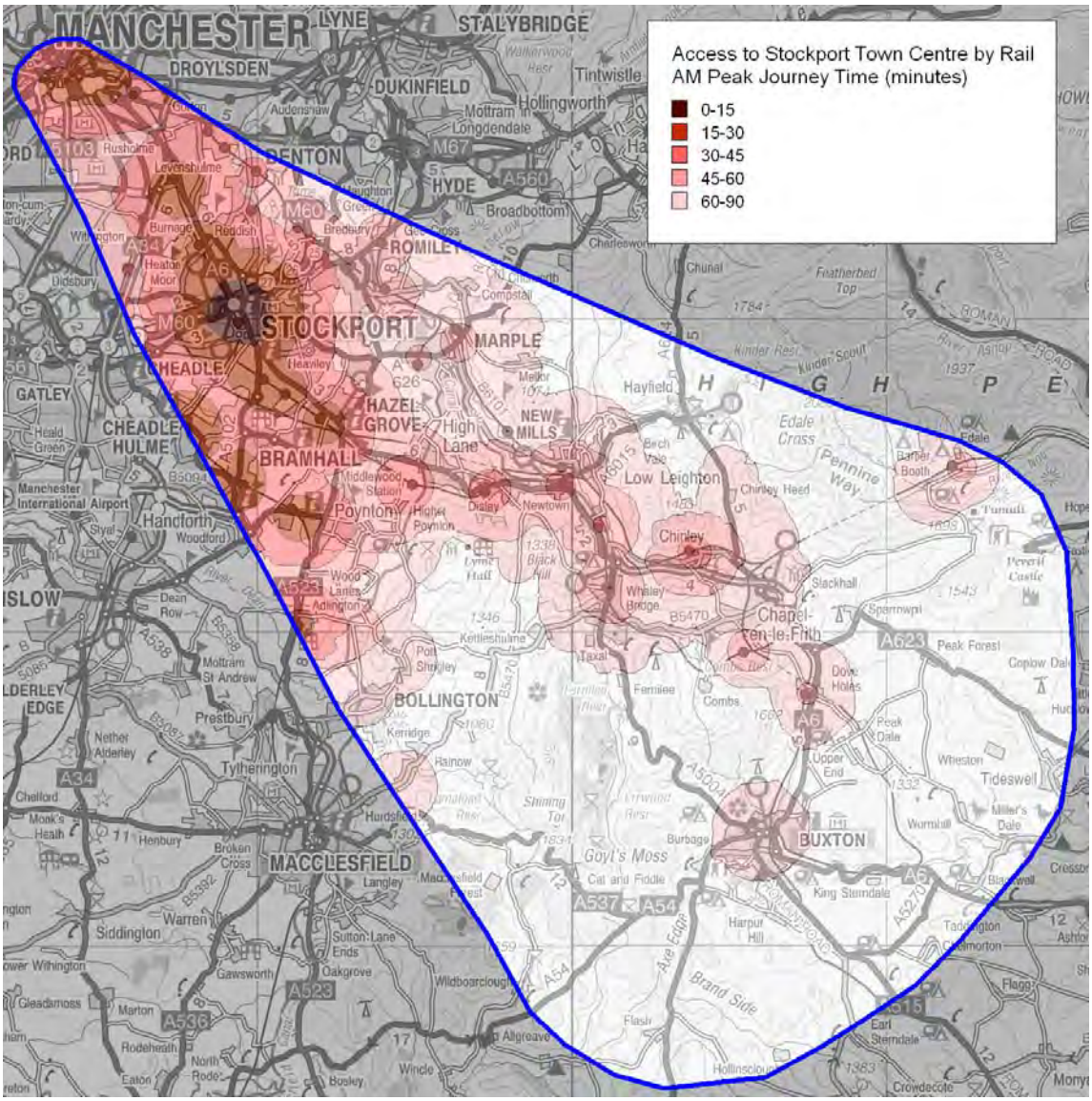


4.31. **Figure 4-7** shows that accessibility levels for bus journeys extend along the A6 but quickly drop off away from this arterial route. Journey times of 30-45 minutes are possible from much of Stockport, whilst journeys of less than 60 minutes are possible from the wider area including Hazel Grove and isolated pockets of High Lane and Disley. Beyond these areas, and particularly the extent of the 192 bus service in Hazel Grove, accessibility levels quickly reduce, with long journeys of well over an hour.

Access to Stockport Town Centre

4.32. **Figure 4-8** shows accessibility levels to Stockport town centre (represented by a location on the A6 close to the Merseyway shopping centre and bus station) by rail services in the morning peak period (07:00-09:00).

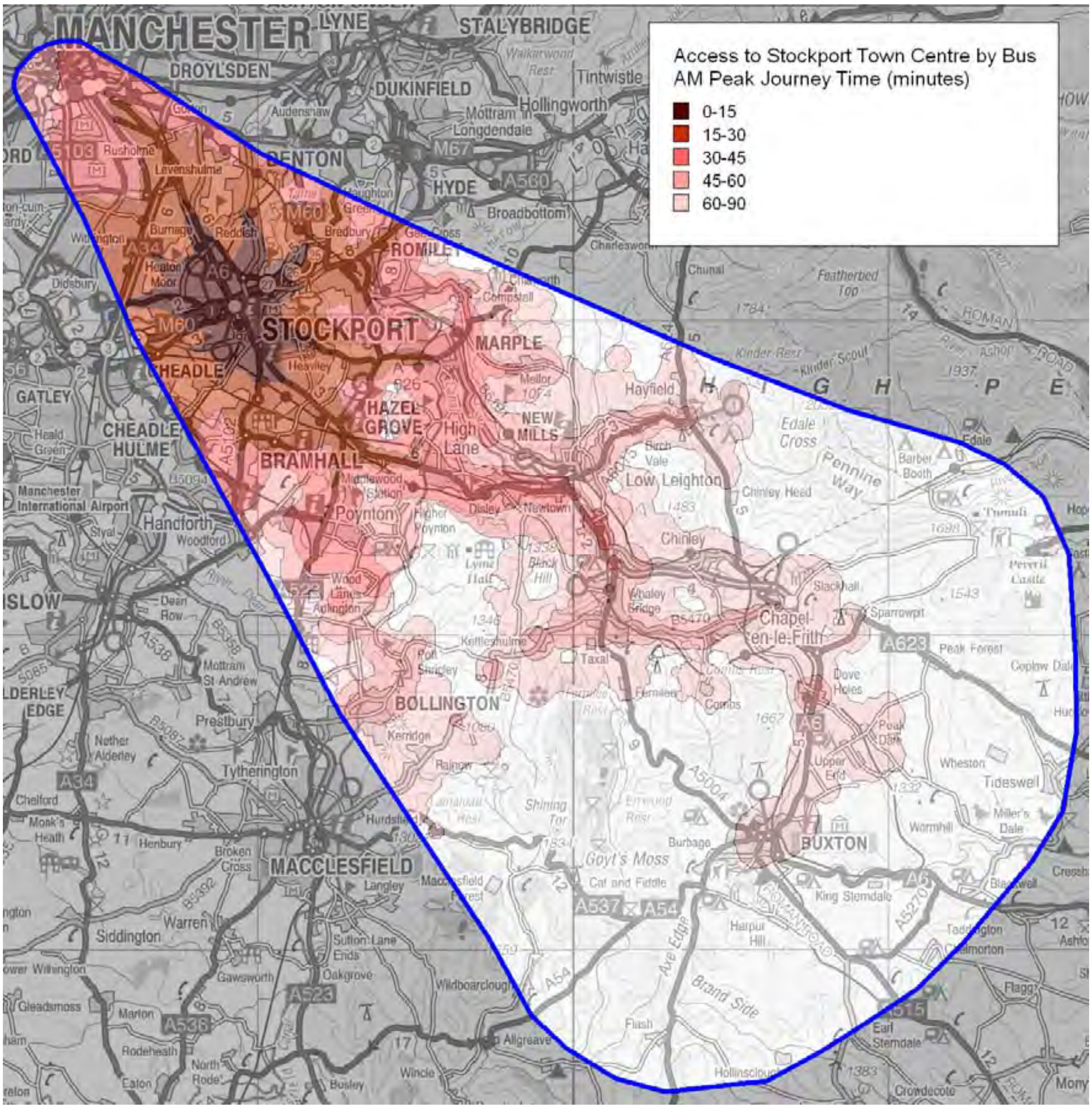
Figure 4-8: Morning Peak Access to Stockport Town Centre by Rail



4.33. **Figure 4-8** shows pockets of accessibility focussed on rail stations along the Buxton and Hope Valley rail lines.

4.34. **Figure 4-9** shows accessibility levels to Stockport town centre by bus services in the morning peak period (07:00-09:00).

Figure 4-9: Morning Peak Access to Stockport Town Centre by Bus



4.35. The vast majority of residential areas within the A6 corridor are within a 90 minute journey by bus from Stockport town centre. However, journey times of under 30 minutes are only possible from areas to the north-west of High Lane and away from the main arterial route journey times quickly increase.

Access to Stepping Hill Hospital

4.36. Stepping Hill Hospital is located on the A6, south of Stockport town centre and is Stockport NHS Foundation Trust's main hospital, which looks after a population of approximately 350,000 people. The Trust provides acute hospital care for children and adults predominantly across Stockport and the High Peak area of Derbyshire.

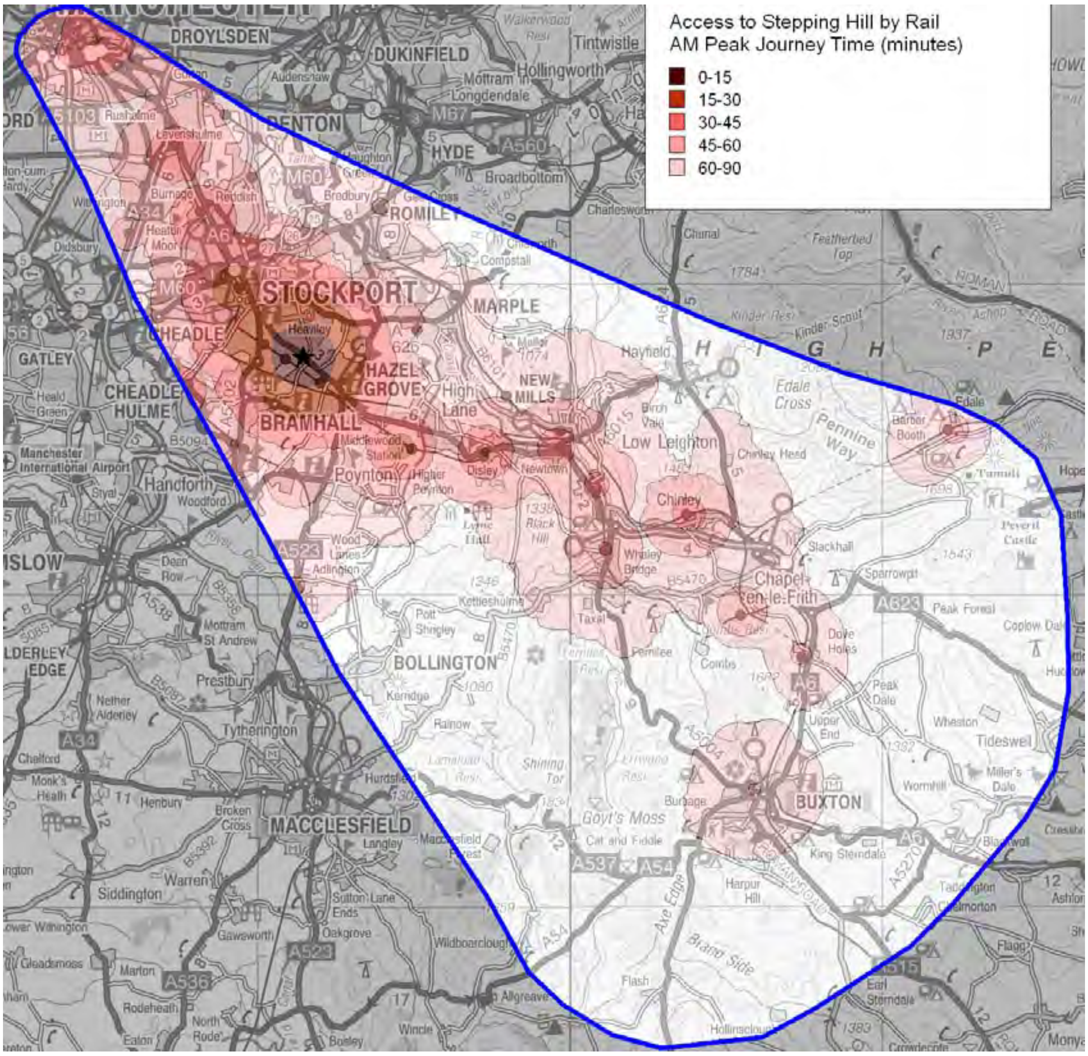
4.37. There is a frequent bus service which brings you into the hospital grounds from all surrounding areas. There are also reliable local train services available. The closest stations are Woodsmoor (5 minutes walk) and Hazel Grove (10 minutes walk). A selection[11] of public transport services most relevant to this study are shown in **Figure 4-10** overleaf.

[11] Full list Stepping Hill Hospital public transport services: http://www.tfgm.com/Corporate/Documents/HospitalLeaflets/Stepping-Hill-Hospital.pdf

Figure 4-10: Selected Public Transport Services to Stepping Hill Hospital

4.38. **Figure 4-11** shows accessibility levels to Stepping Hill Hospital by rail services in the morning peak period (07:00-09:00).

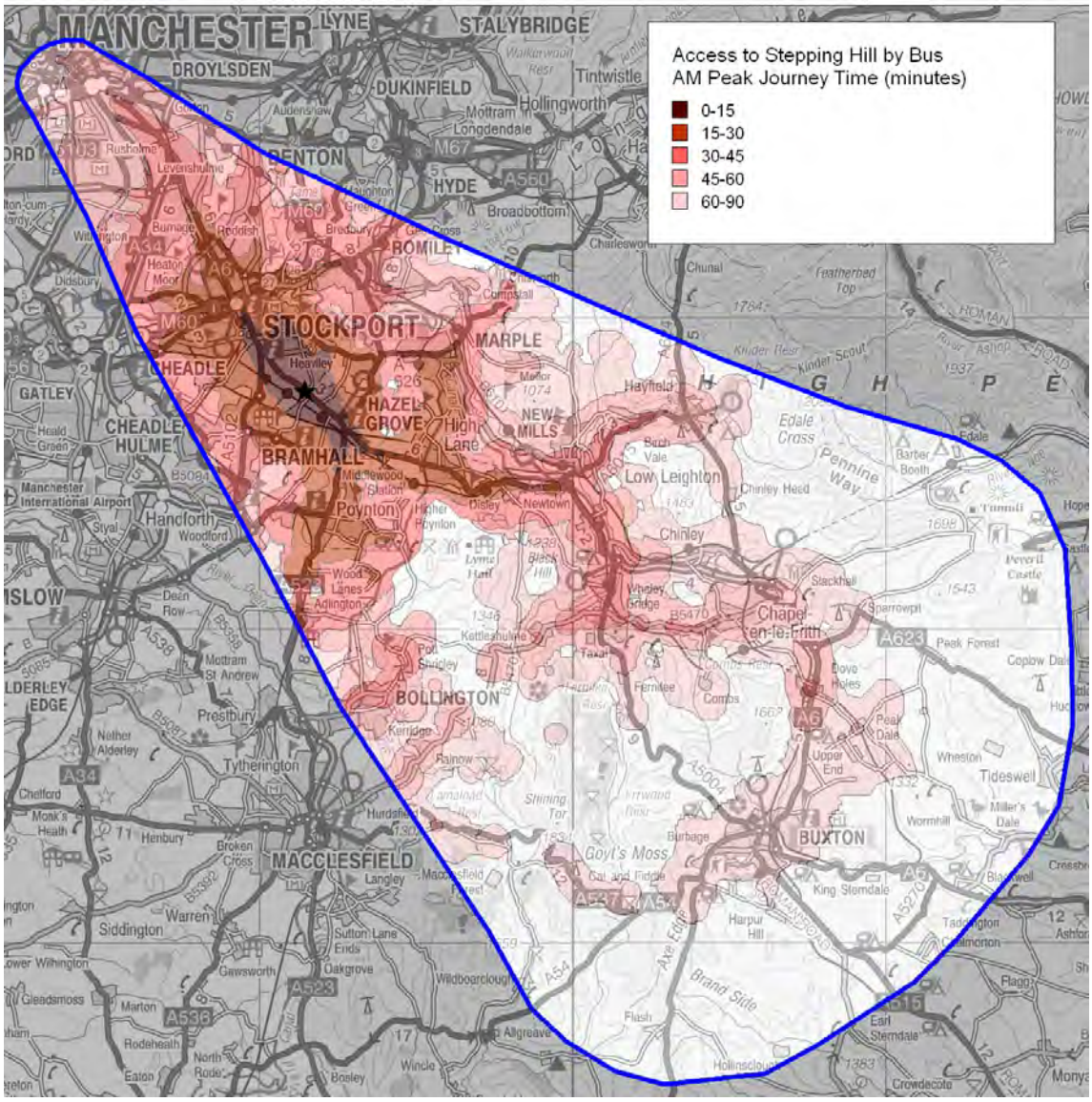
Figure 4-11: Morning Peak Access to Stepping Hill Hospital by Rail



4.39. **Figure 4-11** shows pockets of accessibility to Stepping Hill around rail stations but journey times of over 45 minutes from all stations beyond Chinley. Journey times of less than 30 minutes are only possible from stations between and including Stockport and Disley.

4.40. **Figure 4-12** shows accessibility levels to Stepping Hill Hospital by bus services in the morning peak period (07:00-09:00).

Figure 4-12: Morning Peak Access to Stepping Hill Hospital by Bus



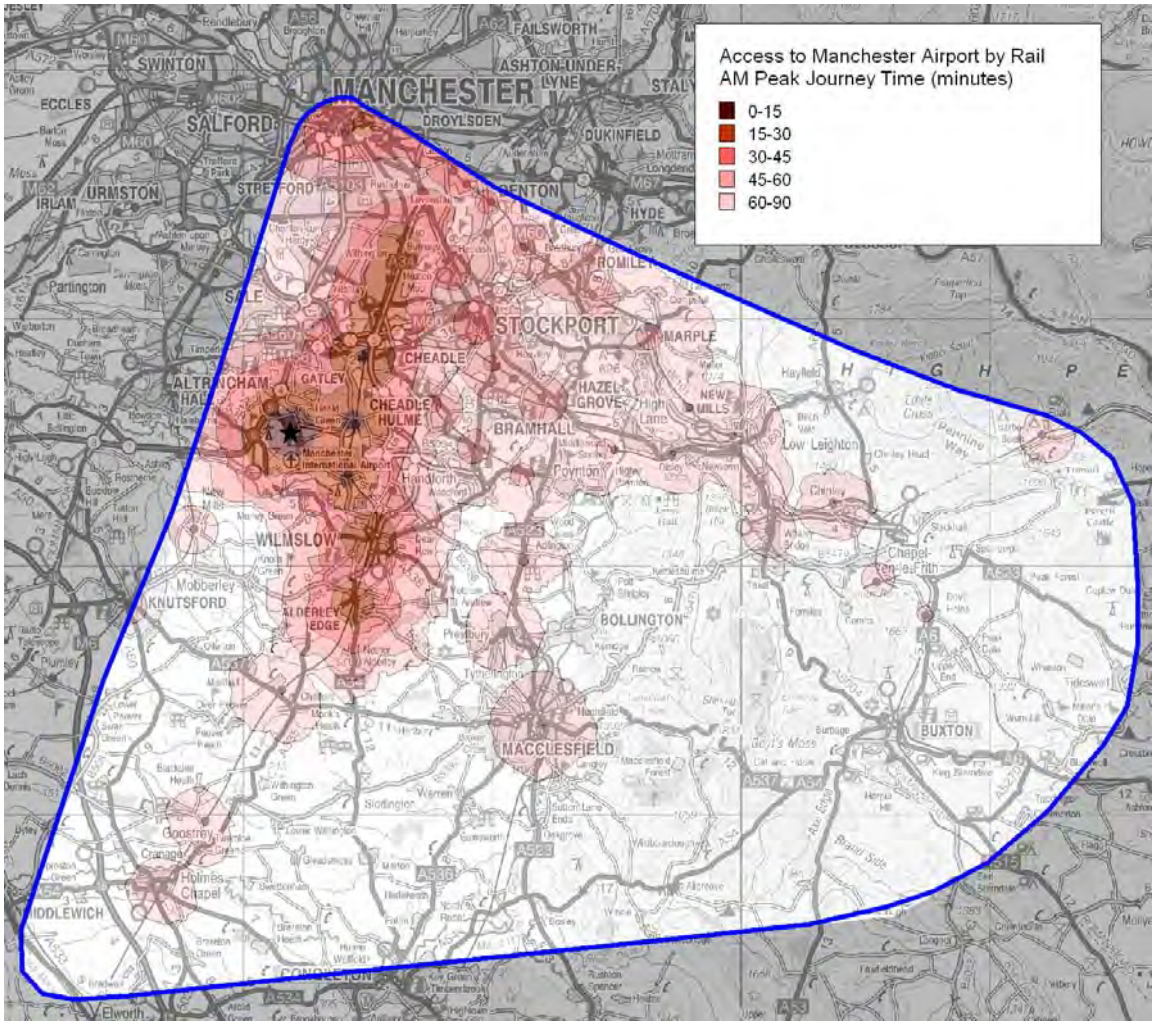
4.41. **Figure 4-12** demonstrates the good accessibility to Stepping Hill Hospital delivered by bus services from Stockport, Poynton and Disley, with journey times of under 30 minutes. Beyond Disley and Newtown, journey times progressively increase with journey times from Buxton in excess of 60 minutes by bus.

Access to Manchester Airport

4.42. More than 22 million passengers pass through Manchester Airport every year and forecasts suggest this could rise to 50 million by 2030. Manchester Airport directly employs more than 19,000 people and supports more than 42,500 jobs across the North West. The proposed Airport City development will further increase employment opportunities at Manchester Airport. Access to the Airport for tourism and employment is clearly important to residents of the A6 Corridor. Access to Manchester Airport is still dominated by the car with 61% of passengers being either picked-up or dropped-off by private car or taxis. In contrast, only 10% of passengers (and 15% of staff) use public transport.

4.43. **Figure 4-13** shows accessibility levels to Manchester Airport by rail services in the morning peak period (07:00-09:00).

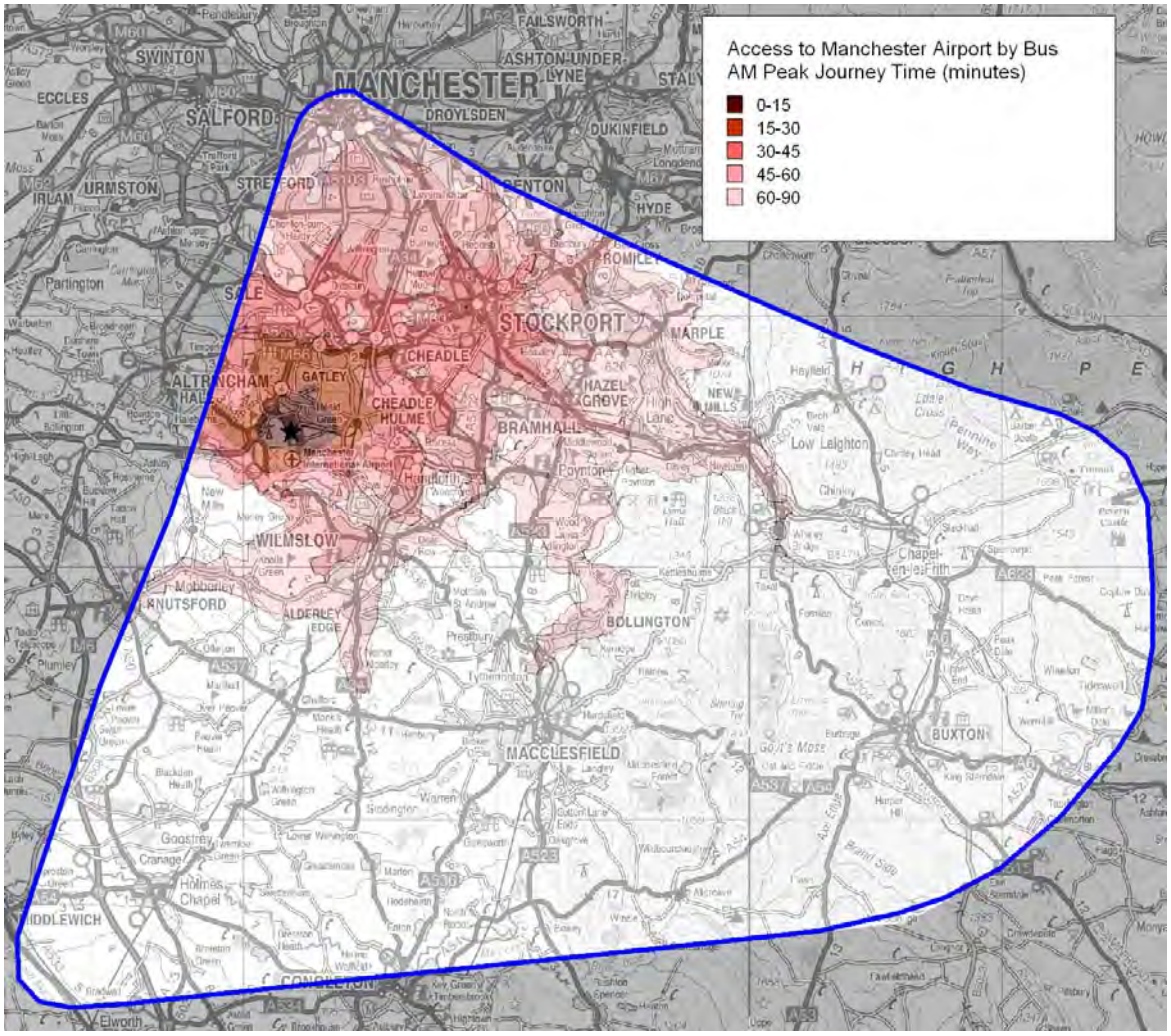
Figure 4-13: Morning Peak Access to Manchester Airport by Rail



4.44. **Figure 4-13** shows that accessibility to Manchester Airport is greatest from stations within south Manchester and towns and villages within north Cheshire such as Wilmslow and Alderley Edge. Access to Manchester Airport from the A6 corridor is comparatively poor due to the absence of direct rail services and the need to change trains at Manchester Piccadilly. As a consequence journey times exceed 60 minutes for the vast majority of the corridor.

4.45. **Figure 4-14** shows accessibility levels to Manchester Airport by bus services in the morning peak period (07:00-09:00).

Figure 4-14: Morning Peak Access to Manchester Airport by Bus



4.46. **Figure 4-14** shows that accessibility to Manchester Airport by bus is very limited from the A6 corridor with journey times exceeding 60 minutes beyond Hazel Grove.

4.47. Skyline 199 operates a half hourly service between Buxton and Manchester Airport via Stockport Bus Station. The timetabled journey time from Disley (Ram's Head) to Manchester Airport is 53 minutes.

4.48. The A6MARR will open up the prospect of amended or new bus services along the corridor and provision for an improved direct route between Manchester Airport and the A6 corridor resulting in substantially reduced journey times and improved accessibility by bus.

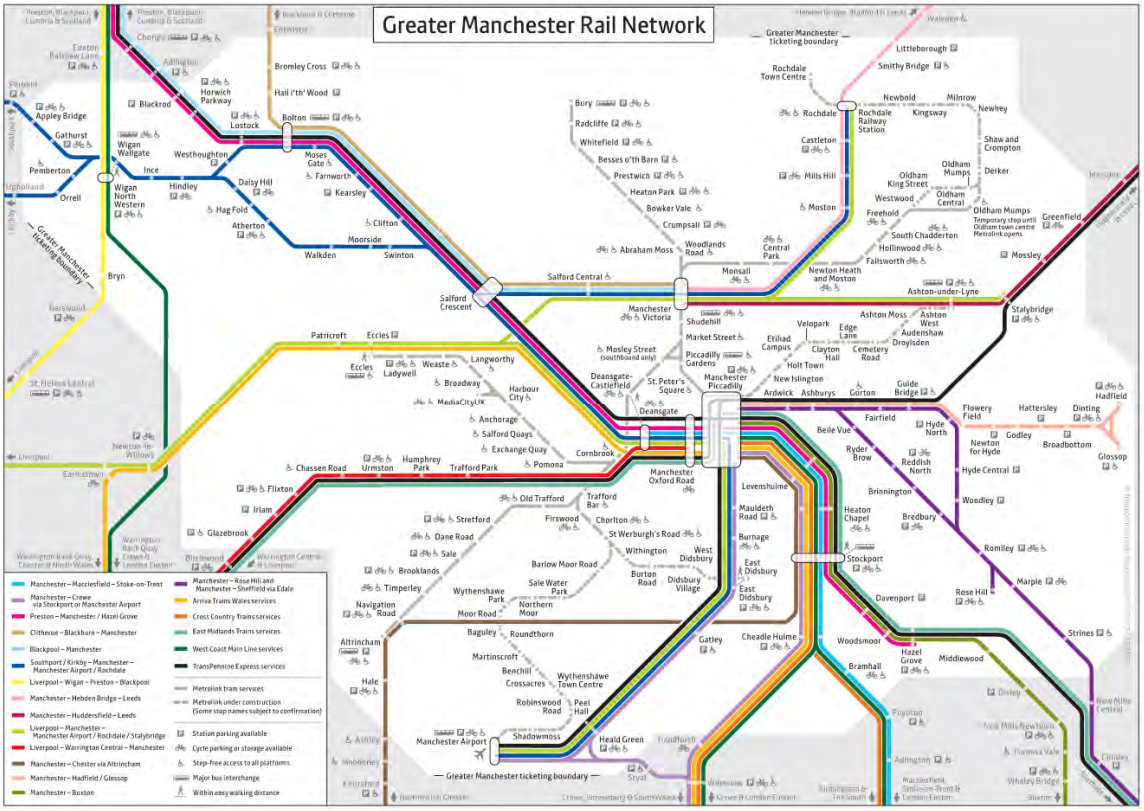
4.49. Potential new bus services, supported by passenger and employment growth at Manchester Airport, could include the following:

- Stockport town centre to Manchester Airport (via Hazel Grove and Bramhall), for example, through changes to the existing service patterns of the 199 bus service or a new service with interchange facilities at the proposed circa 433 space bus-based park-and-ride site at A6 Rising Sun, Hazel Grove which is scheduled to open in 2014; and
- Macclesfield to Manchester Airport.

Cross-Boundary Travel

4.50. There are currently fare anomalies for medium distance cross-boundary travel – i.e. differential fare structure between the PTE and surrounding areas where fares are set by the operator. The GM Rail Network and fare boundary is shown in **Figure 4-15** below.

Figure 4-15: Greater Manchester Rail Network and Fare Boundary



4.51. **Table 4-4** summarise the difference in rail fare for journeys into central Manchester on the Buxton and Hope Valley lines. All services are operated by Northern Rail and season ticket values have been taken from Northern Rail's website.

Table 4-4: Rail Fares (at 2013 prices) to Manchester Piccadilly by Origin Station

Station	Peak Return	Weekly	Annual
Davenport	£5.60	£20.90	£836.00
Woodsmoor	£5.60	£20.90	£836.00
Hazel Grove	£6.10	£24.20	£870.00*
Middlewood	£7.60	£26.80	£870.00*
Disley	£9.30	£27.10*	£870.00*
New Mills Newtown	£9.30	£27.10*	£870.00*
Furness Vale	£11.70	£47.30	£1,892.00
Whaley Bridge	£13.20	£53.00	£2,120.00
Chapel-en-le-Frith	£14.70	£65.00	£2,600.00
Dove Holes	£15.40	£67.30	£2,692.00
Buxton	£15.40	£67.30	£2,692.00
New Mills Central	£9.50	£27.10*	£870.00*
Chinley	£10.50	£36.10	£1,444.00

* Traincard is a rail season ticket providing unlimited travel by train (and Metrolink trams) anywhere in Greater Manchester for £27.10 (weekly), £92.00 (monthly) and £870.00 (annual), and is allows travel to and from Disley, New Mills Newtown and New Mills Central.

4.52. These cross boundary fare anomalies can give rise to 'rail-heading' by commuters i.e. the practice of travelling further than necessary to reach a rail service, typically by car, to take advantage of discounted fares that are not available at their local station and higher frequency services, notably Hazel Grove. This option is made more attractive by TfGM's free parking policy.

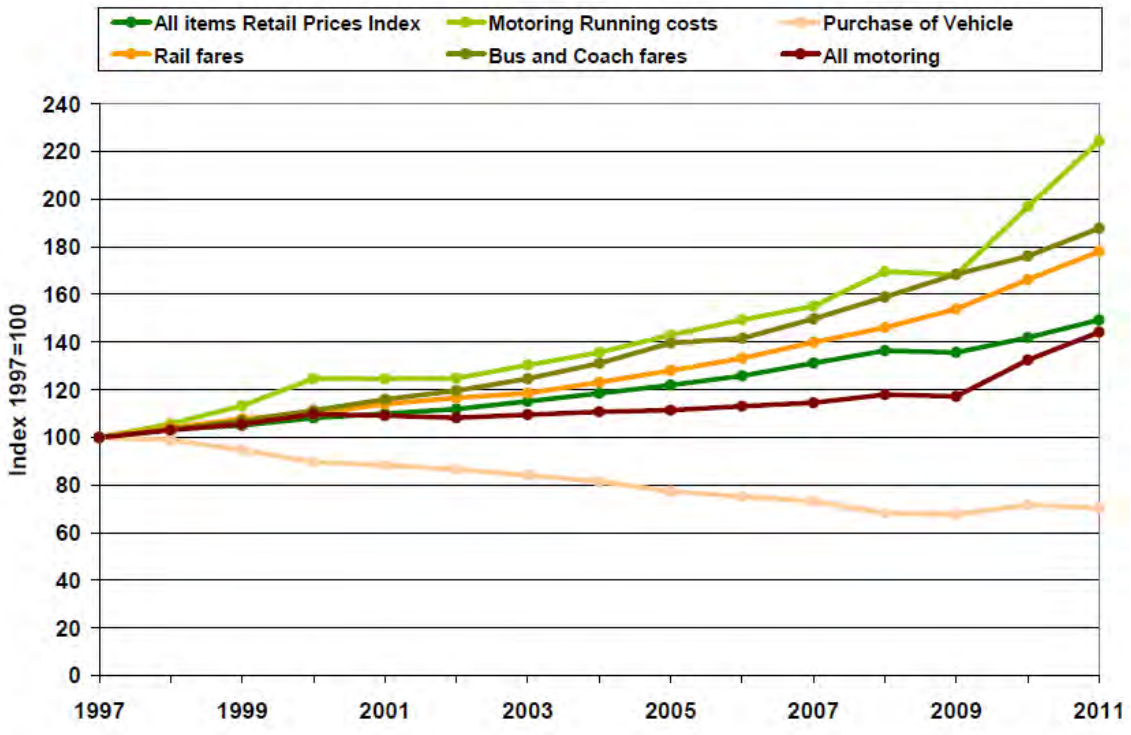
4.53. Hazel Grove station has a large station car park which is attracting an increasing number of passengers wishing to avoid the high levels of traffic congestion along the A6 through to Stockport and beyond to Manchester city centre. The car park is regularly full by 10am which forces people to use local roads for parking and thereby constraining growth in passenger numbers. The improvement of rail-based park-and-ride facilities at Hazel Grove remains a priority for TfGM.

4.54. To set these fare 'anomalies' in the wider GM context **Figure 4-17** presents the weighted average fare for trips from each station compared to the overall GM TTWA average 'trend line'. This shows how much the current fare differs to a distance based fare.

Affordability

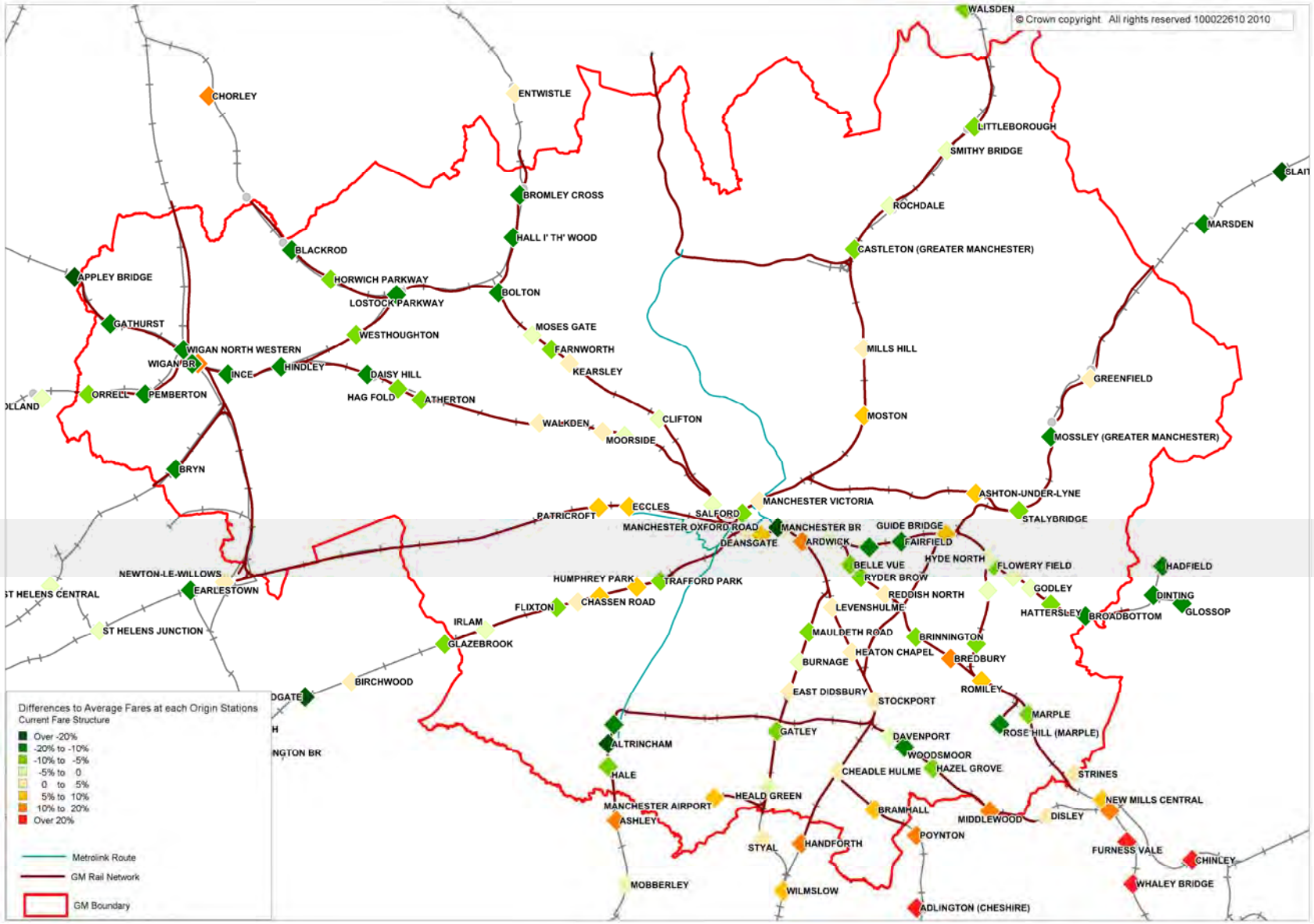
4.55. As show in **Figure 4-16** below, the overall cost of motoring (including purchase, petrol & oil and tax & insurance) has risen more slowly than the increase in the cost of living as measured by the all items Retail Prices Index (RPI), although the gap has closed in 2011. However when the purchase of vehicle is removed, motoring running costs have risen faster than the RPI. In contrast public transport fares have risen significantly faster than the RPI.

Figure 4-16: Changes in the cost of living and in the cost of transport: 1997 to 2011



Source: Transport Statistics Great Britain 2012 (Web tables TSGB0122, TSGB0123)

Figure 4-17: Change in Standard Single Day Fares (Compared to Average) by Geographic Location



5. Demand for Rail Services within the A6 Corridor

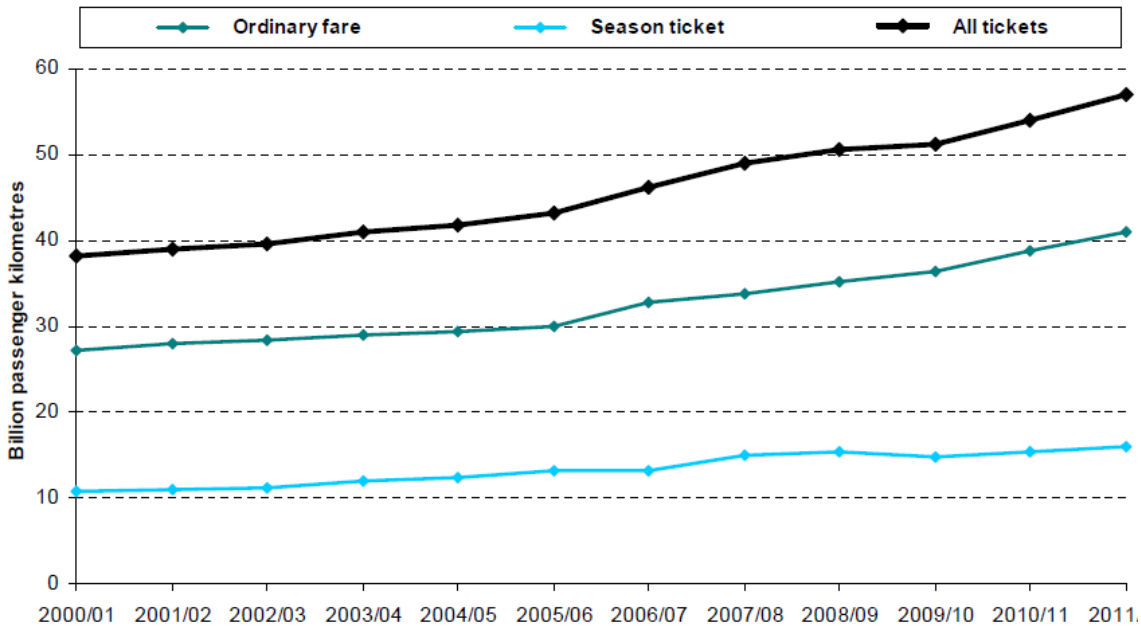
5.1. This Chapter presents analysis of the demand for rail services within the A6 corridor.

National Context

5.2. Since privatisation (1994/95), the number of journeys made by national rail has doubled, from 0.7 billion to 1.5 billion in 2011/12 (52 per cent since 2001/02). During this period the number of journeys has risen every year apart from a slight drop between 2008/09 and 2009/10, which was likely a result of the recession. Between 2010/11 and 2011/12 the number of journeys rose again, by 7.8 per cent.

5.3. Passenger kilometres travelled by national rail follow a similar trend to passenger journeys, and have doubled since 1994/95, increasing from 28.7 billion to 57.3 billion passenger kilometres in 2011/12.

Figure 5-1: Passenger kilometres on national railways, by ticket type from 2000/01



Source: Transport Statistics Great Britain 2012 (Table RAI0103)

Rail Demand in the A6 Corridor

5.4. The rail network in the A6 corridor study area has a substantial commuter/ leisure market for rail services into the centre of Manchester. A broad indication[12] of the station catchments area for the Buxton and Hope Valley lines are presented in **Figures 5-1** and **5-2**.

[12] Based on Buxton and Hope Valley Passenger Surveys carried out by Derbyshire County Council in Spring 2011.

Figure 5-2: Buxton Line Station Passenger Catchments

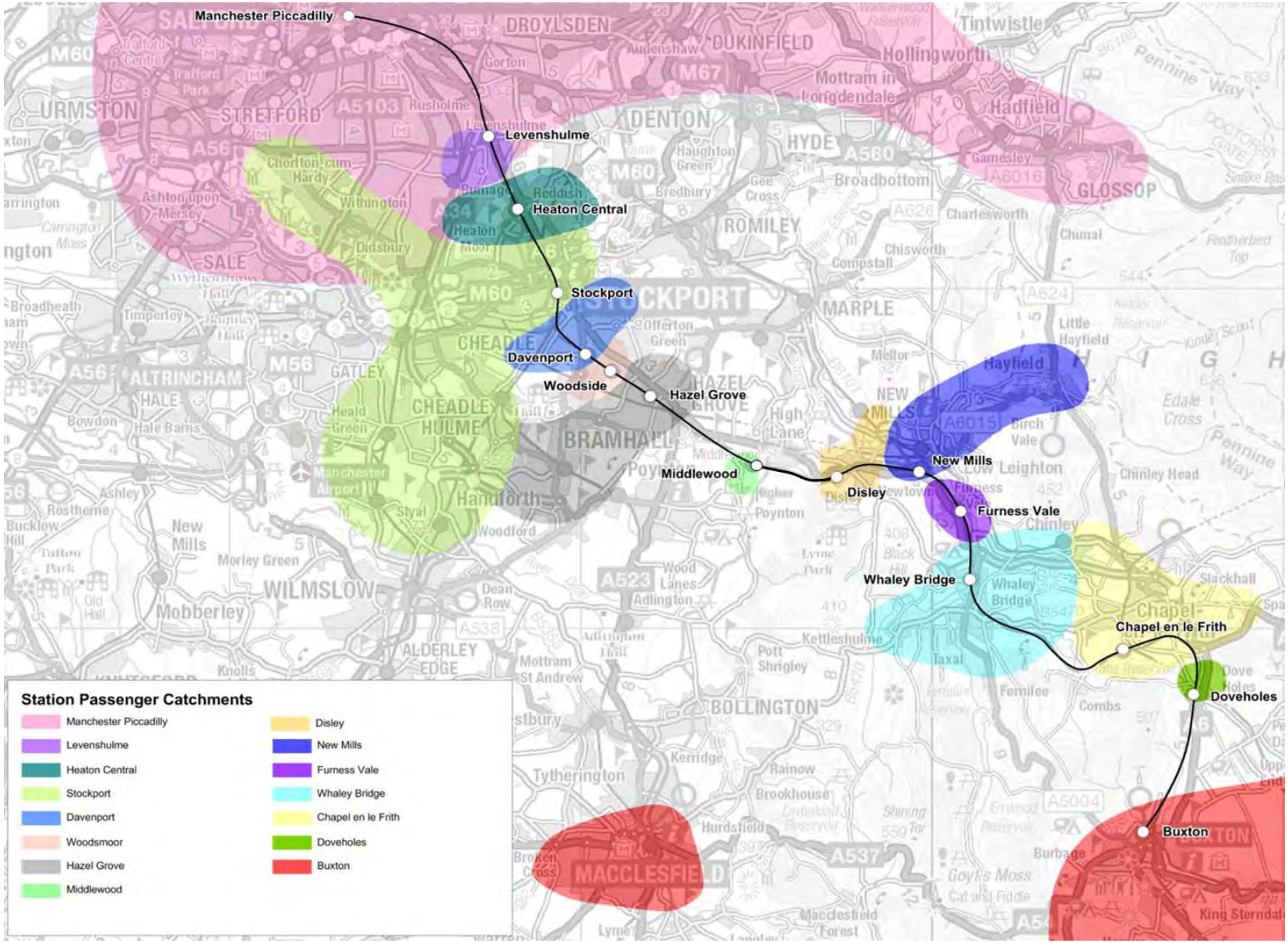
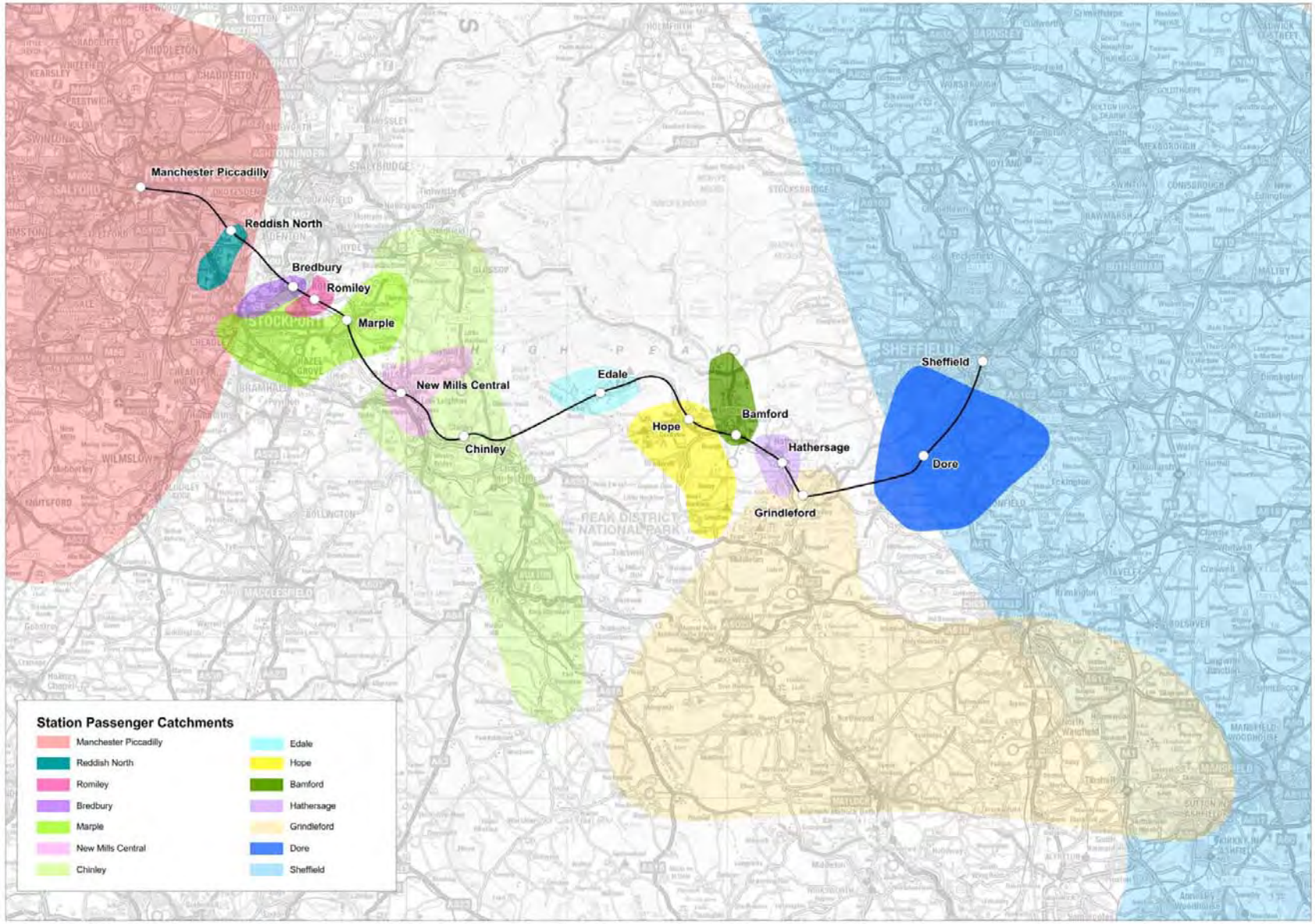


Figure 5-3: Hope Valley Line Station Passenger Catchments



5.5. The rail network carries over 20 million rail journeys per annum in Greater Manchester, with strong growth evident over recent years. Rail services operate to a standard hourly pattern of passenger services, with an hourly pattern of freight paths (not all of which are used). The peak period service varies by location/corridor. Some routes provide the same level of service but with longer trains, some provide the off peak level of service with an overlay of additional services, and some have a completely different pattern of services.

5.6. Office of Rail Regulation annual station usage figures for stations on the Buxton and Hope Valley lines are presented in **Table 5-1**.

Table 5-1: Annual Station Usage 2004 - 2013

	Annual Entries and Exits								
Station	**2004/05**	**2005/06**	**2006/07**	**2007/08**	**2008/09**	**2009/10**	**2010/11**	**2011/12**	**2012/13**
Stockport	1,608,240	2,011,910	2.237,758	2,439,503	2,824,472	2,933,346	3,138,634	3,328,828	3,367,276
Hazel Grove	275,686	324,956	363,517	380,597	534,974	526,680	574,162	610,234	624,564
Buxton	225,066	260,931	263,772	283,681	301,320	301,432	308,856	298,328	289,182
Davenport	116,551	145,847	155,084	183,465	208,580	202,128	210,880	216,366	**242,676**
New Mills Newtown	104,039	118,012	113,928	123,365	190,402	180,210	190,478	199,118	215,972
Woodsmoor	84,061	98,185	105,182	113,923	142,858	148,902	173,702	179,208	187,182
New Mills Central	81,551	77,644	81,078	83,717	133,004	140,558	146,018	156,248	**213,648**
Disley	45,507	55,509	61,605	68,437	115,552	113,256	123,608	135,448	**176,258**
Chinley	68,169	67,213	75,127	75,885	86,002	91,434	100,458	103,154	104,764
Whaley Bridge	78,496	88,733	84,971	92,706	89,476	87,214	92,650	94,844	**110,822**
Chapel-en-le-Frith	35,154	39,032	40,691	49,172	48,148	45,532	44,630	44,026	43,170
Middlewood	9,414	10,462	13,898	17,134	21,770	19,028	19,304	19,862	**27,572**
Furness Vale	11,969	13,946	12,978	14,982	16,372	16,946	18,384	20,302	20,736
Dove Holes	5,110	5,794	6,232	5,517	5,866	5,246	5,446	6,246	5,874

5.7. Demand on routes on south Manchester corridors, particularly those passing through Stockport were affected by the West Coast Route Modernisation Programme which eventually led to major timetable changes in December 2008.

5.8. Services on the Buxton line were changed in 2008 to improve reliability. This resulted in through trains between Buxton and Blackpool being split into Buxton to Manchester Piccadilly, and Manchester Victoria to Blackpool North services. To retain the cross-city links, a Hazel Grove to Preston service was introduced and resulted in an overall increase of one service in the morning peak.

5.9. **Table 5-2** shows a large increase in demand from 2008 which coincides with the launch of the new timetable. It is also the first year that journeys made on GMPTE rail tickets are included in the data. ORR report that the step change increases between 2011/12 and 2012/13 at Davenport, Disley, Middlewood and New Mill Central stations are driven primarily by improvement of PTE infill, whilst station improvements were carried out at Whaley Bridge station during 2012.

Table 5-2: Station Usage Growth on 2004/05 Base

Station	Annual Entries and Exits								
	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13
Stockport	100	125	139	152	176	182	195	207	209
Hazel Grove	100	118	132	138	194	191	208	221	227
Buxton	100	116	117	126	134	134	137	133	128
Davenport	100	125	133	157	179	173	181	186	208
New Mills Newtown	100	113	110	119	183	173	183	191	208
Woodsmoor	100	117	125	136	170	177	207	213	223
New Mills Central	100	95	99	103	163	172	179	192	262
Disley	100	122	135	150	254	249	272	298	387
Chinley	100	99	110	111	126	134	147	151	154
Whaley Bridge	100	113	108	118	114	111	118	121	141
Chapel-en-le-Frith	100	111	116	140	137	130	127	125	123
Middlewood	100	111	148	182	231	202	205	211	293
Furness Vale	100	117	108	125	137	142	154	170	173
Dove Holes	100	113	122	108	115	103	107	122	115

5.10. However, with reference to **Table 5-3** demand during the morning peak did not increase after 2008 which suggests that the benefits were not felt by morning peak commuters.

Table 5-3: Inbound Boarders at Stockport Corridor Stations Peak (0730-0930)

Station	Annual Entries and Exits								
	2004	2005	2006	2007	2008	2009	2010	2011	2012
Davenport	129	147	154	179	180	152	132	141	152
Hazel Grove	388	407	482	515	480	461	475	366	430
Middlewood		1			3			6	
Stockport	533	621	558	602	655	743	747	745	768
Woodsmoor	81	92	102	123	129	107	132	123	133

Source: TfGM HFAS. The most recent report is HFAS REPORT 1731 Transport Statistics Stockport 2012 (December 2013).

5.11. There is evidence[13] of some decline in morning peak rail demand which is likely to be related to the recent recession and decline in economic activity that is being experienced. Inter-peak travel does not appear to have been affected in the same way. This may be due to some 'peak spreading' where people adjust their working hours to take advantage of off-peak travel prices. Crowding of services may also have an effect as people choose to adjust their working hours in order to travel on quieter trains. Also the relative increase in part-time working could lead to this increase in off-peak travel.

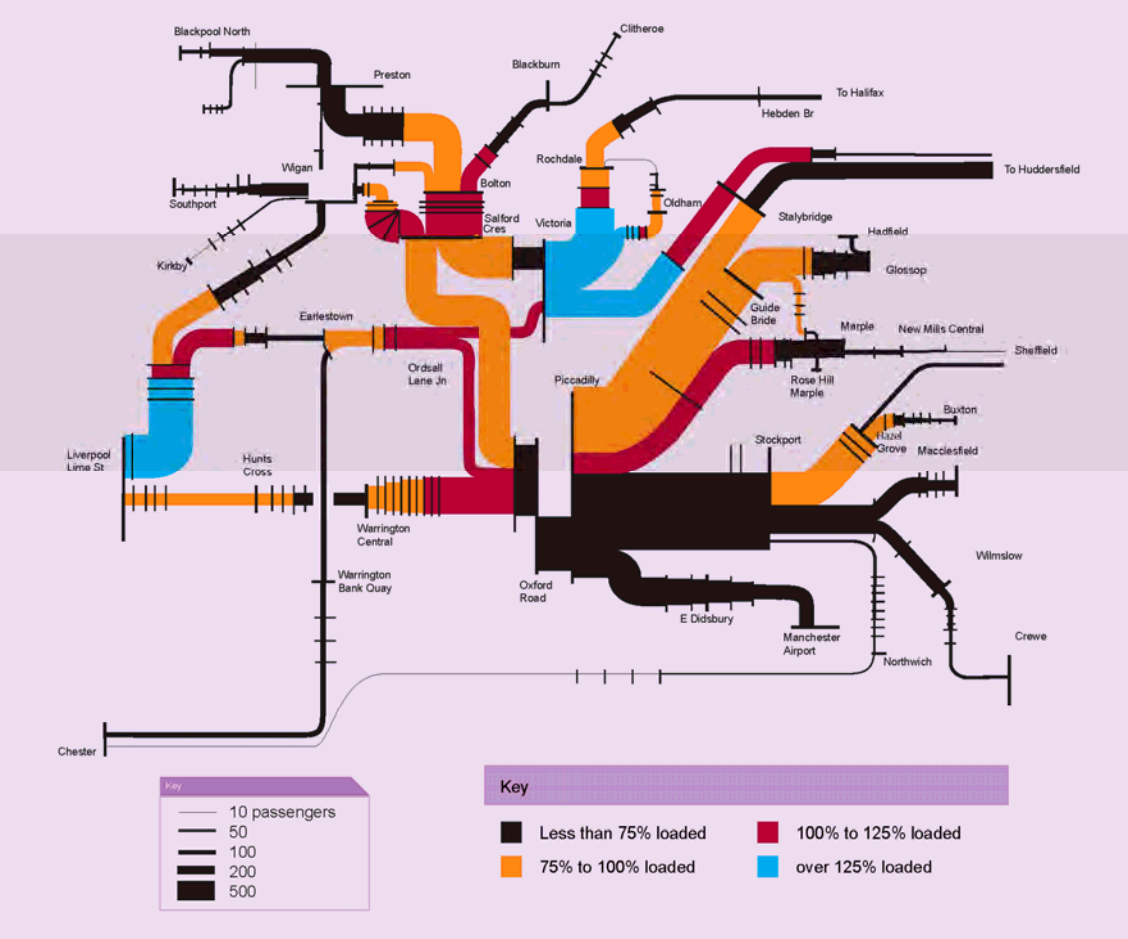
[13] South Manchester Rail Routes – Market Analysis (TfGM, November 2011)

5.12. Overcrowding[14] on services in Greater Manchester is a problem throughout the morning peak period. In 2009, TfGM estimated that the costs of overcrowding to the northern economy GVA[15] could be at least £0.5 billion.

5.13. As of December 2011, across all operators there were typically around 12 services arriving into the city centre during the one hour morning peak that were classified as being overcrowded. This figure rose to around 17 during the three hour peak, demonstrating the spread of demand for rail services in Greater Manchester into the shoulders of the traditional peak period.

5.14. **Figure 5-3** shows the passenger flows arriving at Manchester between 0800 and 0900, the width of the line representing the number of passengers on each corridor. The colour of each line indicates the average loading over the hour on each corridor. On this evidence in terms of loadings on the Buxton line it is not until Hazel Grove that train overcrowding is a problem.

Figure 5-4: Train Loadings



Source: Network Rail

[14] The definition of 'overcrowded' is a train where the load factor is in excess of the total (seating + standing) capacity for the train as detailed in franchise agreements.

[15] **Gross Value Added (GVA)** - An indicator of economic prosperity. It measures the contribution to the economy of each individual producer, industry or sector. It is based on the difference between the value of goods and services produced and the cost of raw materials and other inputs that are used in production.

Buxton Line Rail Passenger Survey (Spring 2011)

5.15. The Buxton Line Rail Passenger Survey was carried out by Derbyshire County Council in the Spring of 2011. The surveys were carried out by enumeration staff of the County Council, covering weekdays, Saturdays and Sundays.

5.16. **Tables 5-4** to **5-7** present details of the number of passenger boarder/ alighting between Buxton and Middlewood on a weekday and Saturday. The results show greater concentration in passenger demand in morning peak compared to the evening peak. In the morning peak passenger demand is greatest by some margin on the service departing Buxton at 07:24 (arriving Manchester Piccadilly at 08:25), followed by the 07:48 departing service (08:39 arriving), highlighting that commuters are more typically arrival constrained. The data also shows the importance of the Buxton line for leisure trips with high usage through much of the day on Saturdays.

5.17. **Table 5-8** presents data on both the mode of transport passengers use to get to the station and frequency of journey which indicate that:

- On average the majority (51%) of passengers walk to the station, with 16% of passengers being dropped off at the station, 13% of passengers using the station as a park-and-ride and just 6% of passengers using rail as part of a linked trip with bus. **Figures 5-4** and **5-5** present the distribution of passengers walking to the station and car passenger/ car driver trips for selected stations (on both the Buxton and Hope Valley Lines).
- The average value of 51% passengers walking to the station is typical for stations including; Buxton, Disley, Hazel Grove and New Mills Newton, whereas unsurprisingly Chapel-en-le-Frith has significantly fewer (32%) and Furness Value (97%) and Whaley Bridge significantly more.
- The majority of passengers (68%) can be considered to be infrequent users less than 1-4 days per week, although this is partially skewed by the spread of surveys across a weekday, Saturday and Sunday.
- Compared to the average value of 32% for frequent users (comprising 14% 5 or more days, and 18% 1-4 days per week), Disley (45%), Furness Vale (50%), Hazel Grove (38%), New Mills Newtown (48%) and Whaley Bridge (40%) have more strongly focussed commuter base journeys than other stations on the line.

5.18. **Table 5-9** provides a summary to the question "*If you could make one improvement of the train service your are on, what would it be?"* which provided the following key responses:

- Cheaper fares/ more understandable fare structure (average response by station of 29% [26% and 3%])
- Additional capacity (average response by station of 18%)
- Increased service frequency (average response by station of 14%)
- Improved quality of train service (improved carriages, improved toilet facilities on trains, improved cleanliness of train (average response by station of 25% [7%, 6%, and 12%])

Table 5-4: Buxton Line Survey (Boarding/ Alighting)

Weekday: Buxton to Manchester Piccadilly

Dep Buxton	Arr Man Picc	Buxton		Dove Holes		Chapel-en-le-Frith		Whaley Bridge		Furness Vale		New Mills Newtown		Disley		Middlewood		Train Loading
		Alight	Board	Alight	Board	Alight	Board	Alight	Board	Alight	Board	Alight	Board	Alight	Board	Alight	Board	
5.59	6.52	0	5			0	1	0	2	0	2	0	4	0	3			17
6.23	7.26	0	8	0	2	0	0	0	16	0	2	4	16	0	8	0	0	48
6.50	7.52	0	12	0	0	1	1	0	15	0	3	3	18	0	17	0	2	64
7.24	8.25	0	48	0	0	1	12	0	21	0	8	1	55	0	69	0	1	212
7.48	8.39	0	33			0	22	0	24	0	6	1	25	0	40			149
8.27	9.28	0	47	0	6	0	9	0	8	0	1	0	20	0	15	0	0	106
9.27	10.28	0	50	0	0	0	13	2	22	0	6	8	18	0	18	0	0	117
10.30	11.28	0	26			0	8	0	7	1	3	2	10	0	12			63
11.27	12.28	0	46	0	0	4	8	2	8	0	0	4	6	0	8	0	0	66
12.30	13.28	0	21			0	1	2	6	0	0	3	2	1	1			25
13.25	14.28	0	38	0	0	6	2	0	20	0	2	0	12	2	8	0	0	74
14.30	15.28	0	38			0	3	0	2	1	0	2	0	1	3			42
15.27	16.25	0	90	0	0	4	3	13	3	3	0	38	11	0	5	0	1	55
16.30	17.25	0	29			1	1	1	4	0	0	3	4	0	4			37
16.59	17.52	0	12			0	2	0	4	0	1	3	1	0	2			19
17.27	18.28	0	24	0	2	3	7	2	5	1	0	18	4	1	4	0	2	23
17.59	18.52	0	14			1	0	0	4	0	0	2	5	0	0			20
18.27	19.28	0	18	0	2	4	0	3	8	0	0	2	8	11	2	0	0	18
19.27	20.28	0	19	0	0	3	1	0	3	0	1	3	3	6	2	0	0	17
20.27	21.28	0	1	0	0	2	0	0	2	0	0	0	0	1	4	0	0	4
21.27	22.28	0	4	0	0	5	1	2	12	0	0	2	0	0	1	0	0	9
22.56	23.54	0	7	0	0	2	0	1	9	2	0	9	0	0	10	0	0	12

The Buxton Line Rail Passenger Survey was carried out in the Spring of 2011. The surveys were carried out by enumeration staff of Derbyshire County Council, covering weekdays, Saturdays and Sundays

Two commuter services, one in the morning and another in the afternoon, no longer call at Furness Vale, decreasing the journey time

Table 5-5: Buxton Line Survey (Boarding/ Alighting)

Weekday: Manchester Piccadilly to Buxton

Dep Man Picc	Arr Buxton	Train Loading	Middlewood		Disley		New Mills Newtown		Furness Vale		Whaley Bridge		Chapel-en-le-Frith		Dove Holes		Buxton	
			Alight	Board	Alight	Board	Alight	Board	Alight	Board	Alight	Board	Alight	Board	Alight	Board	Alight	Board
6.49	7.50	4	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0
7.52	8.44	36			6	0	10	84	2	6	0	12	0	4			124	0
8.52	9.53	11	0	0	1	0	2	1	0	1	3	1	0	3	1	0	10	0
9.52	10.53	24	4	0	6	0	4	6	0	0	0	0	2	0	0	6	20	0
10.52	11.50	44			5	1	2	5	1	0	4	0	1	0			37	0
11.52	12.53	62	0	0	8	2	8	2	0	0	6	4	6	0	0	0	42	0
12.52	13.50	38			7	0	5	2	1	1	3	0	6	2			21	0
13.52	14.53	150	2	0	26	0	18	2	0	2	20	10	26	6	2	0	76	0
14.52	15.50	64			8	0	10	0	0	0	14	0	8	0			24	0
15.52	16.53	109	2	0	21	0	23	0	0	0	13	0	11	0	1	0	38	0
16.21	17.22	78			10	0	21	0	2	0	12	0	3	2			32	0
16.51	17.51	100	0	0	32	0	27	0	3	1	11	4	5	2	0	0	29	0
17.23	18.16	98			32	0	17	4	3	0	10	0	4	0			36	0
17.52	18.58	69	2	0	13	0	0	0	3	0	17	1	5	2	0	0	32	0
18.21	19.22	42			11	1	12	6	1	0	10	2	2	1			16	0
18.52	19.53	55	1	0	16	0	8	0	0	0	9	1	4	1	0	0	19	0
19.51	20.53	71	0	0	14	0	17	0	0	2	13	6	2	0	1	0	32	0
20.51	21.53	48	0	0	8	0	7	0	0	0	8	0	5	1	0	0	21	0
21.52	22.53	31	0	0	2	4	7	1	0	0	4	0	3	3	0	0	23	0
23.10	0.07	44	0	0	10	9	13	0	0	0	5	8	11	0	3	0	19	0

The Buxton Line Rail Passenger Survey was carried out in the Spring of 2011. The surveys were carried out by enumeration staff of Derbyshire County Council, covering weekdays, Saturdays and Sundays

Table 5-6: Buxton Line Survey (Boarding/ Alighting)

Saturday: Buxton to Manchester Piccadilly

Dep Buxton	Arr Man Picc	Buxton		Dove Holes		Chapel-en-le-Frith		Whaley Bridge		Furness Vale		New Mills Newtown		Disley		Middlewood		Train Loading
		Alight	Board	Alight	Board	Alight	Board	Alight	Board	Alight	Board	Alight	Board	Alight	Board	Alight	Board	
5.59	6.52	0	3			0	1	0	0	0	0	0	3	0	1			8
6.27	7.26	0	3	0	1	0	0	0	1	0	0	0	3	0	3	0	0	11
7.27	8.26	0	7	0	0	0	2	0	1	0	1	0	5	0	0	0	0	16
7.56	8.52	0	6	0	0	0	0	0	5	0	0	0	0	0	3	0	1	15
8.27	9.28	0	10	0	0	0	2	0	6	0	2	0	6	0	7	0	0	33
9.27	10.28	0	49	0	1	1	3	1	2	0	1	1	9	0	9	0	0	71
10.30	11.28	0	83			0	26	3	18	0	1	2	12	0	9			144
11.27	12.28	0	64	0	0	0	10	0	14	0	1	0	22	0	17	2	0	126
12.30	13.28	0	41			1	9	0	14	3	5	1	19	0	18			101
13.27	14.26	0	47	0	0	1	15	0	9	0	4	1	1	3	7	0	5	83
14.30	15.28	0	30			0	4	6	4	6	4	7	22	0	19			64
15.27	16.26	0	35	0	1	1	8	6	18	1	1	5	13	0	13	0	5	81
16.30	17.26	0	23			3	11	0	3	0	0	0	0	2	10			42
17.27	18.28	0	31	0	3	4	4	0	18	1	0	1	14	3	16	0	0	77
18.27	19.28	0	37	0	0	2	1	1	11	2	2	3	12	0	11	0	3	69
19.27	20.28	0	27	0	0	3	1	5	3	0	0	4	2	1	5	0	1	26
20.27	21.28	0	14	0	0	2	0	0	5	1	2	0	5	1	3	0	0	25
21.27	22.28	0	16	0	0	1	0	2	8	8	0	12	7	0	7	0	0	15
22.56	23.54	0	14	0	1	0	2	4	17	6	1	4	6	2	4	0	0	29

The Buxton Line Rail Passenger Survey was carried out in the Spring of 2011. The surveys were carried out by enumeration staff of Derbyshire County Council, covering weekdays, Saturdays and Sundays

Table 5-7: Buxton Line Survey (Boarding/ Alighting)

Saturday: Manchester Piccadilly to Buxton

Dep Man Picc	Arr Buxton	Train Loading	Middlewood		Disley		New Mills Newtown		Furness Vale		Whaley Bridge		Chapel-en-le-Frith		Dove Holes		Buxton	
			Alight	Board	Alight	Board	Alight	Board	Alight	Board	Alight	Board	Alight	Board	Alight	Board	Alight	Board
6.49	7.50	6	0	0	0	0	3	1	0	0	0	0	0	0	0	0	4	0
7.52	8.48	7			0	0	1	8	0	0	3	1	2	0			10	0
8.52	9.53	20	0	0	0	0	1	1	0	0	7	0	1	3	0	0	15	0
9.52	10.53	56	0	0	17	2	2	3	1	0	5	0	2	0	0	0	34	0
10.52	11.50	58			3	0	1	3	0	1	2	3	1	1			59	0
11.52	12.53	67	0	0	15	0	3	2	0	0	3	4	5	0	0	2	49	0
12.52	13.50	55			14	1	7	0	0	1	7	7	2	2			36	0
13.52	14.53	55	6	0	9	0	9	1	0	0	2	5	5	2	0	0	32	0
14.52	15.50	63			18	3	5	2	3	0	4	1	5	0			34	0
15.52	16.53	89	1	0	9	14	12	3	4	6	19	0	2	0	0	0	65	0
16.51	17.50	84	0	0	6	1	15	0	0	0	7	1	18	4			44	0
17.22	18.25	43	0	0	10	0	9	1	1	0	2	0	8	0	2	0	12	0
17.52	18.50	58	0	0	13	0	10	6	2	0	10	2	1	0	0	0	30	0
18.52	19.53	93	0	0	18	0	19	3	0	4	16	2	14	3	0	0	38	0
19.51	20.53	68	0	0	9	0	28	0	0	2	12	0	10	1	0	0	12	0
20.52	21.53	55	0	0	8	0	8	4	1	0	11	0	0	1	0	0	32	0
21.54	22.53	41	0	0	4	1	5	0	4	0	8	5	4	2	1	0	23	0
23.10	0.07	18	0	0	7	6	4	1	0	0	3	1	2	2	0	0	12	0

The Buxton Line Rail Passenger Survey was carried out in the Spring of 2011. The surveys were carried out by enumeration staff of Derbyshire County Council, covering weekdays, Saturdays and Sundays

Table 5-8: Buxton Line Survey (Mode and Usage by Origin Station)

Mode	Origin Station																Average
	Bux	Chap	Dav	Dis	DH	FV	HG	HC	Lev	MP	Mid	NMN	Other	Stock	WB	Wood	
Car driver	13%	32%	6%	34%	0%	0%	16%	21%	7%	8%	0%	19%	18%	9%	7%	0%	13%
Car passenger	22%	30%	12%	8%	8%	0%	18%	11%	7%	10%	0%	18%	9%	11%	13%	0%	16%
Walk	54%	32%	71%	53%	75%	97%	51%	53%	67%	40%	100%	53%	64%	34%	70%	100%	51%
Bus	5%	0%	0%	3%	8%	0%	4%	0%	7%	14%	0%	2%	0%	6%	2%	0%	6%
Cycle	2%	1%	0%	0%	8%	3%	2%	5%	7%	2%	0%	4%	0%	0%	3%	0%	2%
Train	2%	1%	12%	3%	0%	0%	4%	11%	7%	17%	0%	4%	9%	38%	2%	0%	9%
Tram	1%	0%	0%	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%	1%	0%	1%
Other	2%	4%	0%	0%	0%	0%	4%	0%	0%	3%	0%	0%	0%	1%	1%	0%	2%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Surveyed	421	81	17	38	12	29	45	19	15	267	1	113	11	116	122	9	1316
%Surveyed	32%	6%	1%	3%	1%	2%	3%	1%	1%	20%	0%	9%	1%	9%	9%	1%	100%

Usage	Origin Station																Average
	Bux	Chap	Dav	Dis	DH	FV	HG	HC	Lev	MP	Mid	NMN	Other	Stock	WB	Wood	
5 or more days	13%	11%	25%	17%	8%	32%	19%	18%	9%	9%	0%	26%	20%	5%	20%	11%	14%
1-4 days/wk	15%	21%	8%	28%	17%	18%	19%	6%	9%	17%	100%	22%	30%	17%	20%	22%	18%
2-3 days/month	22%	28%	17%	31%	50%	21%	26%	29%	27%	17%	0%	17%	30%	24%	25%	67%	23%
Once month	12%	11%	17%	6%	8%	18%	7%	18%	18%	12%	0%	11%	0%	14%	13%	0%	12%
< once / month	24%	30%	33%	11%	17%	11%	24%	18%	27%	29%	0%	19%	10%	25%	17%	0%	23%
1st time	14%	0%	0%	8%	0%	0%	5%	12%	9%	16%	0%	5%	10%	15%	4%	0%	10%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Total	387	76	12	36	12	28	42	17	11	219	1	107	10	106	114	9	1187
%Surveyed	33%	6%	1%	3%	1%	2%	4%	1%	1%	18%	0%	9%	1%	9%	10%	1%	100%

The Buxton Line Rail Passenger Survey was carried out in the Spring of 2011. The surveys were carried out by enumeration staff of Derbyshire County Council, covering weekdays, Saturdays and Sundays

Figure 5-5: Distribution of Car Driver/ Car Passenger Hope Valley & Buxton Line Passengers

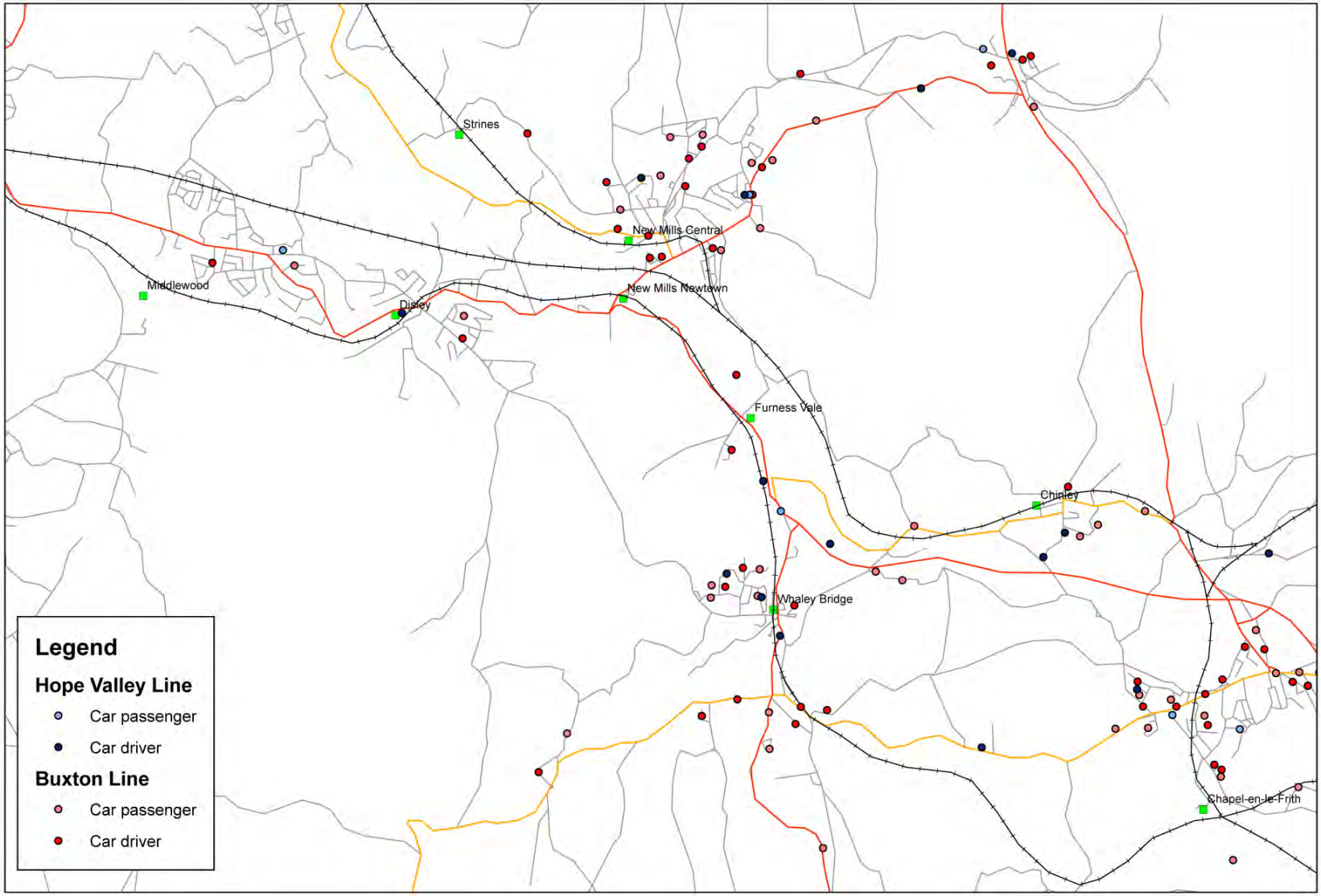


Figure 5-6: Distribution of Walking/ Cycling Hope Valley & Buxton Line Passengers

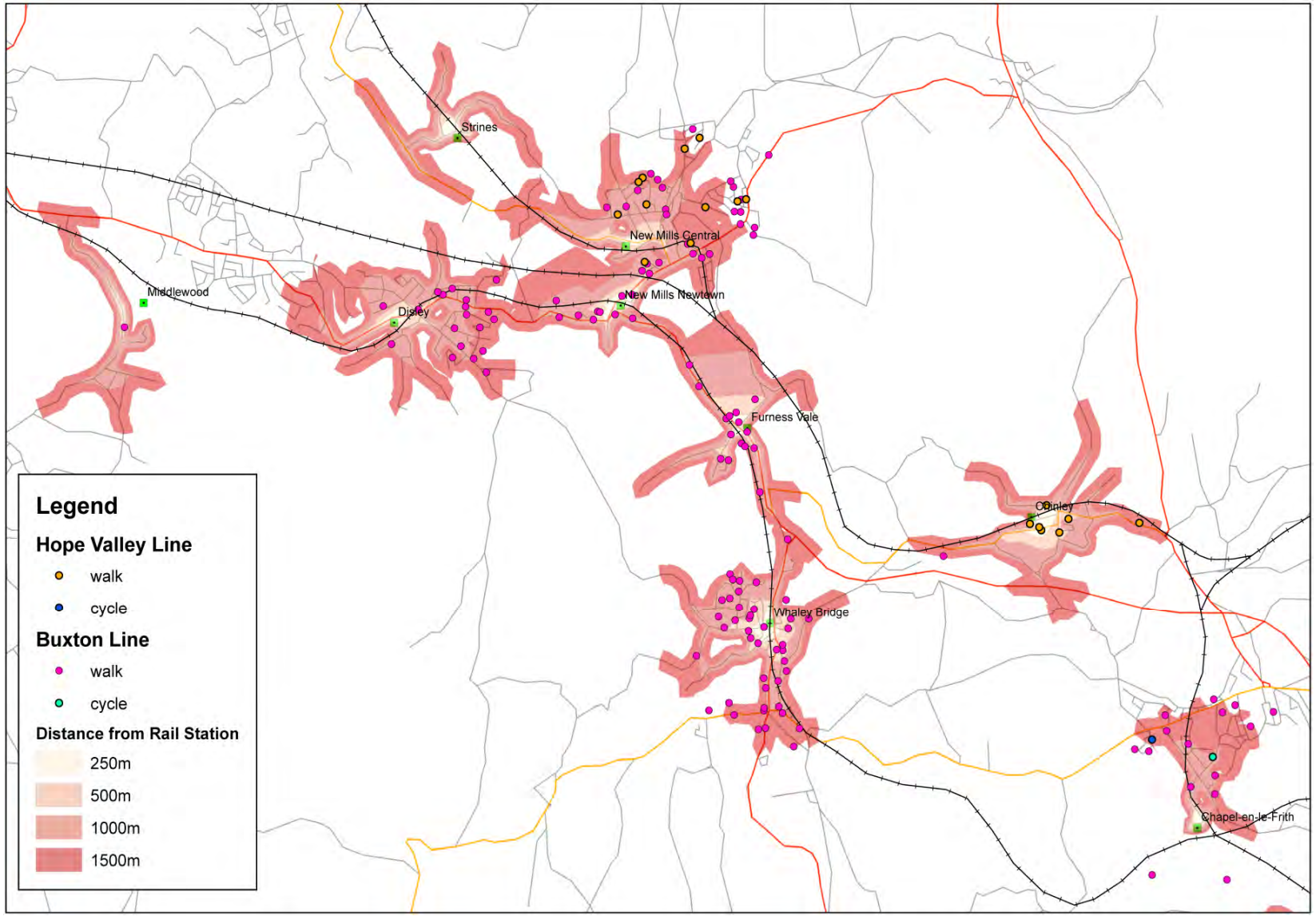


Table 5-9: Buxton Line Survey (Service Improvements)

Question: If you could make one improvement to the train service you are on, what would it be?

Improvements	Origin Station																Average
	Bux	Chap	Dav	Dis	DH	FV	HG	HC	Lev	MP	Mid	NMN	Other	Stock	WB	Wood	
No Improvements Needed	4%	4%	18%	6%	10%	0%	5%	6%	0%	3%	0%	2%	0%	9%	3%	0%	4%
Better Information	1%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	1%	4%	0%	1%
Additional Capacity	17%	22%	18%	50%	20%	21%	17%	18%	0%	15%	0%	33%	11%	11%	12%	11%	18%
Cheaper Fares	26%	36%	45%	8%	30%	21%	33%	24%	30%	23%	0%	20%	22%	23%	35%	33%	26%
More Understandable Fare Structure	2%	4%	0%	3%	0%	7%	0%	6%	0%	3%	0%	1%	0%	2%	2%	11%	3%
Increased Service Frequency	11%	15%	0%	14%	30%	14%	5%	18%	30%	15%	100%	13%	11%	16%	17%	11%	14%
Improved Facilities for Bikes	1%	1%	0%	0%	0%	0%	2%	6%	0%	1%	0%	3%	0%	1%	0%	0%	1%
Improved Carriages	7%	4%	0%	0%	0%	4%	5%	6%	10%	9%	0%	4%	22%	11%	6%	22%	7%
Improved Timekeeping	1%	1%	0%	0%	0%	4%	5%	0%	0%	0%	0%	4%	0%	4%	3%	0%	2%
Improved Toilet Facilities on Trains	6%	4%	0%	3%	0%	7%	5%	0%	10%	8%	0%	8%	0%	6%	5%	0%	6%
Improved Integration with Bus Services	2%	0%	0%	3%	0%	4%	0%	0%	0%	0%	0%	1%	0%	1%	1%	0%	1%
Improved Cleanliness of Trains	13%	5%	18%	11%	10%	7%	10%	18%	20%	14%	0%	4%	33%	13%	9%	11%	12%
Other	5%	3%	0%	3%	0%	7%	0%	0%	0%	5%	0%	4%	0%	3%	2%	0%	4%
Improved Personal Safety on Late Night Trains	1%	0%	0%	0%	0%	4%	5%	0%	0%	0%	0%	4%	0%	0%	1%	0%	1%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Total	367	74	11	36	10	28	42	17	10	208	1	104	9	101	110	9	1137
%Surveyed	32%	7%	1%	3%	1%	2%	4%	1%	1%	18%	0%	9%	1%	9%	10%	1%	100%

The Buxton Line Rail Passenger Survey was carried out in the Spring of 2011. The surveys were carried out by enumeration staff of Derbyshire County Council, covering weekdays, Saturdays and Sundays

Forecast Rail Growth

5.19. Due to the long lead times for delivering changes to the heavy rail network a reliable demand forecasting methodology is required. The rail industry has an internal process known as the Passenger Demand Forecasting Handbook (PDFH), but it has been recognised by the industry for many years that it has historically underestimated commuter demand growth rates in regional cities.

5.20. In recognition of some of the weaknesses with the standard PDFH assumptions the Department for Transport, in conjunction with the northern Passenger Transport Executives, commissioned research in 2009 to develop assumptions that are more applicable to commuting in the northern conurbations. This work was completed in 2010 and subsequently enhanced by Network Rail to cover inter-urban trips as well; and then used in the development of the Northern and West Coast Main Line Route Utilisation Strategies (both published in 2011). The work recognised the importance of housing growth as well as relative cost per trip and cost of car parking in the city centre for car drivers as key inputs into demand for rail services.

5.21. **Figure 5-6** below summarises the forecasts average growth in demand for each Greater Manchester corridor based on underlying economic growth and the general assumptions on changing land use and train service attributes. These forecasts are based on a steady state railway with no changes in service pattern or frequency, and assume that growth is accommodated by lengthening trains rather than providing additional services.

Figure 5-7: Average compound annual growth in peak passenger numbers (%)

Corridor / Route	DfT / RUS average compound annual growth rate in peak passenger numbers (%)		
	Up to 2014	2015 – 2019	After 2020
Rochdale and Calder Valley	2.5	3.0	1.6
Stalybridge / Huddersfield	2.8	3.7	2.7
Leeds and beyond	2.5	2.5	2.1
Glossop and Hadfield	3.5	3.7	2.7
Marple via Hyde	2.8	3.7	2.7
Marple via Bredbury and Hope Valley	2.7	3.7	2.7
Sheffield and South Humberside	2.8	2.8	2.3
Sheffield and East Midlands	2.5	3.7	2.7
Hazel Grove, Buxton, Macclesfield, Stoke-on-Trent and Crewe local services and Manchester Airport	2.5	3.7	2.7
Crewe express and South Wales	2.5	2.5	2.0
Chester via Altrincham	2.5	3.7	2.7
Liverpool via Warrington	2.5	2.8	1.5
Chester and North Wales via Newton-le-Willows	2.6	2.6	2.0
Liverpool via Newton-le-Willows	2.5	2.5	2.1
Wigan and Kirkby via Atherton	3.4	3.7	2.7
Wigan and Southport via Bolton	2.7	3.7	2.7
Bolton and Preston	2.5	2.5	2.0
Blackpool, Cumbria, Scotland	2.3	3.4	2.0
Blackburn and Clitheroe	2.7	3.7	2.7

5.22. These forecasts indicate that growth in Manchester to Buxton corridor to be at the upper end of predictions from 2015 onwards.

6. Potential Interventions

Long List of Potential Interventions

6.1. Further to discussions with the A6 Corridor Group and consultation with local Councillors at a Members' workshop a long list of potential interventions was prepared for consideration with a view to supporting economic growth in the A6 corridor:

- Complementary measures on the A6 through Hazel Grove following completion of the A6MARR scheme;
- A6 mitigation associated with the A6MARR scheme;
- Branded car sharing database for the A6 corridor;
- Improved pedestrian/ cycle access to rail stations;
- Improved online and offline cycle facilities along the A6 corridor;
- Provision of bus-based park-and-ride at A6 Rising Sun (Hazel Grove);
- Improved bus service provision to High Lane/ Disley;
- Improved public transport provision to Poynton;
- Improved bus services to Manchester Airport (via A6MARR);
- Improved integration between rail/ bus services;
- Improved station facilities at Disley rail station;
- Improved access to Middlewood rail station;
- Increased parking provision at Hazel Grove rail station;
- Increased parking provision at Disley rail station;
- Increased parking provision at New Mills Newtown rail station;
- Park-and-ride facilities at Furness Vale rail station;
- Increased parking provision at Whaley Bridge rail station;
- Increased parking provision at Chinley rail station;
- Increased parking provision at Chapel-en-le-Frith rail station;
- Increased parking provision at Buxton rail station;
- New rail station at A6 Simpsons Corner;
- New rail station at High Lane;
- New bus or rail-based park-and-ride facility at A6/ A5004 roundabout Whaley Bridge;
- New rail station at Chapel-en-le-Frith on 'Great Rocks' line;
- Increased line speed between Buxton and Hazel Grove from typically 50 mph to 75 mph;
- Increased peak hour train capacity and platform length for all stations between Buxton and Stockport;
- Increased rail service frequency between Manchester and New Mills Newtown rail station;
- Increased rail service frequency between Manchester and Buxton rail station;
- Electrification of Buxton Line;
- Cheaper rail fares;
- Cross boundary rail fare re-structuring;
- East Didsbury to Hazel Grove tram-train;
- High Lane-Disley Bypass
- A6 to M60 relief road; and
- Poynton relief road.

6.2. Details regarding potential interventions is provided in **Appendix A**.

Study Objectives and Deliverability

6.3. Objective-led planning is about ensuring that transport planners have a mechanism to assess the extent to which solutions mitigate the problems they were designed to solve. In order to carry out an assessment of potential interventions we need to be clear about what the study objectives are so that we can assess whether the proposals will enable the objectives to be achieved.

6.4. With this in mind the following study objectives have been agreed with the A6 Corridor Group:

- **Objective 1:** Reduce the impact of traffic congestion along the A6, with particular focus on A6 Hazel Grove to Whaley Bridge;
- **Objective 2:** Encourage a modal shift towards public transport within the A6 corridor;
- **Objective 3:** Enhance the pedestrian/ cycle environment along the A6 corridor;
- **Objective 4:** Reduce the impact of traffic on road safety, noise, severance and local air quality within the A6 corridor; and
- **Objective 5:** Support low carbon travel.

6.5. As well as appraising each potential option against the study objectives the strategic framework will includes an assessment of deliverability:

- **Acceptability** – An assessment of whether there are likely to be any issues of public/ political acceptability of the intervention;
- **Practical feasibility** – Has the intervention been tested and proven to be practical and effective? How certain is the governance and legal feasibility of the intervention? Does the operator have the required statutory powers?
- **Affordability** – It is envisaged that there will be a phased approach to funding availability and/or scheme deliverability and therefore the recommended strategy needs to recognise and reflect this.

6.6. The overall performance of potential interventions in meeting study objectives and deliverability has been assessed through a Red/Amber/Green (RAG) system. An indication of the overall effectiveness of each potential intervention has been assessed separately in terms of their contribution to study objectives and deliverability using a six point scoring system as set out in **Table 6-1**. Professional judgement was applied to assess the probable outcomes of interventions against the specified criteria and taking account the level of information available.

6.7. **Table 6-2** presents an assessment of the merits of each potential intervention against study objectives and deliverability, with details on the record of the assessment contained within **Appendix A**.

Table 6-1: Qualitative Scoring Criteria and Weighting

RAG Assessment of Performance	Score	Contribution to A6 Corridor Study Objectives (50%)					Deliverability (50%)		
		Reduce the impact of traffic congestion along the A6, with particular focus on A6 Hazel Grove to Whaley Bridge	Encourage a modal shift towards public transport within the A6 corridor	Enhance the pedestrian/ cycle environment along the A6 corridor	Reduce the impact of traffic congestion on road safety, noise and local air quality within the A6 corridor	Suport lower carbon travel	Acceptability	Practical Feasibility	Affordability
Green	10	Strongly supports the achievement of the desired outcome					Strongly deliverable		No significant cost
Green/ Amber	8	Contributes towards the achievement of the desired outcome					Minor deliverabilty issues that should be relatively straightforward to address		Low cost
Amber	6	Makes a limited contribution towards achieving the desired outcome/ complementary measure as part of a package					Likely to be some deliverability issues but are not considered to be insurmountable		Affordable within short/ medium term
Red/ Amber	2	Partly hinders the desired outcome from being achieved with risk amelioration/ mitigations of impact					Significant barriers to deliverability issues which will need to be overcome through risk ameliroation		May be affordable within the longer term
Red	0	Hinders the desired outcome from being achieved with little prospect of any mitigation of impact					Likely to be undeliverable with little proposect of risk amelioration		Little prospect of being affordable
Neutral	4	Makes a negligible contribution towards achieving the desired outcome							
Weighting		40%	15%	15%	15%	15%	33%	33%	33%

Table 6-2: A6 Corridor Study: Assessment of Potential Interventions in Terms of Study Objectives and Deliverability

Potential Intervention	RAG Assessment of Performance/ Score out of 50 (Objectives/ Deliverability)	Contribution to A6 Corridor Study Objectives (50%)					Deliverability (50%)		
		Reduce the impact of traffic congestion along the A6, with particular focus on A6 Hazel Grove to Whaley Bridge	Encourage a modal shift towards public transport within the A6 corridor	Enhance the pedestrian/ cycle environment along the A6 corridor	Reduce the impact of traffic congestion on road safety, noise and local air quality within the A6 corridor	Suport lower carbon travel	Acceptability	Practical Feasibility	Affordability
	Green	Strongly supports the achievement of the desired outcome					Strongly deliverable		No significant cost
	Green/ Amber	Contributes towards the achievement of the desired outcome					Minor deliverabilty issues that should be relatively straightforward to address		Low cost
	Amber	Makes a limited contribution towards achieving the desired outcome/ complementary measure as part of a package					Likely to be some deliverability issues but are not considered to be insurmountable		Affordable within short/ medium term
	Red/ Amber	Partly hinders the desired outcome from being achieved with risk amelioration/ mitigations of impact					Significant barriers to deliverability issues which will need to be overcome through risk ameliroation		May be affordable within the longer term
	Red	Hinders the desired outcome from being achieved with little prospect of any mitigation of impact					Likely to be undeliverable with little proposect of risk amelioration		Little prospect of being affordable
	Neutral	Makes a negligible contribution towards achieving the desired outcome							
	Weighting	40%	15%	15%	15%	15%	33%	33%	33%
Complementary measures on the A6 through Hazel Grove following completion of the A6MARR scheme	29 / 20	Neutral	Amber	Green	Amber	Amber	Red/ Amber	Red/ Amber	Green/ Amber
A6 mitigation associated with the A6MARR scheme	37 / 43	Green/ Amber	Neutral	Green	Green/ Amber	Amber	Green/ Amber	Green	Green/ Amber
Branded car sharing database for the A6 corridor	24 / 50	Amber	Neutral	Neutral	Neutral	Neutral	Green	Green	Green
Improved pedestrian/ cycle access to rail stations	25 / 43	Neutral	Amber	Amber	Neutral	Amber	Green	Green/ Amber	Green/ Amber
Improved online and offline cycle facilities along the A6 corridor	28 / 43	Neutral	Amber	Green	Neutral	Amber	Green	Green/ Amber	Green/ Amber
Provision of bus-based park-and-ride at A6 Rising Sun (Hazel Grove)	28 / 50	Neutral	Green/ Amber	Neutral	Amber	Green/ Amber	Green	Green	Green
Improved bus service provision to High Lane/ Disley	29 / 36	Amber	Amber	Neutral	Amber	Amber	Green	Green	Red/ Amber
Improved bus service provision to Poynton	25 / 36	Neutral	Amber	Neutral	Amber	Amber	Green	Green	Red/ Amber
Improved bus service provison to Manchester Airport (via A6MARR)	23 / 43	Neutral	Amber	Neutral	Neutral	Amber	Green	Green/ Amber	Green/ Amber
Improved integration between rail/ bus services	23 / 30	Neutral	Amber	Neutral	Neutral	Amber	Green/ Amber	Red/ Amber	Green/ Amber
Improved station facilities at Disley rail station	20 / 50	Neutral	Neutral	Neutral	Neutral	Neutral	Green	Green	Green
Improved access to Middlewood rail station	20 / 33	Neutral	Neutral	Neutral	Neutral	Neutral	Green/ Amber	Amber	Amber
Increased parking provision at Hazel Grove rail station	21 / 36	Red/ Amber	Amber	Neutral	Amber	Amber	Green/ Amber	Green/ Amber	Amber
Increased parking provision at Disley rail station	29 / 40	Amber	Amber	Neutral	Amber	Amber	Green/ Amber	Green/ Amber	Green/ Amber
Increased parking provision at New Mills Newtown rail station	29 / 30	Amber	Amber	Neutral	Amber	Amber	Amber	Amber	Amber
Park-and-ride facilitlies at Furness Vale rail station	29 / 23	Amber	Amber	Neutral	Amber	Amber	Amber	Red/ Amber	Amber
Increased parking provision at Whaley Bridge rail station	22 / 23	Neutral	Neutral	Neutral	Neutral	Amber	Amber	Red/ Amber	Amber
Increased parking provision at Chinley rail station	29 / 30	Amber	Amber	Neutral	Amber	Amber	Amber	Amber	Amber
Increased parking provision at Chapel-en-le-Frith rail station	29 / 30	Amber	Amber	Neutral	Amber	Amber	Amber	Amber	Amber
Increased parking provision at Buxton rail station	29 / 33	Amber	Amber	Neutral	Amber	Amber	Green/ Amber	Amber	Amber
New rail station at A6 Simpsons Corner	25 / 23	Neutral	Amber	Neutral	Amber	Amber	Amber	Amber	Red/ Amber
New rail station at High Lane	32 / 30	Amber	Green/ Amber	Neutral	Amber	Green/ Amber	Amber	Amber	Amber
New bus/ rail-based park-and-ride at A6/ A5004 roundabout Whaley Bridge	30 / 10	Amber	Amber	Neutral	Amber	Green/ Amber	Red/ Amber	Red/ Amber	Red/ Amber
New rail station at Chapel-en-le-Frith on *'Great Rocks'* line	32 / 23	Amber	Green/ Amber	Neutral	Amber	Green/ Amber	Amber	Amber	Red/ Amber

Note: By way of illustration, a score of 29 / 40 represents an intervention with a:

- weighted score of 29 out of 50 in terms of contribution to A6 Corridor Study Objectives; and
- weighted score of 40 out of 50 in terms of deliverability.

Table 6-2 cont: A6 Corridor Study: Assessment of Potential Interventions in Terms of Study Objectives and Deliverability

Potential Intervention	RAG Assessment of Performance/ Score out of 50 (Objectives/ Deliverability)	Contribution to A6 Corridor Study Objectives (50%)					Deliverability (50%)		
		Reduce the impact of traffic congestion along the A6, with particular focus on A6 Hazel Grove to Whaley Bridge	Encourage a modal shift towards public transport within the A6 corridor	Enhance the pedestrian/ cycle environment along the A6 corridor	Reduce the impact of traffic congestion on road safety, noise and local air quality within the A6 corridor	Suport lower carbon travel	Acceptability	Practical Feasibility	Affordability
	Green	Strongly supports the achievement of the desired outcome					Strongly deliverable		No significant cost
	Green/ Amber	Contributes towards the achievement of the desired outcome					Minor deliverabilty issues that should be relatively straightforward to address		Low cost
	Amber	Makes a limited contribution towards achieving the desired outcome/ complementary measure as part of a package					Likely to be some deliverability issues but are not considered to be insurmountable		Affordable within short/ medium term
	Red/ Amber	Partly hinders the desired outcome from being achieved with risk amelioration/ mitigations of impact					Significant barriers to deliverability issues which will need to be overcome through risk ameliroation		May be affordable within the longer term
	Red	Hinders the desired outcome from being achieved with little prospect of any mitigation of impact					Likely to be undeliverable with little proposect of risk amelioration		Little prospect of being affordable
	Neutral	Makes a negligible contribution towards achieving the desired outcome							
	Weighting	40%	15%	15%	15%	15%	33%	33%	33%
Increased line speed between Buxton and Hazel Grove from typically 50 mph to 75 mph	32 / 40	Amber	Green/ Amber	Neutral	Amber	Green/ Amber	Green	Green/ Amber	Amber
Increased peak hour train capacity and platform length for all stations between Buxton and Stockport	40 / 43	Green/ Amber	Green	Neutral	Green/ Amber	Green	Green	Green/ Amber	Green/ Amber
Increased rail service frequency between Manchester and New Mills Newtown rail station	40 / 43	Green/ Amber	Green	Neutral	Green/ Amber	Green	Green	Green/ Amber	Green/ Amber
Increased rail service frequency between Manchester and Buxton rail station	35 / 43	Amber	Green	Neutral	Amber	Green	Green	Green/ Amber	Green/ Amber
Electrification of the Buxton line	32 / 26	Amber	Green/ Amber	Neutral	Amber	Green/ Amber	Green/ Amber	Amber	Red/ Amber
Cheaper rail fares	40 / 13	Green/ Amber	Green	Neutral	Green/ Amber	Green	Red/ Amber	Amber	Red
Cross boundary rail fare re-structuring	36 / 33	Green/ Amber	Green/ Amber	Neutral	Green/ Amber	Amber	Amber	Amber	Green/ Amber
East Didsbury to Hazel Grove tram-train	29 / 33	Neutral	Amber	Amber	Amber	Green	Green/ Amber	Amber	Amber
High Lane/ Disley bypass	37 / 17	Green	Red/ Amber	Green/ Amber	Green	Red/ Amber	Amber	Red/ Amber	Red/ Amber
A6 to M60 relief road	25 / 30	Neutral	Neutral	Green/ Amber	Green/ Amber	Red/ Amber	Amber	Amber	Amber
Poynton relief road	28 / 30	Green/ Amber	Neutral	Neutral	Amber	Red/ Amber	Amber	Amber	Amber

Note: By way of illustration, a score of 32 / 40 represents an intervention with a:

- weighted score of 32 out of 50 in terms of contribution to A6 Corridor Study Objectives; and
- weighted score of 40 out of 50 in terms of deliverability.

Potential Phased Strategy Development

6.8. Based on an initial qualitative assessment of potential interventions against study objectives and deliverability, and following consultation (see **Chapter 7** of this report) a potential phased strategy has been developed comprising committed, short, medium and long term interventions, separately identifying:

- **Committed Measures/ Outputs from Other Studies**
  - A6 mitigation associated with the A6MARR scheme
  - Provision of bus-based park-and-ride at A6 Rising Sun (Hazel Grove)
  - Increased parking provision at Hazel Grove rail station
- **Potential Short Term Measures** (considered capable of delivery within the next 5 years)
  - Branded car sharing database for the A6 corridor
  - Improved pedestrian/ cycle access to rail stations
  - Improved online and offline cycle facilities along the A6 corridor
  - Improved bus services to Manchester Airport (via A6MARR)
  - Improved station facilities at Disley rail station
  - Increased parking provision at Disley rail station
  - Increased parking provision at Buxton rail station
  - Increased rail service frequency between Manchester and New Mills Newtown rail station
  - Increased rail service frequency between Manchester and Buxton rail station
  - Poynton relief road
- **Potential Medium Term Measures** (considered capable of delivery within 5 to 10 years)
  - Increased peak hour train capacity and platform length for all stations between Buxton and Stockport
  - Cross boundary rail fare re-structuring
  - Increased parking provision at New Mills Newtown rail station
  - Increased parking provision at Chinley rail station
  - Increased parking provision at Chapel-en-le-Frith rail station
  - New rail station at High Lane
- **Potential Longer Term Measures** (considered unlikely to be deliverable within 10 years)
  - Increased line speed between Buxton and Hazel Grove from typically 50 mph to 75 mph
  - Electrification of Buxton Line
  - New rail station at Chapel-en-le-Frith on ‘Great Rocks’ line
  - High Lane-Disley Bypass
- **Other strategy interventions** (which may have merit in their own right but are not directly aligned to the A6 corridor study objectives)
  - Complementary measures on the A6 through Hazel Grove following completion of the A6MARR scheme
  - New rail station at A6 Simpsons Corner
  - A6 to M60 relief road
  - East Didsbury to Hazel Grove tram-train
- **Remaining strategy interventions** (not considered to be integral in the context of this study)
  - Improved bus service provision to High Lane/ Disley
  - Improved public transport provision to Poynton
  - Improved integration between rail/ bus services
  - Improved access to Middlewood rail station
  - Park-and-ride facilities at Furness Vale rail station
  - Increased parking provision at Whaley Bridge rail station
  - New bus or rail-based park-and-ride facility at A6/ A5004 roundabout Whaley Bridge
  - Cheaper rail fares

7. Consultation

7.1. Following completion of a draft A6 Corridor Study report in February 2014, the A6 Corridor Group led by Stockport Metropolitan Borough Council (SMBC) and comprising representatives from Cheshire East Council, Derbyshire County Council, High Peak Borough Council, and Transport for Greater Manchester consulted with Members and key stakeholders, comprising:

- The British Horse Society;
- Buxton Civic Association;
- The Buxton Group;
- Vision Buxton;
- Chapel-en-le-Frith Parish Council;
- Cheshire East Council;
- Chinley, Buxworth & Brownside Parish Council;
- CTC – The National Cycling Charity;
- Dark Peak Bridleway Association;
- Derbyshire Council;
- Disley Parish Council;
- Goyt Valley Rail Users;
- High Lane Residents Association;
- High Peak Borough Council (Regeneration Select Committee);
- High Peak & Hope Valley Community Rail Partnership;
- Marple Area Committee;
- Network Rail;
- New Mills Town Council;
- Northern Rail;
- Peak & Northern Footpaths Society;
- Peak District National Park Authority;
- Poynton Town Council;
- South East Manchester Community Rail Partnership;
- Stepping Hill Area Committee;
- Stockport East Area Bridleways Association;
- Cycle Stockport;
- Disability Stockport;
- Stockport Ramblers;
- Sustrans;
- Whaley Bridge Town Council; and
- Wormhill and Green Fairfield Parish Council.

7.2. **Table 7-1** overleaf presents a record of the consultation feedback along with the study team's response to the comments received.

Table 7-1: A6 Corridor Study: Consultation Feedback

	Consultee	Comments	Response
General Study Comments			
	Chapel-en-le-Frith Parish Council	There are many very positive proposals within this study which, if properly implemented, could transform the current slow and congested rail and road journeys which currently utilise the A6, and/or the rat runs and alternatives used primarily during peak hours. Comments therefore are centred around the relatively few issues which either need clarification or perhaps further thought.	Noted.
	Chinley Buxworth & Brownside Parish Council	Many residents from this and neighbouring High Peak parishes travel regularly into Stockport and Manchester for work, shopping and leisure. Measures to improve travel by public transport and car are in great need and would be most welcome.	Noted.
	Derbyshire County Council	The County Council recognises that the A6 Corridor performs an important role for the northwest of the County carrying traffic from the Peak District and beyond into the Greater Manchester City Region and beyond. Consequently, the County Council welcomes the study together with its findings. Cabinet at its meeting on 25 March 2014 approved the Economy, Transport and Environment Departmental Service Plan for 2014-15. Clearly supporting the local economy of Derbyshire is an important consideration in all aspects of the Department's work, whether through providing a well maintained highway network and efficient transport system the key strategic decisions that are taken as part of the planning process also help support the development of a strong and sustainable local economy. The County Council will look to facilitate further positive economic growth by supporting and promoting strong business sectors, and also by addressing the County's competitiveness in relation to other areas, such as private sector waste infrastructure. The Department will also look to balance economic growth, whilst protecting what makes Derbyshire special, such as its heritage and landscape, which themselves are major economic assets. The County Council regard an efficient transport network which includes the A6 corridor as essential to developing a thriving economy and meeting the Council pledge of a Derbyshire that works. The Department will be responsible for the delivery of the economic, environmental and social objectives of the Council's transport vision by the successful implementation of Derbyshire's Local Transport Plan. The County Council acknowledge that key output of the study is the emergence of a long term Transportation strategy for the A6 Corridor. The emerging strategy has a number of stands and includes elements that can be delivered through land use changes which could potentially attract developer contributions. Consequently, the County Council will work with High Peak Borough Council to develop these recommendations further through the emerging High Peak Local Plan. A further strand to the potential interventions concerns the operation or rail services; here the County Council will work with TfGM to support the next round of rail franchises. Clearly further work in the longer term will be required in relation to the delivery of the mitigation strategy and it is acknowledged that this is beyond the current scope of the Corridor Study. Ideally, this should be captured in a delivery plan which sets out how the measures will implement, by whom and when. This will require coordination of the all the various bodies required to deliver elements of the study's outputs. The County Council however recognise a shared responsibility in resolving the above and we look forward to continued work with partners which include East Cheshire and Stockport Councils together with TfGM and to assist in the delivery of its recommendations.	Noted.
	Disley Parish Council	Disley Parish Council welcomes the study group's objectives to manage the predicted increase in traffic associated with the A6MARR scheme and proposed housing development along the corridor, partly by alterations along the A6 between Whaley Bridge and Hazel Grove and partly by way of improving sustainable transport alternatives, thereby affecting a modal shift away from road traffic. However, the Parish Council wishes to seek reassurance on the deliverability of these public transport objectives and the potential phased strategy interventions given that the majority of these are in the control and influence of transport providers such as Northern Rail and GMPTE.	Noted.
	High Peak Borough Council Regeneration Select Committee	The committee was generally supportive of the study and its recommendations. Further details are required in relation to the delivery of the mitigation strategy. This should be captured in a delivery plan which sets out how the measures will implemented, by whom and when. This will require coordination of the all the various bodies required to deliver the priorities, not all of whom have been involved in the preparation of the strategy to date.	Noted.
	High Peak & Hope Valley Community Rail Partnership	The Partnership feels that the Railway can be considerably improved to carry many more passengers, and relieve the pressure on the A6. We support the proposals to improve the stations and services on the Buxton line. We feel strongly that the fare anomalies are causing motorists to drive to stations nearer Manchester and contributing to traffic on the A6, and would support proposals to remove the anomalies. We also feel that the official ORR data understates the traffic on the Buxton line, and that there is a serious overcrowding problem between Disley and Manchester. We can provide data to support this assertion.	Noted.
	Marple Area Committee	Councillors expressed concern at the impact that some of the proposals would have on traffic movements in High Lane and in particular at the junction of the Rising Sun public House. The time frames detailed in the report are unrealistic. RESOLVED – That the report be noted.	Noted.
	Peak District National Park Authority	The background information to inform the options appears to be comprehensive, and acknowledsges the current restrictions on public transport in the area, together with the constraints along the A6 corridor.	Noted.
	Stepping Hill Area Committee	Implementing a range of improvements on the local rail network, particularly for trains coming into Greater Manchester, would be beneficial but would take time to come to fruition. A Train and Tram Strategy was currently being developed for Greater Manchester. Concern was expressed that the projected impact on the A6 in Stockport was in the main as a consequence of decisions taken or to be taken by other local authorities with inadequate consultation with Stockport Council. RESOLVED – That the Corporate Director for Place Management & Regeneration be informed of this Area Committee's concerns with many of the premises, assumptions and recommendations contained in the A6 Corridor Study.	Noted.
	Vision Buxton	The board welcomes the outlined proposals as being aligned with Vision Buxton's mission statement for the town of Buxton and would like to be kept informed of progress.	Noted.
	Whaley Bridge Town Council	The study is welcomed and the study objectives supported.	Noted.
Committed Measures/ Outputs from Other Studies			
	A6 mitigation associated with the A6MARR scheme		
	Disley Parish Council	Welcome the condition contained within Cheshire East Council's Strategic Planning Board's decision on the planning application that states that the new road shall not be brought into use until mitigation measures have been implemented.	A6 mitigation assocaited with the A6MARR scheme will be subject to its own consultation exercise.
	High Lane Residents Association	Although mentioned in passing (e.g. "A6 mitigation associated with the A6MARR scheme"), these measures are not expanded upon in any more detail than their original sources, and I so will not comment on them here.	
	Stepping Hill Area Committee	Concerns were expressed about any suggestion for the further use of Poynton Town Centre style traffic management schemes. It was also suggested that the signalised junction at Windlehurst Lane should be reconsidered.	
	Provision of bus-based park-and-ride at A6 Rising Sun (Hazel Grove)		
	Disley Parish Council	Feel that the measures relating to park and ride at Hazel Grove could result in more traffic using the A6 through Disley to take advantage of these facilities.	Stagecoach was granted planning permission in April 2013 for circa 433 space car park (incl 4 electric charging bays), kiss-and ride drop off area, cycle parking for up to 50 cycles, passenger terminus building and associated infrastructure improvements. It is anticipated that the park-and-ride site will be open for use in 2014.
	Peak District National Park Authority	We are supportive of improving pedestrian and cycle access to rail stations. We would suggest that similar provision be encouraged for the proposed bus-based park-and-ride site at the Rising Sun, Hazel Grove.	
	Increased parking provision at Hazel Grove rail station		
	Disley Parish Council	Feel that increased parking at Hazel Grove station could result in more traffic using the A6 through Disley to take advantage of these facilities.	TfGM is planning to provide more than 100 additional car parking spaces at the station, increasing the number to over 400. Passenger safety and security will be improved with new lighting and CCTV and pedestrian routes across the car park. The proposals also include additional planting along the village green side of the site, with trees complementing existing landscaping. A planning application was submitted in February 2014. It is anticipated, subject to obtaining the necessary planning permission and rail industry approvals, that the facility would be available to passengers by winter 2014.
	Stepping Hill Area Committee	The possible extension of Hazel Grove Rail Station car park would, in the short term, impact on available spaces and so further consideration would need to be given to providing spaces for the displaced cars.	

Table 7-1 cont: A6 Corridor Study: Consultation Feedback

	Consultee	Comments	Response
Potential Short Term Measures (considered capable of delivery within the next 5 years)			
	General Comments		
	Disley Parish Council	Disley Parish Council considers that delivery of some of the potential short term measures such as improved bus, rail and station facilities to be essential at the earliest possible stage and would like to see a more specific commitment from transport providers.	Noted.
	Branded car sharing database for the A6 corridor		
	High Peak Borough Council Regeneration Select Committee	There was some concern regarding the potential effectiveness of the car sharing proposals. Members would like further consideration of whether a car sharing scheme would represent value for money.	Low cost option that should be relatively straightforward to coordinate through the travel planning portals of the respective promoting authority websites.
	Improved pedestrian/ cycle access to rail stations		
	Chapel-en-le-Frith Parish Council	This mentions the Peak Forest Tramway track as a means of access to both Chinley and Chapel Stations, and possibly Dove Holes. Whilst the suggestion in general is to be applauded, the tramway does not actually go particularly close to any of those stations, and is the other side of town to Chapel Station. It would appear to be included in Peak Park Cycle access plans but more as an enjoyable ride than daily rail commuter use.	Specific schemes will be developed as part of next phase of work.
	High Peak & Hope Valley Community Rail Partnership	We would support improved pedestrian/cycle access to rail stations.	
	Peak District National Park Authority	We are supportive of improving pedestrian and cycle access to rail stations.	
	Improved online and offline cycle facilities along the A6 corridor		
	High Lane Residents Association	Although a safe cycle route proposal from Stockport through Disley is mentioned, it does not pass through High Lane, as it is based on the route of the Peak Forest Canal towpath. There do not seem to be any proposals in the Study for a continuous cycle route from High Lane to Stockport town centre. Apart from the introduction of dual-use footpaths near High Lane, I do not have any practical solutions to recommend.	Scheme development will be undertaken as part of the next phase of work. It is agreed that these should reflect complementary proposals such as the draft Wider Peak District Cycle Strategy.
	High Peak Borough Council Regeneration Select Committee	Members questioned whether cycle lanes and trails could play a bigger role in reducing car use along the corridor. For instance, could the recommended strategy more closely reflect complementary proposals such as the draft Wider Peak District Cycle Strategy?	
	Peak District National Park Authority	Reference is made within the report to the utlisation of the Peak Forest Canal route. The creation of a cycle route along the Peak Forest Canal is an aspiration of the Authority to provide a link between Greater Manchester and the Peak District. The route was considered for the recent Pedal Peak District II Project and forms part of the emerging Wider Peak District Cycle Strategy.	
	Whaley Bridge Town Council	Cycle lanes should be improved and clear cycle preferences marked at dangerous central island refuges, eg. Outside St. Johns Church, Furness Vale and at the approach to Whaley Bridge.	
	Improved bus services to Manchester Airport (via A6MARR)		
	High Lane Residents Association	Whilst an improved service to the airport may be welcomed, the 199 Skyline bus service is currently High Lane's main bus service along the A6 to Stockport (and thence further afield (e.g. Manchester) via other services), so there is still a clear need for the existing route. Because of the general demand (not just from High Lane) along this route, it is not thought likely that the existing route would be abandoned.	Access to the Airport from the A6 corridor by bus is currently poor. Completion of A6MARR presents an opportunity to significantly reduce journey times to the Airport from the A6 at Hazel Grove. There are no plans to reduce bus services to Stockport from High Lane. The intention would be to introduce additional services with potential interchange facilities at the proposed bus-based park-and-ride site at A6 Rising Sun. The park-and-ride site will be served by the number 192 bus service, an existing bus service which already routes between the bus turn-around facility nearby in Hazel Grove and Manchester City Centre at a frequency of around every 10 minutes. Consultation with bus operators will be carried out as part of the the next phase of work.
	Stepping Hill Area Committee	Concerns were expressed about the suggestion of re-routing the 199 Bus Service as this provided a much needed route into Stockport from High Lane and beyond, as well as from Stockport to the Airport.	
	Improved station facilities at Disley rail station		
	High Peak & Hope Valley Community Rail Partnership	We would certainly support improved facilities at Disley Station.	Noted.
	Increased parking provision at Disley rail station		
	High Peak & Hope Valley Community Rail Partnership	We would support increased Parking at Disley station.	Any proposal for increased station parking will need to be supported by a Transport Assessment which will included consideration of local traffic flows and congestion.
	Peak District National Park Authority	Increasing and enhancing parking provision at rail stations will need to be implemented sensitively to ensure it doesn't induce local traffic flows and congestion.	
	Increased parking provision at Buxton rail station		
	High Peak Borough Council Regeneration Select Committee	Further consideration should be given in the short term to the traffic implications of the proposals to increase parking. This exercise would assist in determining their relative costs / benefits.	Any proposal for increased station parking will need to be supported by a Transport Assessment which will included consideration of local traffic flows and congestion.
	High Peak & Hope Valley Community Rail Partnership	We would support increased Parking at Buxton station. There is suitable land available behind the station. The forecourt could then be remodelled as a bus and taxi interchange and drop off point with disabled parking.	
	Peak District National Park Authority	Increasing and enhancing parking provision at rail stations will need to be implemented sensitively to ensure it doesn't induce local traffic flows and congestion.	
	Increased rail service frequency between Manchester and New Mills Newtown rail & Buxton rail stations		
	Goyt Valley Rail Users Association	We would, of course, welcome a half hourly off peak service on the Manchester-Buxton rail line. We understand, however, that this will only be possible after major track works and re-signalling at Buxton. In the meantime a half hourly service should be established as far as Newtown, utilising the crossover at Furness Vale. Given the oft cited pathing constraints north of Stockport Edgeley, even a half hourly shuttle between Stockport and Furness Vale would be a boon, especially calling at a re-sited Woodsmoor station, moved to serve Stepping Hill Hospital.	As part of their planning process for the 'Northern Hub' package of infrastructure enhancements, the rail industry has developed a specimen timetable that seeks to make best use of the planned infrastructure enhancements across the North West. On the Buxton line, this specimen timetable includes a half-hourly off-peak service between Manchester and Buxton. The Northern Hub specimen timetable seeks to maximise capacity utilisation and journey opportunities by linking services across Central Manchester. A potential incremental enhancement beyond the Northern Hub specimen timetable would be to extend the services that are planned to terminate at Hazel Grove through to New Mills Newtown. It is envisaged that the trailing cross-over between New Mills Newtown and Furness Vale could be used to facilitate such a service. Increasing the off-peak service frequency between Buxton and Manchester to two trains per hour all day should be deliverable after December 2016 (when Liverpool-Warrington-Manchester semi-slow service extended to Stockport to enable infrastructure enhancement works to commence in Oxford Road station area) – subject to satisfactory business case. The further enhancement of service frequency between Hazel Grove and New Mills Newtown requires consideration in conjunction with the development of an electrification strategy for the North of England.
	High Peak & Hope Valley Community Rail Partnership	We would support strongly the idea of improved service frequency on the Buxton line, but additional services must go through to Buxton, as the busiest station on the line. Additional trains from New Mills would be likely to see Buxton services overcrowded from Disley and half empty trains running from New Mills. Buxton would benefit from some semi-fast trains, as the overall journey time to Buxton is slow.	
	Peak District National Park Authority	We are supportive of increasing provision of rail services, both for commuters and visitors to the National Park.	
	Whaley Bridge Town Council	A more frequent service is required along the rail line to Buxton, along with longer trains.	
	Poynton Relief Road		
	Peak District National Park Authority	There is some concern that the creation of a Poynton by-pass would appear to lead to increased traffic flows within the National Park; specifically on the A537. This would appear to be as a result of vehicles utlising the A537 and Poynton by-pass to access the A6 to Manchester Airport Relief Road. If this scheme progresses, we would need to be assured that it didn't have any unintended negative impacts on the National Park.	Proposals for Poynton Relief Road will be subject to detailed planning and business case studies which will consider the impact of the scheme on the wider network including routes through the the National Park.

Table 7-1 cont: A6 Corridor Study: Consultation Feedback

	Consultee	Comments	Response
Potential Medium Term Measures (considered capable of delivery within 5 to 10 years)			
	General Comments		
	High Peak Borough Council Regeneration Select Committee	Don't leave the medium-term initiatives until the medium-term - start the planning in the short term in order to ensure they are ready to be delivered in the medium term	Noted.
	Increased peak hour train capacity and platform length for all stations between Buxton and Stockport		
	Disley Parish Council	Increased peak hour train capacity must be included as part of the short term measures. These measures will be essential if significant modal shifts are to be achieved particularly in light of future development in neighbouring High Peak, both planned and proposed, as per their new Local Plan submission.	Diesel rolling stock will become available as other lines are electrified; although demand forecasts indicate additional capacity will not be required south of Hazel Grove until after December 2019, which is 'medium-term', the availability of electric rolling stock is dependent on the ThamesLink programme, and the dates for that rolling stock being delivered continually slip later. If demand grows faster than forecast trains could be lengthened in the 'short-term'. Network Rail is funded to lengthen platforms as trains are lengthened.
	High Lane Residents Association	Many High Lane residents use the railway station at Hazel Grove. It is well known that there is a long-standing problem with overcrowding at peak times.	
	High Peak & Hope Valley Community Rail Partnership	We agree that additional capacity will be required in the future and support the proposal to lengthen trains and platforms.	
	Whaley Bridge Town Council	A more frequent service is required along the rail line to Buxton, along with longer trains.	
	Cross boundary rail fare re-structuring		
	Chinley Buxworth & Brownside Parish Council	The ticketing system needs bringing into line with Disley and Hazel Grove offers to reduce A6 traffic to these locations by High Peak residents.	The advent of smart ticketing makes the eventual move to a simplified zonal fare system more likely, and 'Rail North' provided examples in their consultation on the future of rail in the north of such fare strategies adopted elsewhere. Any decisions on future fares strategies need to be taken in the context of potential devolution of the Northern franchise that is to be let in 2016 and any fares strategies or initiatives that may be included in the new franchise.
	Disley Parish Council	Cross boundary rail fare re-structuring must be included as part of the short term measures. These measures will be essential if significant modal shifts are to be achieved particularly in light of future development in neighbouring High Peak, both planned and proposed, as per their new Local Plan submission.	
	High Peak & Hope Valley Community Rail Partnership	We feel strongly that the fare anomalies are causing motorists to drive to stations nearer Manchester and contributing to traffic on the A6, and would support proposals to remove the anomalies.	
	Peak District National Park Authority	Cross boundary rail fare re-structuring would need to be implemented sensitively. Whilst we are aware of the impact of rail-heading, and would welcome an even distribution of fares across routes in the area; however, if this leads to some passengers seeing their fares rise disproportinately, this may act as disincentive to rail travel.	
	Whaley Bridge Town Council	The inequality of the fare structure needs addressing. It is much more expensive to travel by train from Whaley Bridge than from New Mills and stations beyond this point due to subsidies from TfGM. These subsidies need to be extended to include Furness Vale and Whaley Bridge to encourage travel by train rather than by car along the A6 to access trains at Hazel Grove.	
	Increased parking provision at New Mills Newtown rail station		
	Chinley Buxworth & Brownside Parish Council	The ticketing system needs bringing into line with Disley and Hazel Grove offers to reduce A6 traffic to these locations by High Peak residents. This would be further assisted with development of Newtown Station car park as part of the hub arrangements.	High Peak Borough Council is undertaking further consultation on its emerging Local Plan. The Local Plan consultation includes the designation of the vacant land next to New Mill Newtown rail station for an extension to the station car park, housing and employment. Any proposal for increased station parking will need to be supported by a Transport Assessment which will included consideration of local traffic flows and congestion.
	Goyt Valley Rail Users Association	New Mills Newtown has tremendous potential as a transport interchange and Park and Ride. The former goods yard has been lying unused for years and should be utilised for much needed car parking. As with Marple and other stations in the area commuting motorists are reluctant to get out of their cars and on to the train at Newtown as the present station car park is full well before the end of the morning peak.	
	High Peak Borough Council Regeneration Select Committee	Further consideration should be given in the short term to the traffic implications of the proposals to increase parking. This exercise would assist in determining their relative costs / benefits.	
	High Peak & Hope Valley Community Rail Partnership	We would support increased parking at New Mills Newtown station. There is suitable land available close to the station.	
	Peak District National Park Authority	Increasing and enhancing parking provision at rail stations will need to be implemented sensitively to ensure it doesn't induce local traffic flows and congestion.	
	Whaley Bridge Town Council	The Town Council supports the measure to increase parking spaces at New Mills Newtown. This should be a short-term measure and not on the medium-term list.	
	Increased parking provision at Chinley rail station		
	Chinley Buxworth & Brownside Parish Council	Car parking at Chinley station needs to be addressed urgently and not treated as the proposed 5 to 10 year project – we have major problems with rail users, many from the surrounding area, wishing to use the service from Chinley into Manchester as well as Sheffield and arriving by car, which they often need to park all day. Decking above the current car park could provide much needed access to the platform but the 25 extra parking spaces would not be sufficient for the current nor future need. Note point 1 and also that there is major planned development within the catchment area of Chinley Station – particularly Chapel-en-le-Frith.	Determination of the practicalities of delivery and maximising increased parking at Chinley rail station will be carried out as part of the next phase of work. Any proposal for increased station parking will need to be supported by a Transport Assessment which will included consideration of local traffic flows and congestion.
	High Peak Borough Council Regeneration Select Committee	Further consideration should be given in the short term to the traffic implications of the proposals to increase parking. This exercise would assist in determining their relative costs / benefits.	
	High Peak & Hope Valley Community Rail Partnership	We would support increased parking at Chinley – we consider that the Network Rail depot alongside the station could easily be relocated and the site used for parking.	
	Peak District National Park Authority	Increasing and enhancing parking provision at rail stations will need to be implemented sensitively to ensure it doesn't induce local traffic flows and congestion.	
	Increased parking provision at Chapel-en-le-Frith rail station		
	Chapel-en-le-Frith Parish Council	Whilst this appears -as is noted- in Chapel Neighbourhood plan, it is not at all obvious how the increase in spaces suggested can be achieved without major civil engineering works in building a substantial and potentially unsightly and very visible retaining wall.	Determination of the practicalities of delivering increaed parking at Chapel-en-le-Frith rail station will be carried out as part of the next phase of work. This work will be carried out alongside options for a new station on the Great Rocks line i.e. to assess the impact of increased parking on the business case for a new central station and vice versa. Any proposal for increased station parking will need to be supported by a Transport Assessment which will included consideration of local traffic flows and congestion.
	High Peak Borough Council Regeneration Select Committee	Further consideration should be given in the short term to the traffic implications of the proposals to increase parking. This exercise would assist in determining their relative costs / benefits.	
	High Peak & Hope Valley Community Rail Partnership	We consider the solution to the problems at Chapel is a station on the Great Rocks line.	
	Peak District National Park Authority	Increasing and enhancing parking provision at rail stations will need to be implemented sensitively to ensure it doesn't induce local traffic flows and congestion.	
	New rail station at High Lane		
	Chapel-en-le-Frith Parish Council	In the context of Chapel residents using the line to get to Stockport/Manchester and further afield, and visitors/tourists in the other direction, the rather undefined proposals/ suggestions regarding new Stations at High Lane and Simpsons Corner could have an adverse effect. Station stops increase the journey time by about 2 minutes (in total) per stop, There is already pressure to reduce the journey time for passengers travelling from stations on the line in Derbyshire, and to make the new stations attractive to new users, a fairly frequent service would be required, thereby creating a conflict. It is proposed instead that the suggested tram train service to Marple (Rose Hill) be extended along the course of the closed line to Middlewood, which by means of a short newly constructed short chord, could then reach Hazel Grove along the Buxton line, serving the proposed new stations. It would then join up with the tram train proposed for Hazel Grove, giving- amongst other things, a good Marple to Stepping Hill Hospital and Stockport service, something much in demand.	Plans for a new rail station at High Lane are at concept stage. Detailed scoping for a new rail station at High Lane will be carried out as part of the next phase of work. Any proposal for a new station parking will need to be supported by a Transport Assessment which will included consideration of local traffic flows and congestion.
	High Lane Residents Association	The Study does not mention any proposed location for such a station. If the location is near Brookside Park (which would seem to be a natural choice), there may be concerns about the potential for rat-running from the A6 if the new station provides an excuse to pass through the existing "access only" restrictions. In general, however, I think such a station would be strongly welcomed by most residents of High Lane.	
	High Peak & Hope Valley Community Rail Partnership	We would support a new station at High Lane.	
	Poynton Town Council	We have identified a possible site for a large car park in High Lane adjacent to Middlewood rail station, this being the former waste disposal site which was previously accessed along Middlewood Road in High Lane. If this is viable, then it would have the effect of attracting passengers from High Lane who currently travel to Disley station, and would ease pressure on the car park at that station. This could provide a more effective, cheaper and speedier alternative to the proposed construction of two new rail stations. Were these to go ahead they would also create additional stops on the schedule, thus impacting on the journey times between Buxton and Manchester.	

Table 7-1 cont: A6 Corridor Study: Consultation Feedback

Potential Longer Term Measures (considered unlikely to be deliverable within 10 years)			
	General Comments		
	High Peak Borough Council Regeneration Select Committee	Don't leave the long-term initiatives until the long-term - start the planning in the short term in order to ensure they are ready to be delivered in the long term	Noted.
	Increased line speed between Buxton and Hazel Grove and Electrification of Buxton Line		
	High Peak & Hope Valley Community Rail Partnership	Both of these proposals are essential. The line is already electrified as far as Hazel Grove, and is steeply graded. The tunnels are few and short and should not cause too many problems. There is a speed restriction due to clearance in one tunnel but this could be overcome. The line speed is very low – not an issue when going uphill with elderly diesel units, but an issue going downhill, and when electrified. Overall journey times to Buxton are slow, and these changes would speed up the journey and move many travellers from road to rail.	This scheme needs to be considered within the wider context for electrification. Efforts should be made to promote inclusion of the Buxton line within the remit of the recently announced DfT task force into electrification in the North.
	New rail station at Chapel-en-le-Frith on 'Great Rocks' line		
	Chinley Buxworth & Brownside Parish Council	Possible renewal of Chapel Central Station would go some way to relieving the pressure of extra passengers, including Chapel residents, being picked up by trains calling at Chinley and we would therefore strongly support such a proposal.	Plans for a new central rail station at Chapel-en-le-Frith on the Great Rock line are at concept stage. Detailed scoping for a new rail station will be carried out as part of the next phase of work. This work will be carried out alongside options for increase parking at the existing station i.e. to assess the impact of new station on the business case for increased parking at Chapel-en-le-Frith and vice versa. Any proposal for a new station parking will need to be supported by a Transport Assessment which will included consideration of local traffic flows and congestion.
	High Peak & Hope Valley Community Rail Partnership	We would strongly support this proposal.	
	High Lane-Disley Bypass		
	High Lane Residents Association	Given the current and future predicted congestion, I am sure that this proposal would be very strongly welcomed by High Lane residents. It is interesting to note in the Study that the estimated BCR (Benefit-to-Cost Ratio) is an impressive 6.2, i.e. even higher for this scheme than for the A6MARR scheme, at 5.06. This illustrates the excellent value for money that a High Lane - Disley bypass would represent, not to mention the benefit to the community.	Significant work will be required to identify and develop a scheme and preferred route alignment.
	Peak District National Park Authority	There is some concern that with a lack of detailed modelling the impact of this potential scheme on strategic and local movements withing the National Park is unknown. If this scheme progresses, we would need to be assured that it didn't have any unintenteded negative impacts on the National Park.	
Other strategy interventions (which may have merit in their own right but are not directly aligned to the A6 corridor study objectives)			
	New rail station at A6 Simpsons Corner		
	Chapel-en-le-Frith Parish Council	In the context of Chapel residents using the line to get to Stockport/Manchester and further afield, and visitors/tourists in the other direction, the rather undefined proposals/ suggestions regarding new Stations at High Lane and Simpsons Corner could have an adverse effect. Station stops increase the journey time by about 2 minutes (in total) per stop, There is already pressure to reduce the journey time for passengers travelling from stations on the line in Derbyshire, and to make the new stations attractive to new users, a fairly frequent service would be required, thereby creating a conflict. It is proposed instead that the suggested tram train service to Marple (Rose Hill) be extended along the course of the closed line to Middlewood, which by means of a short newly constructed short chord, could then reach Hazel Grove along the Buxton line, serving the proposed new stations. It would then join up with the tram train proposed for Hazel Grove, giving- amongst other things, a good Marple to Stepping Hill Hospital and Stockport service, something much in demand.	Need to consider this in the context of new stations in High Lane and Middlewood. Whilst all are not viable it will be necessary to determine the most appropriate provision in the area.
	High Peak & Hope Valley Community Rail Partnership	This would appear to be a variation on the proposal for a station at High Lane – we would support one new station but not two.	
	Poynton Town Council	We have identified a possible site for a large car park in High Lane adjacent to Middlewood rail station, this being the former waste disposal site which was previously accessed along Middlewood Road in High Lane. If this is viable, then it would have the effect of attracting passengers from High Lane who currently travel to Disley station, and would ease pressure on the car park at that station. This could provide a more effective, cheaper and speedier alternative to the proposed construction of two new rail stations. Were these to go ahead they would also create additional stops on the schedule, thus impacting on the journey times between Buxton and Manchester.	
	A6 to M60 relief road		
	Stepping Hill Area Committee	A significant improvement on traffic generation would be achieved by the completion of both stretches of the A6 bypass.	Historically the proposed A6 to M60 motorway relief road (including Stepping Hill link) has been developed in connection with the A6MARR and Poynton Bypass as part of a wider South East Manchester Multi Modal Strategy (SEMMMS). Although the scheme may not impact on A6 traffic flows south-east of Hazel Grove, it remains strategic priority. Therefore, whilst the proposals for this scheme are complementary they will be developed independently of the A6 corridor strategy.
	East Didsbury to Hazel Grove tram-train		
	No consultation response		

Table 7-1 cont: A6 Corridor Study: Consultation Feedback

	Consultee	Comments	Response
Remaining strategy interventions (not considered to be viable in the context of this study)			
	Complementart measures on the A6 through Hazel Grove following completion of A6MARR		
	High Lane Residents Association	The proposal to reduce the current two-lanes-per-direction to one (plus a shared third lane for right turns) is likely to have a dramatic adverse effect on traffic congestion and journey times, in my opinion. The Transport Assessment document of the A6MARR Planning Application includes a predicted decrease in traffic on this stretch by 16% to 18%, depending on the comparison year (2009 or 2017). However, reducing the number of lanes per direction from 2 to 1 would be a 50% reduction, given that the shared right-turn lanes cannot be used for onward progress along the A6. But it is worse than this: with two lanes per direction, if there is an obstruction in one lane, at least there is currently the option of using the remaining lane; with a single lane system, however, if that lane is obstructed, there is no fallback option, other than to wait for a gap in the opposing direction's traffic flow. (Good luck with that! The best-case (i.e. lowest) prediction on this stretch is for 31,000 vehicles per day after completion of the A6MARR.) Obstructions on this part of the A6 are frequent, given that it is lined on both sides by retail outlets, many of which require delivery vehicles to stop on the road for prolonged periods during the day. Buses frequently need to stop too, although this is typically much less of a problem because the stops tend to be brief in duration. Taxis also stop on the roadside in this area. Ad hoc incidents such as roadworks and vehicle breakdowns also add to the causes of obstruction, not to mention the need to make way for emergency vehicles – something that is of particular relevance, given the proximity to Stepping Hill Hospital. The proposed location for this measure continues to be one of the most congested roads in the borough, being in the lowest possible category (0 to 10 mph) for average speed during peak hours and it has a high density of traffic lights and pedestrian crossings, particularly subsequent to the remodelling work in recent years resulting from the two major supermarkets' developments on this busy stretch of the A6.	Following comments received this has been removed from the final A6 Corridor Strategy. Appropriate complementary measures will be developed for Hazel Grove following implementation of the A6MARR scheme. The complementary measures scheme will be subject to consultation and approval by the relevant area committee.
		Although the Study mentions a potential new road linking the A6 to the M60 near Bredbury, no mention is made of the impact that this might have on traffic in this reduced-lanes scheme. The previous proposals for this part of the SEMMMS scheme included an additional link near Sainsbury's in Hazel Grove to join up with the Simpsons Corner to M60 section, so it is likely that traffic demand in this area of Hazel Grove would increase, were the new link road to go ahead. Concerns over this proposal were raised by councillors at the March 2014 meetings of Marple Area Committee (all of whom made an explicit request for their concern to be minuted) and Stepping Hill Area Committee. In addition, negative comments, some of them quite scathing, on this proposal and others by Hazel Grove / Stepping Hill councillors were recently reported in the press.	
	Peak District National Park Authority	We acknowledge that the reallocation of A6 road space through Hazel Grove in a more sustainable manner following completion of A6MARR needs to be implemented sensitively so that congestion is not increased, and traffic is not displaced onto less suitable routes.	
	Stepping Hill Area Committee	Concerns were expressed about any suggestion of removing lanes from the A6. Concerns were expressed about the appropriateness of encouraging traffic onto Jackson's Lane. A significant improvement on traffic generation would be achieved by the completion of both stretches of the A6 bypass.	
	Improved bus service provision to High Lane/ Disley		
	High Lane Residents Association	It is disappointing news that the proposal for "improved bus service provision to High Lane/Disley" was not thought to be viable. I am sure that High Lane Residents (and others) would welcome a better service, and would be very unhappy if the existing [at best, approximately half-hourly] service were made less frequent so as to make room for a direct service to the airport, as the current 199 service is the only practical means of connecting to the wider transport network (apart from the occasional TP and 394 services) for those reliant on public transport. And it should not be forgotten that an increased use of public transport would reduce road congestion (because switching from private to public transport reduces the number of individual vehicles).	For bus to be a realistic alternative to car/ rail from High Lane and Disley, both the frequency of service and journey time would need to be competitive. Such a scheme is unlikely to be self-financing (or else such a service would already be in place), and would require ongoing subsidy support which is out-of-scope for this study. However, it is recommended that discussions are held with operators regarding the potential viability of commercial services.
	Marple Area Committee	It was agreed that an aspiration for a more regular bus service to High Lane from Stockport should be incorporated as part of the measures.	
	Improved public transport provision to Poynton		
	Poynton Town Council	There is no mention in the report of the imminent development of 950 houses on the former BAE Systems site at Woodford, to be known as Woodford Garden Village. The detailed planning application submitted to Stockport Council includes proposals to encourage the use of Poynton rail station by those future households, despite there already being insufficient car parking space at that station. As a consequence this could put unwanted additional pressure on Hazel Grove and Bramhall station car parks, if those become their stations of choice. The report refers to Poynton as having a very limited public transport service for a town of its size. Clearly, a development of 950 houses on the doorstep of the village will exacerbate the situation, and result in a considerable increase in traffic flows in the area. Poynton already struggles to cope with 26,000 vehicle movements a day through its centre.	Woodford planning application includes proposals for enhanced bus provision to/ from the site as well as improved cycle links to local stations.
	Improved integration between rail/ bus services		
	Goyt Valley Rail Users Association	New Mills Newtown has tremendous potential as a transport interchange and park-and-ride. A regular shuttle bus should be established between Newtown station and Hayfield, via New Mills bus station, which is close to New Mills Central. Care should be taken, however, not to extract passengers from the present 358 bus route, as this forms an important link between the Marple area and towns towards Buxton.	Integration of local bus service and rail timetable information on an ongoing basis would be a complex and challenging process, and therefore should only be considered selectively. Agree that integration between bus and rail at New Mills Newtown and Buxton would seem to offer the greatest potential return and should be explored further.
	High Peak & Hope Valley Community Rail Partnership	This is essential – especially at Buxton where a new car park would allow a bus interchange in the current car park.	
	Improved access to Middlewood rail station		
	Poynton Town Council	The Town Council feels strongly that Middlewood rail station can ease pressure on the car park at Hazel Grove rail station by attracting passengers who both live in Poynton and currently use Hazel Grove as their station of choice. Extensive surveys conducted by Cheshire East Council in 2011 and Poynton Town Council in 2012 both show that latent demand exists for Middlewood rail station. The section of the report relating to Middlewood rail station states that it is not directly accessible from the public highway. This is not the case, as there is a signed path which leads directly off Middlewood Road onto the Middlewood Way, which in turn leads directly to the station. Furthermore, as the report indicates, a considerable amount of work has been carried out in recent years by both Poynton Town Council and Cheshire East Council in order to increase patronage there. This includes a study by Cheshire East Council and a survey of residents' views by Poynton Town Council. To this end, funds for improvements to the access path to the station have recently been included in Cheshire East Council's transport budget for 2014/15, and options for a dedicated car park are currently being considered, providing parking spaces for up to 40 vehicles. Contrary to the A6 Corridor Study, which states a walking time of 8 to 10 minutes, the station platform would be within a 3 to 4 minute walk of the highway/car park, similar to the time it takes to walk from the overflow car park at Hazel Grove to the station platform there. The effect of a new bus service in Poynton, the P1, should also be taken into account. The fact that this is a dependable hourly service has led to its success and popularity. The P1 connects Poynton residents with Middlewood, Poynton and Hazel Grove stations. This regular connectivity with Middlewood, combined with investment in a dedicated car park at Middlewood rail station, and a bus turnaround, would ease pressure on Disley, Poynton and Hazel Grove station car parks, and have the added attraction of mitigating congestion on the A6 resulting from the new A6 to Manchester Airport Relief Road. We strongly believe that insufficient attention has been paid in the A6 Corridor Study to the potential of Middlewood Station. Improved facilities there, and an hourly train service (the importance of which was emphasised by the rail companies when they visited Poynton, and evidenced by the success of the P1), will go some considerable way to increase patronage at the station, bringing with it the real prospect of easing congestion at Disley, Hazel Grove and Poynton station car parks, and on the A6. Moreover, relatively modest investment in the infrastructure at Middlewood station would be a far cheaper prospect than building two new intermediate stations on the route. In brief, demand at Middlewood rail station is currently suppressed because of poor infrastructure, and now because of scheduling that has resulted in a two hourly service pattern at the station. This in turn has led to further suppression in demand. A damaging, not virtuous circle of cause and effect.	It is agreed that the potential for improved access to Middlewood rail station should be considered in more detail alongside plans for a new station in the High Lane area, and that concerns regarding the frequency of service at Middlewood should be reviewed.
	Park-and-ride facilities at Furness Vale rail station		
	No consultation response		
	Increased parking provision at Whaley Bridge rail station		
	Peak District National Park Authority	Increasing and enhancing parking provision at rail stations will need to be implemented sensitively to ensure it doesn't induce local traffic flows and congestion.	Agree that discussion should be held with Network Rail to explore the potential to increase car park size.
	Whaley Bridge Town Council	The lack of parking at Whaley Bridge Station does not encourage the use of the rail link from Whaley Bridge. It was suggested that Network Rail consider removing the shrubbery on the platform side of the car park, redesigning and increasing the size of the station car park.	Any proposal for a new station parking will need to be supported by a Transport Assessment which will included consideration of local traffic flows and congestion.
	New bus or rail-based park-and-ride facility at A6/ A5004 roundabout Whaley Bridge		
	No consultation response		
	Cheaper rail fares		
	High Peak & Hope Valley Community Rail Partnership	If fares in Greater Manchester were to be raised as discussed above, it should be possible to lower fares to the outlying stations without an overall increase in costs. Cheaper fares would also be expected to reduce the current high levels of fare evasion, and increase ridership.	Please refer to response on 'Cross boundary rail fare re-structuring'.

Table 7-1 cont: A6 Corridor Study: Consultation Feedback

	Consultee	Comments	Response
Other Measures/ Issues			
	Chapel-en-le-Frith Parish Council	It would be a very positive action if, when the A6MARR, and other works proposed on the A6 itself are complete, the B5470 between Whaley Bridge and Macclesfield be barred to through HGVs (with the usual exceptions). This is currently used by HGVs getting from West Derbyshire to East Cheshire, and is entirely unsuitable for that type of use, being very hilly, narrow in parts and with severe bends. It's not unusual for cars to travel the whole distance behind slow moving HGVs or attempt dangerous overtaking manoeuvres. It would also reduce the number of HGVs passing through Chapel and Whaley Bridge.	Whilst the proposal may have some merit, it is out-of-scope within the context of this study.
	Disley Parish Council	The Parish Council notes that the report states that approximately £63 million has been spent on SEMMMS projects over the last ten years but there is little evidence of any of this money being spent on transport measures in this area.	Noted.
	High Lane Residents Association	Given the involvement of TfGM in the A6 Corridor Group, and the remit of the Study to look twenty years ahead, it is perhaps surprising that are no proposals that involve making use of "Big Data" to optimise multi-modal transport, even on a modest scale. In fact, the only mention in the Study that I can find of a database of any sort being involved is a simple proposal to use a branded car-sharing database. Big Data is a rapidly growing subject area (as evidenced by a doubling in the past year or so of the number of headlines including this term) in which large amounts of data, typically from a wide variety of sources, are combined and automatically analysed to produce useful results. In May 2013, I reported to High Lane Residents Association details of plans for the introduction of a Variable Message Sign (VMS) scheme along the A6 from Hazel Grove into Stockport, in which sensors will gather Bluetooth data transmissions from passing motorists so as to use their in-vehicle devices' MAC addresses (suitably encrypted and truncated (for security and anonymity respectively)) to make timing measurements on the flow of traffic and to display it dynamically on roadside signs for the benefit of passing road users to make informed decisions about their journey. TfGM had some involvement in this scheme. It has also been promoting a scheme inviting developers to use Greater Manchester's Real-Time Open Data Information System that gathers data from across the region's transport network, so as to create applications that would be of benefit to travellers, stimulating them to make "smarter choices". There are countless ways in which such data could be used beneficially. For example, data relating to the progress of buses along the A6 could be relayed in real time so that train operators would know in advance when to expect more passengers. Although there may not be much flexibility in the timetabling, even making slight adjustments of a minute or so, in an informed way, could improve the matching of demand to capacity. Alternatively, this data could be released to passengers (e.g. via smartphone apps or electronic display boards) to help plan their journey, rather than having to rely on scheduled timetables that may not be accurate. There is an ever-increasing number of data-gathering projects springing up. One recent local example is the Smart Citizen project in Manchester. However, this is only open to those resident or working within 3 miles of the city centre, but those who are eligible can apply for a free sensor unit by registering before 15th April 2014. The unit includes a board with sensors for measuring air pollutants (CO and NO_2), temperature, light intensity, sound levels and humidity, and a board with data processing and radio comms capability that can stream the data over a WiFi link.	The study team fully endorse the use of intellinegt transport technology to make better use of real-time data to enable people to make smarter travel choices. Indeed, Greater Manchester has consistently placed connectivity and transport investment at the heart of its economic strategy. There is already significant investment, both underway and planned, which will deliver a transformational step-change in connectivity this includes the Local Sustainable Transport Fund providing over £50 million investment in active travel, smarter choices and intelligent transport technologies, which aims to at least double the levels of commuter cycling in Greater Manchester and enable all commuters to make more sustainable choices in how they travel.
	Marple Area Committee	The impact of future house building schemes in Poynton on increased traffic generation.	Noted.
	Whaley Bridge Town Council	Re-trunking the A6 should be encouraged. Any increase in traffic along the A6 through Furness Vale will increase pollution, already at unacceptable levels, especially in the vicinity of Furness Vale Primary School which is adjacent to the A6. HGV container traffic is increasing via Whaley Bridge from the direction of Long Hill. This is causing flying debris which is dangerous and needs to be prevented. (A piece of such debris recently landed off a truck onto the pavement outside Furness Vale Primary School!). This sort of incident will increase with the increase in volume of commercial traffic. Attention should be paid to the potential increase in traffic generated along the A6 through Bridgemont and Furness Vale from large housing developments granted planning permission in Chapel-en-le-Frith. More houses generate more traffic.	Noted concerns regarding traffic. Need to encourage travel plans for new sites to encourage use of sustainable travel modes.

8. Appraisal of Strategy Interventions

Introduction

8.1. Building on the outcomes of the qualitative assessment of potential interventions this chapter presents an appraisal of strategy interventions based on:

- Developing initial rail demand forecasts using Passenger Demand Forecasting Handbook (PDFH) methodology along with the MOIRA software to assess the impact of rail timetable changes; and
- A6MARR SATURN highway traffic model to assess the reassignment impacts of highway network changes along with an indication of the potential impact of the transfer of trips from car to rail.

8.2. At this stage demand-side responses to potential options have not been tested.

Base Rail Demand

8.3. According to MOIRA[16] ticket sales data for the 2012/13 rail year (April 2012 – March 2013) there were just over 800,000 rail journeys made to/from/between Buxton line stations. Just over 600,000 trips per annum cross the screenline between Middlewood and Hazel Grove, meaning that around 200,000 trips per annum (25%) are 'internal' journeys between the eight stations listed in **Table 8-1** below.

Table 8-1: Base Rail Demand on the Buxton Line

Station	2012/13 Journeys
Buxton	287,694
Dove Holes	5,861
Chapel en le Frith	43,297
Whaley Bridge	110,558
Furness Vale	20,739
New Mills Newtown	188,212
Disley	147,269
Middlewood	19,548
Total	**823,178**

8.4. Morning peak demand for trips into Manchester is forecast to grow by 22% during CP5, with further growth predicted beyond the end of CP5 (2019). This growth in demand is likely to place further strain on existing parking facilities, with a lack of available spaces potentially constraining growth in rail trips.

Committed Measures/ Outputs from Other Studies

8.5. The following options are assumed to be committed measures/ outputs from other studies:

- A6 mitigation associated with the A6MARR scheme;
- Provision of bus-based park-and-ride at A6 Rising Sun (Hazel Grove); and
- Increased parking provision at Hazel Grove rail station.

A6 Mitigation Measures Associated with A6MARR Scheme

8.6. As previously presented in **Chapter 2** of this report the traffic modelling predicts significant increases in traffic flow on the A6 through High Lane and Disley with the A6MARR in place. This increase is a result of both background traffic growth and the reassignment of longer distance traffic as a result of the introduction of the A6MARR. The nature of the A6 through High Lane

[16] The data in **Table 8-1** reflects the demand data contained within the Northern Rail industry standard version of MOIRA provided for this study, and due to methodological differences do not necessarily match the ORR footfall figures reported in **Table 5-1**, which includes a revised methodology to infill journeys made on 'PTE' tickets.

and Disley means that it is neither possible nor desirable to significantly increase network capacity along this corridor. The A6MARR Project Team has been sensitive to the concerns raised by the public and stakeholders alike in relation to the predicted increases in traffic through High Lane and Disley, both as a result of background traffic growth and the reassignment of longer distance traffic movements following completion of the A6MARR scheme.

8.7. Following the Phase Two Consultation the promoting Authorities resolved to implement a package of enhanced mitigation measures on the A6 tailored to limiting, as far as practicable, the impacts of the A6MARR scheme through a combination of; discrete local junction improvements, environmental enhancement measures, and speed management measures.

8.8. These enhanced mitigation measures seek a balanced approach to managing the predicted traffic on the A6 through High Lane and Disley by:

- better managing traffic flows for local residents at the A6 Buxton Road/ Windlehurst Road junction through a local junction improvement scheme;
- enhancing the local district centre environment in Disley village through the introduction of shared-space type interventions; and
- limiting the attractiveness of the A6 to longer distance traffic which would otherwise switch from other cross-county routes with the A6MARR in place. This will be achieved through a combination of gateway treatments and reduced speed limits.

8.9. These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:

- cycle lanes on uphill sections of the A6 between Hazel Grove and New Mills Newton where practicable;
- a new pedestrian refuge on the A6 Buxton Road at Wellington Road;
- a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane;
- new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road;
- a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and
- a new cycle link between High Lane/ Disley and Poynton through Lyme Park.

8.10. Traffic modelling of the A6MARR scheme previously predicted an increase in traffic of up to 34% on the A6 between Hazel Grove and Newtown. The introduction of enhanced mitigation measures markedly reduces this increased traffic flow to between 10 to 13%, as shown in **Table 8-2** and **Figures 8-1**.

8.11. Some increase in traffic on the A6 through High Lane and Disley should be expected when one considers the following:

- Without the A6MARR in place traffic growth in the A6 corridor between the M60 motorway and Disley is heavily constrained, compared to other routes through Stockport, most notably through Hazel Grove and Stockport Town Centre; and
- With the A6MARR in place, the A6 through Hazel Grove and Stockport Town Centre is predicted to experience reduced traffic levels (below 2009 base year levels). As a result journey times over this section of A6 will markedly improve.

8.12. Therefore, whilst there may be some junction delay at particular locations on the A6, such as the Fountain Square junction in Disley or Windlehurst Road junction in High Lane, these delays are more than offset by reduced junction delays elsewhere along the A6.

Table 8-2: Traffic Growth/ A6MARR Impact in the A6 Corridor (including the introduction of Enhanced A6 Mitigation)

Scenario	A6 through Hazel Grove			A6 west of High Lane			A6 west of Newtown			A6 Corridor (Screenline)		
	AADT	Change Relative to Base (%)	Change Relative to Without A6MARR (%)	AADT	Change Relative to Base (%)	Change Relative to Without A6MARR (%)	AADT	Change Relative to Base (%)	Change Relative to Without A6MARR (%)	AADT	Change Relative to Base (%)	Change Relative to Without A6MARR (%)
2009 Base	36600			24500			18300			47500		
2017 Without A6MARR	36500	0%		25900	6%		20700	13%		58300	23%	
2017 With A6MARR DF7 (Design Freeze 7)	31400	-14%	-14%	32600	33%	26%	27700	51%	34%	63100	33%	8%
2017 With A6MARR DF7+ (Enhanced A6 Mitigation)	31200	-15%	-15%	29300	20%	13%	22700	24%	10%	59400	25%	2%

Note:- A6 Corridor Screenline includes: B6101 Hague Bar (between Strines & New Mills); A6 Buxton Road (west of Newtown); B5470 Macclesfield Road (between Kettleshulme & Whaley Bridge; and A537 Buxton New Road (between the Cat and Fiddle Inn and Macclesfield).

Figure 8-1a – Forecast Traffic Flows 2009 & 2017 AADT

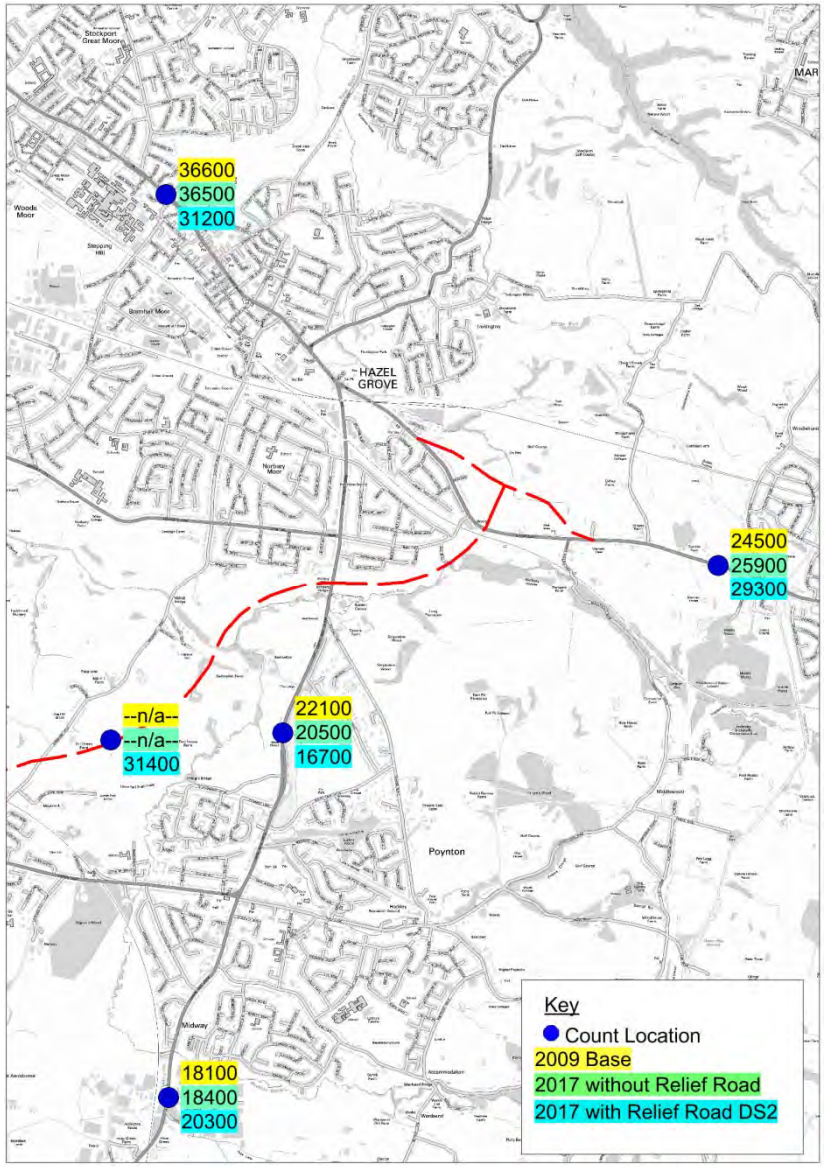
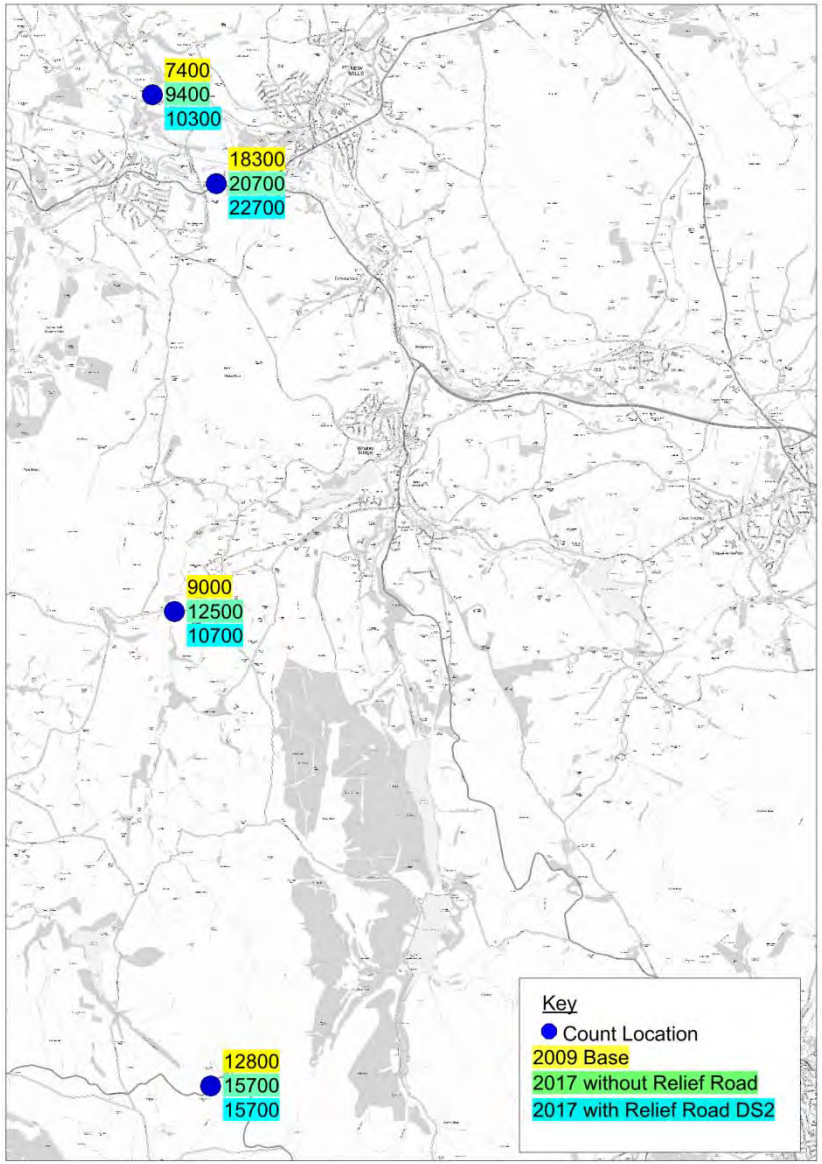


Figure 8-1b – Forecast Traffic Flows 2009 & 2017 AADT



Provision of bus-based park-and-ride at A6 Rising Sun (Hazel Grove)

8.13. Stagecoach has recently (April 2013) been granted conditional consent to introduce a bus-based park-and-ride scheme on the A6 at the Buxton Road and Macclesfield Road 'Rising Sun' junction for commuters heading into Stockport town centre and on to Manchester.

8.14. The park-and-ride scheme will see the redevelopment of a brownfield site of approximately 1.5 hectares to form a circa 433 space car park, passenger terminus building and associated infrastructure improvements. The park-and-ride site will be served by the number 192 bus service, an existing bus service which already routes between the bus turn-around facility nearby in Hazel Grove and Manchester City Centre at a frequency of around every 10 minutes.

Increased parking provision at Hazel Grove rail station

8.15. Hazel Grove station has a large station car park which is attracting an increasing number of passengers wishing to avoid the high levels of traffic congestion along the A6 through to Stockport and beyond to Manchester city centre. The car park is regularly full by 10am which forces people to use local roads for parking and thereby constraining growth in rail passenger numbers.

8.16. The GM LTP3 Core Strategy identifies a number of park-and-ride sites, including Hazel Grove rail station, to be developed as funding allows. Current proposals assume decked spaces over the existing car park which would result in an increase from 301 to 420 spaces.

Potential Short Term Measures

8.17. The following options are considered capable of delivery within the next 5 years:

- Branded car sharing database for the A6 corridor;
- Improved pedestrian/ cycle access to rail stations;
- Improved online and offline cycle facilities along the A6 corridor;
- Improved bus services to Manchester Airport (via A6MARR);
- Improved station facilities at Disley rail station;
- Increased parking provision at Disley rail station;
- Increased parking provision at Buxton rail station;
- Increased rail service frequency between Manchester and Buxton rail station;
- Increased rail service frequency between Manchester and New Mills Newtown rail station; and
- Poynton relief road.

Branded car sharing database for the A6 corridor

8.18. Low cost option that should be considered to be an integral component of a multi-modal strategy for the A6 corridor. A short term measure which should be relatively straightforward to coordinate through the travel planning portals of the respective promoting authority websites.

Improved pedestrian/ cycle access to rail stations

8.19. Low cost option that should be considered to be an integral component of a multi-modal strategy for the A6 corridor. The Buxton and Hope Valley line passenger surveys highlight the importance of walking as the main mode for accessing the rail stations in the corridor. On average the majority (51%) of Buxton line passengers walk to the station. The provision of high quality pedestrian access to rail stations and facilities for cyclist where deficiencies exist could make a positive contribution towards encouraging/ maximising rail take-up. For example, the Peak Forest Tramway that connects with the canal towpath to provide a greenway to Chinley with scope to extend to Chapel-en-le-Frith and Dove Holes. There is also scope for the White Peak Loop cycle trail & Monsal Trail extension to enhance links to Buxton.

Improved online and offline cycle facilities along the A6 corridor

8.20. Low cost option that should be considered to be an integral component of a multi-modal strategy for the A6 corridor. For example, creation of a safe cycle route from Stockport through Disley into Derbyshire for commuting and leisure purposes, utilising the Peak Forest Canal towpath to Whaley Bridge and Bugsworth Basin and a new cycle link between High Lane/ Disley and Poynton through Lyme Park. The creation of a cycle route along the Peak Forest Canal is an

aspiration of the Peak District National Park Authority to provide a link between Greater Manchester and the Peak District. The route was considered for the recent Pedal Peak District II project and forms part of the draft Wider Peak District Cycle Strategy.

Improved bus services to Manchester Airport (via A6MARR)

8.21. Access to Manchester Airport from the A6 corridor by bus is currently poor. Skyline 199 operates a half hourly service between Buxton and Manchester Airport via Stockport Bus Station. The timetabled journey from Disley (Ram's Head) to Manchester Airport is 53 minutes. Completion of A6MARR presents an opportunity to significantly reduce journey times to the Airport from the A6 at Hazel Grove. There are no plans to reduce bus services to Stockport from High Lane. The intention would be to introduce additional services with potential interchange facilities at the proposed bus-based park-and-ride site at A6 Rising Sun. The park-and-ride site will be served by the number 192 bus service, an existing bus service which already routes between the bus turn-around facility nearby in Hazel Grove and Manchester City Centre at a frequency of around every 10 minutes. Consultation with bus operators will be carried out as part of the next phase of work.

Improved station facilities at Disley rail station

8.22. In 2012/13 there were just under 150,000 passenger journeys made to/from Disley rail station, making Disley the third busiest station on the line after Buxton and New Mills Newtown. Facilities at Disley are below the desired standard for a station with an annual footfall of 150,000. Disley does not have electronic customer information screens or CCTV coverage and it is acknowledged that a station with Disley's level of footfall would benefit from enhanced station facilities.

8.23. PDFH5 provides recommendations for the level of demand uplift that can be expected from enhanced station facilities, as investment in facilities improves the passengers' experience and generates a modest increase in demand and revenue as rail travel is made more attractive. PDFH recommends a demand uplift that varies by journey purpose. Using standard PDFH journey purpose splits, **demand at Disley is forecast to increase by 4%** if it is provided with CIS (3.7%) and CCTV (0.3%). PDFH recommends a demand uplift of around 7% when CCTV is provided, however it is recommended that this is only applied to journeys that are made outside of core hours when passengers have a lower perception of security. Passenger counts have been used to determine the number of passengers using Disley station early in the mornings and late in the evenings.

8.24. Capital costs have been estimated at £75,000 using other recent examples of CIS and CCTV provision in the TfGM area. A 20-year appraisal (a notional lifetime for the assets) generates a positive financial return, with a NPV of £0.5m over 20 years. This is due to the forecast incremental revenues exceeding the forecast capital and operating expenditure over the appraisal period.

8.25. An Optimism Bias of 66% has been applied to Capital Costs, (equivalent to GRIP 1), while ongoing operating costs have been estimated at £7,500 per annum (10% of Capital Expenditure) with an Optimism Bias of 41% in line with WebTAG.

Increased parking provision at Disley rail station

8.26. Disley rail station is listed as having a 25 space car park, but actual parking provision is about double this amount. Morning peak demand for trips into Manchester is forecast to grow by 22% during CP5, with further growth predicted beyond the end of CP5 (2019) meaning rail demand on the Buxton line is forecast to increase considerably in the future. This growth in demand is likely to place further strain on existing parking facilities, with a lack of available spaces potentially constraining growth in rail trips.

8.27. Assuming a 25-space extension to the car park could be delivered for minimal land cost on the basis that the former goods yard site is railway property, then it is expected that the scheme would be **financially positive** over a standard appraisal period. This assumes a cost of £4k per parking space, with an ongoing operating cost of £100 per space per annum. Rail journeys from Disley are forecast to increase by almost 3%, with a corresponding increase in revenues from rail fares. It is arguable that where existing car parks are approaching capacity, any extension to

capacity should be viewed in the context of enabling background growth to continue rather than generating additional demand over and above forecast growth, which is typically unconstrained.

8.28. If suitable land is made available and current supply levels start to act as a constraint on rail demand then the case for providing extra parking spaces at Disley station appears strong.

Increased parking provision at Buxton rail station

8.29. Buxton rail station has a 53 space car park with a charge for rail passengers of £2 per day. Morning peak demand forecasts for trips into Manchester are forecast to grow by 22% during CP5, with further growth predicted beyond the end of CP5 (2019) meaning rail demand on the Buxton line is forecast to increase considerably in the future. This growth in demand is likely to place further strain on existing parking facilities, with a lack of available spaces potentially constraining growth in rail trips.

8.30. Due to its position at the end of the line, Buxton generates the highest average yield per rail journey of all the stations on the line, with average revenue per journey between 2-3 times higher than at Hazel Grove, for example. This means that the revenues gained per extra journey is higher at Buxton than any other station on the line, and all others things being equal, expanding the car park at Buxton will generate the highest returns of any station along the line.

8.31. Assuming a 30-space extension to the car park could be delivered for minimal land cost, then it is expected that the scheme would have a positive financial case over a standard appraisal period. This assumes a cost of £100k per parking space, with an ongoing operating cost of £100 per space per annum. Rail journeys from Buxton are forecast to increase by almost 2%, with a corresponding increase in revenues from rail fares and parking charges. It is arguable that where existing car parks are approaching capacity, any extension to capacity should be viewed in the context of enabling background growth to continue rather than generating additional demand over and above forecast growth, which is typically unconstrained forecast growth.

8.32. If suitable land is available and current supply levels start to act as a constraint on rail demand then there is a strong case for providing extra parking spaces at Buxton station. High Peak Borough Council is at the time of the writing this Report undertaking further consultation on their emerging Local Plan. The consultation references the need to provide additional parking to serve Buxton Station on land to the north of Station Road.

Increased rail service frequency between Manchester and Buxton rail station

8.33. Increased service frequencies should be deliverable from December 2016 (when Liverpool-Warrington-Manchester semi-slow service extended to Stockport to enable infrastructure enhancement works to commence in Oxford Road station area) – subject to satisfactory business case.

8.34. In the May 2013 timetable there is an hourly service on the Buxton line beyond Hazel Grove, with additional trains in the peak periods when demand is highest. There are a total of 22 weekday services from Buxton to Manchester, with 20 services in the return direction. There are five services from Buxton that arrive in Manchester during the morning peak period (7am to 10am) and six services that depart Manchester during the evening peak period (4pm to 7pm).

8.35. Historically, a half-hourly service was provided on the Buxton line throughout the day at least as far as Whaley Bridge, with at least a half-hourly service to/from Buxton in the peak periods. Over time, the service pattern on the Buxton line was rationalised as travel demand patterns changed, resulting in the present-day timetable where the service frequency has not altered much since privatisation in the 1990s.

8.36. As part of their planning process for the ‘Northern Hub’ package of infrastructure enhancements, the rail industry has developed a specimen timetable that seeks to make best use of the planned infrastructure enhancements across the North West. On the Buxton line, this specimen timetable includes a half-hourly off-peak service between Manchester and Buxton, with a typical journey time of 53 minutes. The Northern Hub specimen timetable seeks to maximise capacity utilisation and journey opportunities by linking services across Central Manchester. Following completion of the current electrification programme, the Buxton line services are likely to operate across Manchester to Liverpool via Warrington, primarily for operational purposes as a means of linking

two diesel-operated routes. Services from Liverpool via Warrington will no longer be able to terminate at Manchester Oxford Road as the bay platform will be removed to facilitate remodelling the station to accommodate more trains.

8.37. In addition to the half-hourly Buxton line service, there is also a planned half-hourly service from Hazel Grove to Preston that would be operated by electric rolling stock following the electrification of the route from Manchester to Preston via Bolton under the North West Electrification project. Combined with the half-hourly service to Buxton, this could give Hazel Grove a 15-minute frequency service to Manchester throughout the day with additional services in the peaks if required.

8.38. A specimen timetable (subject to satisfactory business case) is reproduced in **Figure 8-2** below for services towards Buxton, highlighting the half-hourly frequency to Buxton and the quarter-hourly frequency between Manchester and Hazel Grove.

Figure 8-2 – Specimen Timetable

Stations				
	PRE	LIV	PRE	LIV
Manchester Deansgate	53	4	23	34
Manchester Oxford Rd	55	6	25	36
	57	8	27	38
Manchester Piccadilly	59	10	29	40
	1	12	31	42
Levenshulme	6	17	36	47
Heaton Chapel	9	20	39	50
Stockport	13	24	43	54
Davenport	17		47	
Woodsmoor	19		49	
Hazel Grove	21	31	51	1
Middlewood		35		
Disley		39		7
New Mills Newtown		43		11
Furness Vale				13
Whaley Bridge		46		16
Chapel-en-le-Frith				23
Dove Holes		56		
Buxton		5		35

8.39. This timetable has been coded in Northern's version of MOIRA, and has been compared against the May 2013 timetable using the 2012/13 demand and revenue matrices. Overall, the above specimen timetable is forecast to grow demand at Buxton line stations by 11%. It is assumed that this specimen timetable is capable of being delivered as part of Network Rail's Northern Hub enhancements and will be included within the Northern Franchise when it is re-let in 2016.

Table 8-3: Impact of Increased Rail Services between Manchester and Buxton on Demand

Station	2012/13 Journeys		% Increase
	Base	Test	
Buxton	287,694	319,435	11%
Dove Holes	5,861	7,037	20%
Chapel en le Frith	43,297	42,446	-2%
Whaley Bridge	110,558	126,809	15%
Furness Vale	20,739	20,354	-2%
New Mills Newtown	188,212	212,421	13%
Disley	147,269	164,099	11%
Middlewood	19,548	22,531	15%
Total	**823,178**	**915,132**	**11%**

8.40. A WebTAG-compliant 60-year appraisal has been undertaken, making use of high-level estimates of operating costs for operating the enhanced services levels in the above timetable. This appraisal includes only the incremental costs, revenues and benefits of enhancing the timetable beyond Hazel Grove to Buxton. It does not capture the full incremental costs, revenues and benefits of operating additional trains between Manchester and Hazel Grove inclusive.

8.41. Incremental operating costs for operating the enhanced timetable beyond Hazel Grove to Buxton include high-level estimates of:

- staff costs (based upon publically available Driver and Guard salaries for Northern Rail, adjusted for employer's pension and National Insurance contributions;
- Rolling stock lease costs, assuming £75,000 per vehicle per annum for a Sprinter-type DMU;
- Diesel rolling stock maintenance costs at £0.50 per vehicle mile, as per Network Rail's Electrification RUS;
- Variable Track Access charges as per Network Rail's CP4 published rates; and
- Diesel fuel costs of £0.50 per vehicle mile, as per Network Rail's Electrification RUS

8.42. It has been assumed that any infrastructure expenditure that may be required in order to operate an all-day half-hourly service to Buxton will be funded under Northern Hub.

8.43. All operating costs are assumed to grow in line with general inflation, with the exception of diesel fuel costs, which are indexed to the forecast resource cost of diesel fuel reported in WebTAG Unit 3.5.6. An operating cost Optimism Bias of 41% has been applied in line with WebTAG for schemes in the early stages of development (GRIP1 or earlier).

8.44. User benefits and incremental passenger revenues are calculated using demand data from MOIRA. User benefits are based upon passengers' time savings through a change in MOIRA's calculation of Generalised Journey Times. Incremental revenues generated by the timetable enhancement are calculated within MOIRA, and are uplifted to account for an RPI+1% fares policy. Non-user benefits (for highway users) are calculated using the forecast change in rail passenger miles from MOIRA and the marginal cost per car kilometre contained within WebTAG Unit 3.13.2. Average congestion values most applicable to the A6 corridor have been used (A Road in Inner and Outer Conurbations). In line with WebTAG advice for rail scheme appraisal, the forecast change in car kilometres is forecast to be 26% of the forecast increase in rail kilometres.

8.45. Using the above assumptions, and applying industry forecast unconstrained demand growth over a 20-year forecasting horizon (as per WebTAG Unit 3.13.1), the enhanced timetable is forecast to deliver a provisional (benefit cost ratio) **BCR of 1.2**. This rises to a BCR of 1.9 without Optimism Bias applied to operating expenditure. It is important to note that this appraisal does not the benefits (and costs) of providing extra services at Hazel Grove and points towards Manchester.

Increased rail service frequency between Manchester and New Mills Newtown rail station

8.46. A potential incremental enhancement beyond the specimen timetable in **Figure 7-3** would be to extend the services that are planned to terminate at Hazel Grove through to New Mills Newtown. This could offer a number of potential advantages:

- A higher frequency of service from New Mills Newtown could attract park-and-ride passengers who currently drive to Hazel Grove due to its higher frequency services; and
- Increased cost efficiency through the use of train crew and rolling stock that may have extended turn-round times at Hazel Grove which require shunt moves to/from the sidings at Hazel Grove.

8.47. TfGM has previously considered extending Hazel Grove services to New Mills Newtown as part of their Transport Innovation Fund bid in 2008. It is envisaged that the trailing cross-over between New Mills Newtown and Furness Vale could be used to facilitate such a service. An indicative timetable is reproduced in **Figure 8-3** below

Figure 8-3 – Enhanced Timetable

Stations						
		LIV			LIV	
Manchester Deansgate		4			34	
Manchester Oxford Rd		6			36	
		8			38	
Manchester Piccadilly		10			40	
	1	12	31		42	
Levenshulme	6	17	36		47	>
Heaton Chapel	9	20	39		>	50
Stockport	13	24	43			54
Davenport	17		47			
Woodsmoor	19		49			
Hazel Grove	21	31	51			1
Middlewood	25					
Disley		37				7
New Mills Newtown	31	41	59			11
Furness Vale			1			
Whaley Bridge	34		4			
Chapel-en-le-Frith			11			
Dove Holes	44					
Buxton	53		23			

8.48. This timetable has been coded in Northern Rail's version of MOIRA, and has been compared against the May 2013 timetable using the 2012/13 demand and revenue matrices. Overall, the above timetable is forecast to grow demand at Buxton line stations by 15%, compared to the 11% generated by the Northern Hub rail industry specimen timetable. In line with expectations, the majority of the additional trips are generated at New Mills Newtown, where patronage is forecast to rise by 28% as train frequency is stepped-up to 4tph.

Table 8-4: Impact of Increased Rail Services between Manchester and New Mills Newtown on Rail Demand

Station	2012/13 Journeys		% Increase
	Base	Test	
Buxton	287,694	320,705	11%
Dove Holes	5,861	6,955	19%
Chapel en le Frith	43,297	43,559	1%
Whaley Bridge	110,558	128,839	17%
Furness Vale	20,739	21,204	2%
New Mills Newtown	188,212	240,510	28%
Disley	147,269	159,638	8%
Middlewood	19,548	21,597	10%
Total	**823,178**	**943,007**	**15%**

8.49. A WebTAG-compliant 60-year appraisal has been undertaken, making use of high-level estimates of operating costs for operating the enhanced services levels in the above timetable. This appraisal includes only the incremental costs, revenues and benefits of enhancing the timetable beyond Hazel Grove to Buxton. It does not capture the full incremental costs, revenues and benefits of operating additional trains between Manchester and Hazel Grove inclusive.

8.50. Incremental operating costs for operating the enhanced timetable beyond Hazel Grove to Buxton include high-level estimates of:

- staff costs (based upon publically available Driver and Guard salaries for Northern Rail, adjusted for employer's pension and National Insurance contributions;

- Rolling stock lease costs, assuming £75,000 per vehicle per annum for a Sprinter-type DMU, as per Network Rail's Electrification RUS;
- Diesel rolling stock maintenance costs at £0.50 per vehicle mile, as per Network Rail's Electrification RUS;
- Variable Track Access charges as per Network Rail's CP4 published rates; and
- Diesel fuel costs of £0.50 per vehicle mile, as per Network Rail's Electrification RUS

8.51. It has been assumed that extending the Hazel Grove services to New Mills Newtown could be achieved within existing resources and would not require additional rolling stock or staff – only marginal operating expenditure linked to vehicle mileage are included.

8.52. All operating costs are assumed to grow in line with general inflation, with the exception of diesel fuel costs, which are indexed to the forecast resource cost of diesel fuel reported in WebTAG Unit 3.5.6. An operating cost Optimism Bias of 41% has been applied in line with WebTAG for schemes in the early stages of development (GRIP1 or earlier).

8.53. User benefits and incremental passenger revenues are calculated using demand data from MOIRA. User benefits are based upon passengers' time savings through a change in MOIRA's calculation of Generalised Journey Times. Incremental revenues generated by the timetable enhancement are calculated within MOIRA, and are uplifted to account for an RPI+1% fares policy. Non-user benefits (for highway users) are calculated using the forecast change in rail passenger miles from MOIRA and the marginal cost per car kilometre contained within WebTAG Unit 3.13.2. Average congestion values most applicable to the A6 corridor have been used (A Road in Inner and Outer Conurbations). In line with WebTAG advice for rail scheme appraisal, the forecast change in car kilometres is forecast to be 26% of the forecast increase in rail kilometres.

8.54. Using the above assumptions, and applying industry forecast unconstrained demand growth over a 20-year forecasting horizon (as per WebTAG Unit 3.13.1), the enhanced timetable is forecast to deliver a provisional **BCR of 1.2**. This rises to a BCR of 1.9 without Optimism Bias applied to operating expenditure the benefits (and costs) of providing extra services at Hazel Grove and points towards Manchester. It can be concluded therefore that whilst the enhanced timetable is more expensive to introduce than the specimen timetable, it is equally worthwhile in terms of value for money, and importantly will provide improved mode choice options to more customers.

8.55. Using the output from the MOIRA assessment in terms increased rail patronage, DfT WebTAG guidance 3.13.2 advises that 26% of the predicted increase in rail patronage can be attributed to a mode shift from highway. Accordingly, based on this advice a reduction of 26% was applied to the morning peak, evening peak and inter peak highway trip matrices for trips on the A6 corridor between Buxton, Hazel Grove and Manchester.

8.56. The introduction of these rail service improvements is predicted to have relatively modest impact on traffic flows on the A6 through High Lane and Disley, with reductions of circa 400 AADT on the A6 west of High Lane, and circa 600 AADT on the A6 west of Newtown.

8.57. This result is perhaps not too surprising when one considers that:

- analysis of passenger count data shows that typically there are around 1,200 daily weekday rail trips each way crossing the screenline between Middlewood and Hazel Grove, of which around 50% are made during the morning or evening peak three-hour periods. On Saturdays the figure is around 1,000 trips per day in each direction, with demand spread more evenly across the day. To put these figures into context, the two-way 2009 daily flow on a similarly placed screenline on the A6 is 24,500 AADT; and
- the distribution of origin-destination patterns collected through roadside interview surveys on the A6 at Disley, as shown in Figure. The postcode plot for light vehicles shows that the majority of south-eastbound trips on the A6 through Disley originate from areas of Greater Manchester south of the M60 with a concentration from areas adjacent to the A6 through Stockport. This would imply that for longer commutes/ leisure trips the public avoid where possible traffic conditions on the A6 and use the train.

Poynton relief road

8.58. Historically the proposed Poynton Bypass has been developed in connection with the A6MARR and A6 to M60 relief road, as part of a wider South East Manchester Multi Modal Strategy (SEMMMS). Poynton Bypass comprises a single-carriageway link road to the southwest of the town of Poynton in Cheshire East.

8.59. Cheshire East Council is considering two route options for the single carriageway relief road, named the Green Route Option and the Blue Route Option. Both options will include a shared use path for walkers and cyclists and both options would include a common roundabout based junction to the south, which is termed the Southern Junction. The proposed relief road would run between the A6MARR/ Bramhall Oil Terminal junction immediately north of the existing A5149 Chester Road, west of Poynton, and a point on the existing A523 London Road north of Adlington Crossroads, south of Poynton.

8.60. The scheme has been demonstrated to have a positive impact on the A6 south-east of Hazel Grove with reductions of circa 3500 AADT on the A6 west of High Lane, and circa 2800 AADT on the A6 west of Newtown.

8.61. Scheme costs have been produced for both route options under consideration. They include an allowance for risk and potential compensation costs:

- Green Route Option approximate cost - £32 million
- Blue Route Option approximate cost - £35 million

8.62. An initial environmental appraisal of the area surrounding Poynton Relief Road has been carried out.

8.63. The predicted benefits of the scheme have been compared to the estimated scheme costs in order to generate a Benefit to Cost Ratio (BCR), which is used as part of assessing the value for money of the scheme. The Department for Transport considers any scheme that has a BCR value exceeding two as being 'high value for money' and a BCR value exceeding four as 'very high value for money'. **Both route options have a BCR in excess of four, which means that they represent very high value for money**.

8.64. Public Consultation for Poynton Relief Road is being held between 2 June and 28 July 2014 as part of the Local Plan process. The scheme has received significant local support as part of the extensive consultation exercise undertaken for the SEMMMS strategy/ A6MARR.

8.65. The Poynton Relief Road scheme will be funded through a combination of Central Government funding, potential private sector funding and Cheshire East Council funding. The funding for the relief road will be confirmed as the scheme progresses. A Preferred Route Announcement will be made in autumn 2014. A preferred route will be incorporated into the Cheshire East Council and Stockport Council Local Plans; this will in turn replace the existing protected route. A planning application for the Poynton Relief Road scheme would be the next step of scheme development.

Potential Medium Term Measures

8.66. The following options are considered capable of delivery within a 5 to 10 years:

- Increased peak hour train capacity and platform length for all stations between Buxton and Stockport;
- Cross boundary rail fare re-structuring;
- Increased parking provision at New Mills Newtown rail station;
- Increased parking provision at Chinley rail station;
- Increased parking provision at Chapel-en-le-Frith rail station; and
- New rail station at High Lane.

Increased peak hour train capacity and platform length for all stations between Buxton and Stockport

8.67. Weekday peak train loadings have been analysed to assess the levels of crowding on Buxton line services. While peak Buxton trains do have high load factors, these are at their worst between Hazel Grove and Manchester, where standing in the peak periods is prevalent. Load factors between Buxton and Hazel Grove are lower, and typically demand levels are currently less than seated capacity on all peak services, although the 07:48 typically will have standing passengers from New Mills Newtown. Similarly standing passengers can be observed during the evening peak return service. This is consistent across both the Buxton line passenger surveys and Spring 2013 count data obtained from Northern Rail.

8.68. Rail Industry forecasts envisage that demand for morning peak trips into Manchester will increase by 22% during the five years of Control Period 5 (April 2014-March 2019). This equates to a compound annual growth rate of just over 4%. Longer-term demand forecasts suggest that by 2032, demand could be almost 60% higher than today's levels.

Table 8-5: Current and Future Seated Load Factor on Arrival at Hazel Grove

Buxton Departure time	Present-day Formation	Seats	Seated load factor on arrival at Hazel Grove		
			2012/13	2017/18 [22% growth]	2032/33 [59% growth]
06:23	150/1	137	35%	43%	56%
06:53	156/0	152	65%	79%	104%
07:24	150/1+150/1	274	49%	60%	78%
07:49	150/1+150/1	274	49%	60%	78%
08:27	150/1	137	76%	93%	121%

8.69. The potential impacts of applying this growth rate to present-day morning peak train loadings on arrival at Hazel Grove suggests, as shown in **Table 8-5** above, that peak services on the Buxton line will need to be lengthened beyond 4-car length at some point before 2032 to cater for demand from Hazel Grove and stations to Manchester, although it remains unlikely that significant crowding will occur beyond Hazel Grove towards Buxton if all peak trains are lengthened to the current maximum (4x20m).

8.70. The need to operate through services from the Cheshire Lines Committee (CLC) route to Buxton will also in part determine the likely train lengths required for Buxton line services, and it will be for the operator, Network Rail and the franchise sponsor to determine the optimal means of catering for forecast demand growth. While there are a number of potential solutions, it is clear that further additional capacity will be required on Buxton line trains in CP5 and beyond, and this is likely to require platform extensions on the Buxton Line to accommodate longer trains. Diesel rolling stock will become available as other lines are electrified; although demand forecasts indicate additional capacity will not be required south of Hazel Grove until after December 2019, which is 'medium-term '(the availability of electric rolling stock is dependent on the ThamesLink programme, and the dates for that rolling stock being delivered continually slip later).

8.71. Peak rail capacity increases are potentially 'short-term' measures in so far as rolling stock will become available in December 2016; although demand forecasts indicate additional capacity will not be required south of Hazel Grove until after December 2019, which is 'medium-term'. If demand grows faster than forecast trains could be lengthened in the 'short-term'. Network Rail is funded to lengthen platforms as trains are lengthened.

Cross boundary rail fare re-structuring

8.72. The Buxton line is one of many in the Greater Manchester area that crosses the TfGM ticketing boundary, with rail fares at stations within the boundary typically much less expensive than fares beyond the boundary, creating anomalies and often promoting 'rail heading' to boundary stations. Even within the TfGM boundary, the relative fare per mile can vary significantly, especially for season tickets where the TfGM Train Card effectively acts as a 'cap' on season ticket fares. This means that season ticket fares from boundary stations closer to central Manchester are much

more expensive on a per mile basis compared to stations to boundary stations further away from central Manchester.

8.73. While it is likely that a change in fares strategy on the Buxton line could have the potential to influence passenger behaviour and possibly promote mode shift to rail at stations beyond the TfGM boundary, rail fares are a complex issue that cannot be considered in isolation.

8.74. The advent of smart ticketing makes the eventual move to a simplified zonal fare system more likely, and 'Rail North' provided examples in their consultation on the future of rail in the north of such fare strategies adopted elsewhere. Any decisions on future fares strategies need to be taken in the context of potential devolution of the Northern franchise that is to be let in 2016 and any fares strategies or initiatives that may be include in the new franchise.

Increased parking provision at New Mills Newtown rail station

8.75. New Mills Newtown rail station has a 40 space car park and bus turning facility. Our survey indicates that the station is well-used with overspill parking on nearby residential streets. Forecast growth in demand predicted beyond the end of CP5 (2019) meaning rail demand on the Buxton line is forecast to increase considerably in the future. This growth in demand is likely to place further strain on existing parking facilities, with a lack of available spaces potentially constraining growth in rail trips. This situation will only be compounded if service frequencies are enhanced on the Buxton line, further stimulating demand growth.

8.76. There is land available for sale adjacent to the existing car park on the site of the former station goods yard. High Peak Borough Council is at the time of the writing this Report undertaking further consultation on their emerging Local Plan. The Local Plan consultation includes the designation of the land next to New Mill Newtown rail station for an extension to the station car park, housing and employment.

8.77. In the event that the vacant land is acquired for housing or employment there remains the potential to the deck the existing car park although this would present some practical challenges given the preference to retain the bus turning facility. Any extra deck would need to be sensitively located and designed to minimise its visual impact. The owner of the adjoining land also has a right of access through the existing station car park that would also influence the location / design of the deck.

8.78. On the assumption that decking the existing car park would result in a net increase in 30-spaces, then it is expected that the scheme would have a **BCR of 1.9** over a standard appraisal period (assuming no renewal costs). This assumes a cost of £8k per parking space, with an ongoing operating cost of £150 per space per annum. Rail journeys from New Mills Newtown are forecast to increase by almost 3%, with a corresponding increase in revenues from rail fares. It is arguable that where existing car parks are approaching capacity, any extension to capacity should be viewed in the context of enabling background growth to continue rather than generating additional demand over and above forecast growth, which is typically unconstrained.

8.79. Subject to the practicalities in terms of car park expansion, once current supply levels start to act as a constraint on rail demand there does appear to be a positive business case for providing extra parking spaces at New Mills Newtown station.

Increased parking provision at Chapel-en-le-Frith rail station

8.80. Chapel-en-le-Frith rail station has a car park located immediately adjacent to the rail station, situated at the end of a narrow country lane. Forecast growth in demand predicted beyond the end of CP5 (2019) meaning rail demand on the Buxton line is forecast to increase considerably in the future. This growth in demand is likely to place strain on existing parking facilities, with a lack of available spaces potentially constraining growth in rail trips at some point in the future as demand increases.

8.81. There is land available adjacent to the existing car park for potential expansion, assumed to be sufficient for circa 30 additional spaces. A proposal to provide an extra 30 spaces is included in the draft Neighbourhood Plan (Policy TC10) which is undergoing consultation.

8.82. Whilst there is green land available between the station site and the access road, the gradient of the site is likely to make works more costly. Assuming a cost equivalent to decking the existing car park, then it is expected that the scheme would have a **BCR of 1.6** over a standard appraisal period (assuming no renewal costs). This assumes a cost of £8k per parking space, with an ongoing operating cost of £150 per space per annum. Rail journeys from Chapel-en-le-Frith are forecast to increase by around 5%, with a corresponding increase in revenues from rail fares. It is arguable that where existing car parks are approaching capacity, any extension to capacity should be viewed in the context of enabling background growth to continue rather than generating additional demand over and above forecast growth, which is an unconstrained demand forecast.

8.83. If suitable land is made available and expanding the existing car park does not prove to be prohibitively expensive, then once current supply levels start to act as a constraint on rail demand then there does appear to be a positive business case for providing extra parking spaces at Chapel-en-le-Frith station.

Increased parking provision at Chinley rail station

8.84. Chinley station has a dedicated 31 space car park accessed from Station Road, located within short walking distance of the railway station. On the day of our site observations it was evident that overspill parking likely to be associated with commuters also took place on Station Road in the vicinity of the car park access. Morning peak demand for trips into Manchester is forecast to grow by 22% during CP5, with further growth predicted beyond the end of CP5 (2019). This growth in demand is likely to place further strain on existing parking facilities, with a lack of available spaces potentially constraining growth in rail trips. This situation will be compounded if facilities and service levels at Chinley are enhanced as part of the 'Northern Hub' Hope Valley improvement works, further stimulating demand growth and mode shift to rail.

8.85. While there does not appear to be any land available adjacent to the existing car park, decking the existing car park may be a potential option for providing extra parking capacity. Any extra deck would need to be sensitively located and designed to minimise its visual impact and amenity issues with neighbouring property. Adequate screening should also be provided.

8.86. Assuming decking the existing car park would result in a net increase of 25 parking spaces, then it is expected that the scheme could have a **positive financial case** over a standard appraisal period (assuming no renewal costs). This assumes a cost of £8k per parking space, with an ongoing operating cost of £150 per space per annum. Rail journeys from Chinley are forecast to increase by 4%, with a corresponding increase in revenues from rail fares. Average yields are relatively high from Chinley, as it provides direct links to Sheffield via the Hope Valley in addition to links towards Manchester.

8.87. It is arguable that where existing car parks are approaching capacity, any extension to capacity should be viewed in the context of enabling background growth to continue rather than generating additional demand over and above forecast growth, which is typically unconstrained.

8.88. If decking the car park is proven to be viable, then on the basis that current supply levels already appear to be acting as a constraint on rail demand then there does appear to be a positive business case for providing extra parking spaces at Chinley station in the short-medium term.

New rail station at High Lane

8.89. A high-level demand forecast has-been produced for a potential new station located on the Buxton line at High Lane. A simple trip-rate approach has been used, consistent with PDFH advice for new station assessments at an early stage of development. Population-based trip rates for Disley have been applied to the settlement of High Lane. While High Lane has a larger population than Disley, the location of the railway relative to the village is more remote, reducing the overall catchment population.

8.90. Trip-rate forecasts suggest that a station at High Lane would attract similar levels of patronage to Disley with the demand forecasts assuming that both Disley and High Lane would have a half-hourly service frequency in each direction. For the purpose of appraisal, it has been assumed that High Lane would replace Middlewood station calls, resulting in a small increase in average

journey times as Middlewood would only receive an hourly service in the enhanced frequency timetable.

8.91. A WebTAG-based 60-year appraisal has been undertaken for the new station, making use of high-level estimates of capital expenditure and operating costs for a new station at High Lane. Capital Costs have been estimated at £6m based upon recently delivered or planned stations in urban areas. The location of the proposed station means that cost would need to include provision of step-free access to both platforms via footbridge, as well as improvements to road access as the site is located on the edge of a residential area. Ongoing operating costs have been assumed on the basis that the station would be unstaffed, but would include Customer Information Screens and CCTV (as provided at Disely). A Network Rail Long Term Charge similar to that charged for Disley has been assumed. No allowance has been made for renewal costs.

8.92. The proposed station location at High Lane is less than two miles from the station at Disley, and less than three miles from the station at Hazel Grove. While a station at High Lane may attract similar levels of patronage as Disley using a simple population-based trip rate analysis, it is reasonable to assume that a proportion of these passengers would be existing rail passengers abstracted from either Disley or Hazel Grove. Such passengers would gain from reduced access times, but do not generate additional revenue for the rail industry.

8.93. Using a 66% Optimism Bias on capital costs, a new station at High Lane is forecast to have a provisional **BCR of 1.3**. The result is, however, quite sensitive to the assumed level of potential abstraction from nearby stations at Disley and Hazel Grove.

Potential Longer Term Measures

8.94. The following options are considered unlikely to be deliverable within 10 years:

- Increased line speed between Buxton and Hazel Grove from typically 50 mph to 75 mph;
- Electrification of Buxton Line;
- New rail station at Chapel-en-le-Frith on ‘Great Rocks’ line; and
- High Lane-Disley Bypass.

Increased line speed between Buxton and Hazel Grove from typically 50 mph to 75 mph and Electrification of the Buxton Line

8.95. The maximum permitted speed of the diesel rolling stock currently deployed on the Buxton line is 75mph, yet the maximum line speed between Hazel Grove and Buxton is 50mph. High-level analysis suggests that if Network Rail could deliver line speed enhancements as part of their scheduled renewal process, then a time saving of up to 10 minutes could be achieved between Buxton and Manchester.

8.96. While increasing the line speed to 75 mph where possible would facilitate faster journeys, it is by no means certain that a full 10 minute saving could be realised. The average distance between stops on the Buxton line is less than 3 miles, and the line itself is heavily graded in places. Even if the line speed was enhanced to 75 mph, it remains unlikely that the current diesel rolling stock could take full advantage of the speed increase as on many stretches of the line trains are unable to reach the current maximum speed of 50 mph before needing to reduce speed for the next station call. It has therefore been assumed that the line speed enhancements could only be fully achieved with electrification of the Buxton line, where the improved performance characteristics of electric rolling stock would enable the full journey time reductions identified. This would of course be dependent upon the actual station calls for an off-peak semi-fast service. Where the Buxton line to be electrification at would accrues cost savings reduction in journey times and increased rail patronage.

8.97. The potential journey time savings have been applied to the frequency-enhanced timetable in MOIRA. The forecast increase in journeys gained through enhanced line speeds are reported below, relative to the forecast demand levels for providing an enhanced frequency timetable, showing the incremental impact on passenger journeys for the potential line speed enhancements.

8.98. Overall, demand is forecast to increase by 9% as a result of reducing journey times between Buxton and Hazel Grove by 10 minutes. Logically, Buxton gains the most, but there are also reasonably sized demand increases at all the other stations. While the relative change in journey times to Hazel Grove and beyond from intermediate stations are lower, they still benefit from faster journey times to Buxton and other intermediate stations.

Table 8-6: Impact of Increased Line Speed and Electrification on Rail Demand

Station	2012/13 Journeys		% Increase
	Freq enhancement	Freq + journey time reductions	
Buxton	320,705	361,509	13%
Dove Holes	6,955	7,579	9%
Chapel en le Frith	43,559	47,694	9%
Whaley Bridge	128,839	139,184	8%
Furness Vale	21,204	22,541	6%
New Mills Newtown	240,510	259,735	8%
Disley	159,638	168,483	6%
Middlewood	21,597	23,146	7%
Total	**943,007**	**1,029,871**	**9%**

8.99. A WebTAG-based 60-year appraisal has been undertaken, making use of high-level estimates of capital expenditure and operating costs for converting the enhanced frequency timetable to all-electric operation. This appraisal includes the incremental changes in revenues and benefits of the journey time reductions between Hazel Grove and Buxton, together with the incremental change in operating costs for switching to electric traction for services between Manchester Piccadilly and Buxton only.

8.100. Electrification is forecast to reduce operating costs as electric rolling stock is typically cheaper to operate and maintain compared to diesel rolling stock. In calculating the potential operating cost savings we have accounted for the following:

- Changes to rolling stock lease costs, assuming £75,000 per vehicle per annum for a Sprinter-type DMU, and £100,000 per annum for replacement electric rolling stock (assumed to be Class 323s);
- Diesel rolling stock maintenance costs at £0.60 per vehicle mile, and Electric rolling stock maintenance costs of £0.40 per vehicle mile as per Network Rail's Electrification RUS;
- Variable Track Access charges as per Network Rail's CP4 published rates; and
- Diesel fuel costs of £0.50 per vehicle mile, and EC4T charges of £0.26 per electric vehicle mile (assuming 18% regeneration discount) consistent with Network Rail's Electrification RUS.

8.101. As well as electric rolling stock typically being cheaper to operate, the shorter journey times achieved by electric rolling stock would enable increased rolling stock efficiency and utilisation. With a 20 minute round–trip journey time saving between Manchester and Buxton, it would be possible to reduce the number of diagrams operating the service by one, while maintaining robust turn-round times at Buxton. This means that despite higher lease cost charges per vehicle for the electric rolling stock, fewer vehicles would be required to operate the half-hourly service for the same overall capacity, resulting in an overall saving in lease costs.

8.102. Capital costs for electrification have been estimated at a high-level based upon Network Rail's forecast enhancement expenditure for electrification schemes in CP5. Electrification costs are heavily dependent upon the number of structures (bridges/tunnels etc) that require modification, as well as associated signalling works and the need for feeder stations connected to the National Grid. For this reason it is difficult to accurately forecast potential electrification costs based upon unit cost rates for other schemes. For the purposes of appraisal, we have applied electrification costs derived from the CP5 scheme to electrify the North Trans-Pennine route, with an assumed cost per route mile of £4.5m, albeit the Buxton line may not be as expensive per mile as the North Trans-Pennine route due to less tunnelling and no complex station areas. This equates to

a total cost of approximately £75m for the 16.9 route miles between the electrification boundary at Hazel Grove and Buxton. Some infill electrification schemes are planned to be delivered at considerably lower cost per route mile.

8.103. Applying a 66% Optimism Bias to capital expenditure, electrifying the Buxton line, with associated savings in operating costs and user and non-user benefits and the revenues gained through reduced journey times has a provisional **BCR of 0.5**.

8.104. While this BCR is low, the appraisal does highlight that there are potentially significant operating cost savings and efficiencies that would arise from electrification, and coupled with the potential journey time reductions electric rolling stock could offer, there could be a strong case for electrification of the Buxton route once frequencies are enhanced to an all-day half-hourly service if capital costs are lower than has been assumed.

8.105. This scheme needs to be considered within the wider context for electrification. Efforts should be made to promote inclusion of the Buxton line within the remit of the recently announced DfT task force into electrification in the North.

New rail station at Chapel-en-le-Frith on 'Great Rocks' line

8.106. A high-level demand forecast has-been produced for a potential new station located on the Great Rocks line at Chapel-en-le-Frith. A simple trip-rate approach has been used, consistent with PDFH advice for new station assessments at an early stage of development. Population-based trip rates for Whaley Bridge have been applied to the settlement of Chapel-en-le-Firth to forecast what level of demand might be expected for journeys to Manchester if a centrally-located station could be provided at Chapel-en-le-Frith. The existing station is poorly located relative to the population and village centre, and this is reflected in the low levels of station usage compared to nearby stations.

8.107. Applying the Whaley Bridge Trip Rate to Chapel-en-le-Frith produces a forecast annual demand level to Manchester similar to that observed at Chinley and New Mills Newtown (~60,000 trips per year). Of this 60,000, around 40,000 are assumed to be new trips to rail, and 20,000 are assumed to switch from the existing Chapel station, taking advantage of the more accessible location for trips to Manchester. User time savings have been assumed at 10 minutes per journey, reflecting the much reduced access time to the proposed station location compared to the existing station.

8.108. The new single platform station is assumed to be served by an extension of an hourly Manchester-Chinley service, and it has been assumed that the 2 mile extension to the proposed station site could be achieved without a requirement for additional rolling stock or staff. Only marginal distance-based operating costs have been assumed (fuel, track access charges etc.). A long term charge equivalent to the existing Chapel Station has been assumed, on the basis that the station would be unstaffed with minimal facilities.

8.109. A high-level estimate of capital expenditure of £4m has been allowed for, which is expected to cover the provision of a single, 100m platform as well as any signalling and track alterations that may be necessary to accommodate a passenger service on the busy 'Great Rocks' freight line. Optimism Bias of 66% has been applied to Capital Expenditure for appraisal purposes in line with WebTAG. No allowance has been made for renewal costs.

8.110. On the above assumptions, a new station at Chapel-en-le-Frith on the Great Rocks line is forecast to have a provisional **BCR of 1.6**.

High Lane-Disley Bypass

8.111. In 2001 the South-East Manchester Multi-Modal Strategy (SEMMMS) 20-year plan examined proposals for a single carriageway bypass of the A6 through High Lane and Disley. The options considered fell wholly within Stockport Metropolitan Borough and Cheshire East. Derbyshire County Council did not wish, at the time, to promote a bypass of the A6 between Disley and the Chapel-en-le-Frith bypass.

8.112. For the purposes of this high level assessment a High Lane-Disley Bypass is assumed to comprise approximately 6km of single lane carriageway which would connect with a proposed signalised A6MARR junction to the west and at a new roundabout to the east of Disley.

8.113. The DfT software TUBA has been used to predict the travel time and vehicle operating cost benefits and scheme costs. Outputs from the A6MARR SATURN traffic model were provided, giving details of demand, journey times, and trip distances applicable to those trips. These were generated as matrices with average figures for each origin-destination pair and were provided for 2032, and for three time periods, morning peak hour, an average inter-peak hour and evening peak hour in each year. At this stage a fixed trip matrix assumption has been applied.

8.114. TUBA calculates benefits over a 60-year period, discounted to a particular base year of prices. The current base as defined in the DfT's WebTAG guidance is 2010. An opening year of 2030 has been assumed. With reference to the costs associated with the A6MARR scheme and a notional uplift to take account of the likely topography, High Lane-Disley Bypass is estimated to cost circa £200m. On the basis of this high-level assessment, and recognising that significant further work is required to identify and develop a scheme and preferred route alignment, a High Lane-Disley Bypass may be expected to deliver a provisional **BCR of 2.6**.

8.115. At this stage, without further enhancements to the A6MARR traffic model, it is not possible to assess whether a High Lane-Disley bypass would have any strategic impacts on the routeing of traffic originating in or destined to the Peak District National Park, or on traffic passing through the Park.

Other Strategy Interventions

8.116. The following options are may have merit in their own right but are not directly aligned to the A6 corridor study objectives:

- Complementary measures on the A6 through Hazel Grove following completion of A6MARR;
- New rail station at A6 Simpsons Corner;
- A6 to M60 relief road; and
- East Didsbury to Hazel Grove tram-train.

Complementary measures on the A6 through Hazel Grove following completion of A6MARR

8.117. Traffic modelling carried out in connection with the A6 Manchester Airport Relief Road (A6MARR) predicts a reduction in traffic flows on the A6 north of the new A6MARR junction. The A6 through Hazel Grove is currently made up of four relatively narrow lanes and carries a high proportion of heavy goods vehicles and buses. Frequent right-turning traffic significantly reduces capacity for through-traffic.

8.118. Appropriate complementary measures will be developed for Hazel Grove following implementation of the A6MARR scheme. The complementary measures scheme will be subject to consultation and approval by the relevant area committee.

New rail station at A6 Simpsons Corner

8.119. A new station at Simpsons Corner is not expected to materially reduce traffic flows south-east of the proposed new junction with A6MARR during the traditional morning and evening peak periods as the demand for rail-trips heading to/from Buxton will be low compared to trips to/from Manchester (and Stockport). The scheme will have a greater impact outside of peak periods and at weekends. Depending on the level of parking provision associated with a new station at Simpsons Corner, the station may capture some rail users that currently use Hazel Grove in preference to say Disley to take advantage of discounted fares. The new station would also be in competition with the proposed bus-based park-and-ride site that is due to open at the A6 Rising Sun later this year.

A6 to M60 relief road

8.120. Historically the proposed A6 to M60 motorway relief road (including Stepping Hill link) has been developed in connection with the A6MARR and Poynton Bypass as part of a wider South East Manchester Multi Modal Strategy (SEMMMS). Although the scheme may not impact on A6 traffic

flows south-east of Hazel Grove, it remains a fundamental component of the overall strategy. In 2002 the recommendations of the Strategy were welcomed by the then Transport Minister, John Spellar, who invited the local authorities to take forward the schemes necessary for delivery. In July 2007, the DfT stated that while the scheme provided value for money, limited funding capabilities meant it was not possible to fund the Relief Road as a single scheme, such that consideration should be given to its phased delivery. Three potential phases of the scheme were identified by the local authorities, and were submitted the DfT for consideration in 2007/ 08 as follows:

- M60 to the A6, including the Stepping Hill Link;
- A6 to Manchester Airport with Poynton Bypass; and
- A6 to Manchester Airport without Poynton Bypass (the A6MARR scheme).

8.121. Given the funding constraints the DfT and Local Authority Officer's jointly examined the key policy drivers in the area and agreed that the A6MARR scheme was the priority scheme due to the potential economic impact on Manchester Airport (and therefore the City Region) of delaying access improvements, which in turn could constrain future economic growth.

East Didsbury to Hazel Grove tram-train

8.122. As part of its rapid-transit work for GMLTP3, TfGM identified gaps in the present and future rapid-transit network and then prepared high-level cost-benefit appraisals for a substantial number of rapid-transit options, including tram-train routes. Several tram-train routes were identified as having potential to be taken forward for further development, including East Didsbury to Hazel Grove.

8.123. Metrolink has proven to very successful, and any extension of the network to new areas will encourage a modal shift towards public transport. Current considerations for a tram-rail service between East Didsbury and Hazel Grove assume a 12-minute service frequency. The scheme would introduce a public transport option not currently available and would allow penetration to other parts of the city-region centre.

8.124. The scheme, however, is not going to impact on A6 traffic flows south-east of Hazel Grove. This route could form part of Phase 2 of a tram-train strategy as such it could form the first stage in development of a tram-train network serving Stockport, Altrincham, and the Manchester Airport area. This would require working with local authorities (mainly Stockport but also Manchester City Council) to protect the alignment between East Didsbury and the Adswood freight line.

Remaining Strategy Interventions

8.125. The following options are not considered to be integral in the context of this study:

- Improved bus service provision to High Lane/ Disley;
- Improved public transport provision to Poynton;
- Improved integration between rail/ bus services;
- Improved access to Middlewood rail station;
- Park-and-ride facilities at Furness Vale rail station;
- Increased parking provision at Whaley Bridge rail station;
- New bus or rail-based park-and-ride facility at A6/ A5004 roundabout Whaley Bridge; and
- Cheaper rail fares.

Improved bus service provision to High Lane/ Disley

8.126. The A6 corridor through High Lane and Disley is currently served by the Skyline 199 half hourly service (Buxton to Manchester Airport via Stockport), TransPeak every two hour service (Derby to Manchester) and 360 morning only service (Hayfield to Stockport). There is no direct high frequency bus service from High Lane/ Disley to Manchester City Centre. Having said that, the timetabled journey time for the TransPeak bus service from Disley (Rams Head) to Stockport Mersey Square is 21 minutes and to Manchester (Central Coach Station) is 48 minutes. These journey times are competitive with rail, where the journey time by Disley station to Stockport station is 17 minutes and to Manchester Piccadilly is circa 30 minutes.

8.127. For bus to be a realistic alternative to car and rail from High Lane and Disley, both the frequency of service and journey time would need to be competitive. There could be potential for selected 192 journeys, say every 20 minutes in the peak periods, to extend to High Lane/ Disley and

operate a limited stop service. Indeed, it would seem that such a service would also be attractive to bus-based park-and-ride users at the A6 Rising Sun which is due to open later this year.

8.128. Subject to the outcome of a full business case the scheme is unlikely to be self-financing (or else such a service would already be in place), and would require ongoing subsidy support. Stakeholder discussion with bus operators, such as Stagecoach Manchester, is recommended regarding the potential viability of commercial services.

Improved public transport provision to Poynton

8.129. Poynton has a very limited public transport service for a town of its size. It has a poorly-located rail station and a subsidised bus service that runs twice per hour to Stockport via Hazel Grove during the weekday daytime period (but not every 30 minutes). Both bus and rail services are very limited on Sundays. There is currently no direct bus service from Poynton to Manchester City Centre.

8.130. The timetabled journey time for the 392/ 393 bus service from Poynton Church to Stockport Bus Station is 24 minutes. The Poynton subsidised bus service duplicates the 192 bus service between Hazel Grove and Stockport and so is not a particularly low-cost solution. The scheme would have no impact on traffic flows on the A6 between Hazel Grove and Whaley Bridge. If the scheme were a commercial proposition there is no reason preventing such a service already being in place.

8.131. One potential solution would be to integrate the subsidised Stockport – Poynton bus service with 192 bus service so that selected 192 journeys, say every 20 minutes, extend to Poynton. The extra cost could be paid for in part by avoiding duplication of services between Hazel Grove and Stockport and partly by the generated demand from the higher frequency.

Improved integration between rail/ bus services

8.132. The Buxton line rail passenger surveys carried out in Spring 2011 show a very low level of integration between rail and bus services. Only 1% of passengers cited improved integration with bus services as their key priority. Better alignment between services, timetables and ticketing has the potential to make bus/ train journeys a more attractive proposition. Integration of local bus service and rail timetable information on an ongoing basis would be a complex and challenging process, and therefore should only be considered selectively. Integration between key bus services and rail in Buxton would seem to offer the greatest potential return.

Improved access to Middlewood rail station

8.133. Middlewood Station is located adjacent to the Middlewood Way. The potential for improved access to Middlewood rail station should be considered in more detail alongside plans for a new station in the High Lane area, and that concerns regarding the frequency of service at Middlewood should be reviewed.

Park-and-ride facilities at Furness Vale rail station

8.134. Furness Vale is a low usage rail station which currently has no parking facilities, and on-street parking is limited. Two commuter services, one in the morning and another in the afternoon, no longer call at Furness Vale.

8.135. To date no site has been promoted for rail-based park-and-ride facilities at this station. There is a fairly large greenfield site immediately to the north of the station that currently forms part of the garden to the adjoining home. However, to gain access to this site from the A6, vehicles would have to pass over the level crossing on Marsh Lane. Network Rail is likely to object to this.

8.136. There is a further greenfield site to the north of the station located in between the A6 and Buxton line. This site is around a 300m walk back to the station. It is currently located in the Green Belt but the Borough Council is proposing to remove the designation to enable a modest housing development.

8.137. In terms of two further options. Firstly, land to the south of the station sandwiched between the A6 and the Buxton railway line - this site is very narrow (approx 14m at its widest) and would be difficult to develop and provide safe access to given levels issues. This land drops down from the A6 to the railway. Secondly, land at Furness Vale Business Park - this would again involve vehicular access over the level crossing and it is quite some distance on foot and uphill back to the station. For this there would not appear to be any practical solution to providing park-and-ride facilities at Furness Vale rail station.

Increased parking provision at Whaley Bridge rail station

8.138. Whaley Bridge rail station has a 30 space car park immediately adjacent to the station site. The vast majority of the station catchment for Whaley Bridge is within walking distance and this is evident in the passenger surveys, where 70% of passengers accessed the station on foot (well above the average for stations on the line). Without more detailed investigation, it is not clear at this stage how parking provision could be increased at this location in an affordable manner. The existing car park is constrained on all sides, and is situated on a slope leading up to the rail station, which would appear to preclude decking the car park as an option. Notwithstanding, discussion should be held with Network Rail to explore the potential to increase car park size.

New bus or rail-based park-and-ride facility at A6/ A5004 roundabout Whaley Bridge

8.139. The four-mile (6.4 km) part-dual-carriageway A6 Chapel-en-le-Frith & Whaley Bridge Bypass ends with a roundabout with the A5004 for Whaley Bridge and Macclesfield (via the B5470). The A6 then crosses the Peak Forest Canal and the B6062 leading to Chinley, before passing under the Buxton Line. There would appear to some potential land available adjacent to north side of A6/ A5004 roundabout for a new bus or rail-based park-and-ride facility. A rail-based park-and-ride site would require a new station on to the Hope Valley line.

8.140. Although a new park-and-ride facility will encourage a modal shift towards public transport within the A6 corridor it is likely that a proportion of 'new' rail/ bus passengers attracted to the facility already use the existing stations on either the Buxton or Hope Valley line.

8.141. The viability of a new bus or rail-based park-ride facility at the A6 Whaley Bridge roundabout would face a number of challenges, such as: whether there is adequate capacity on the rail network to allow additional/ diverted services to serve the station at a frequency which would make the service attractive; the impact that this would have on Chinley rail station; sufficient demand in the local area to generate the necessary revenue to enable a new station to be viable; land ownership constraints; green belt issues; flood risk constraints; and highway access.

Cheaper rail fares

8.142. The Buxton line rail passenger surveys carried out in Spring 2011 asked passengers "*if you could make one improvement to the train service you are one, what would it be?*" A quarter of existing rail passengers cited cheaper fares as the number one improvement they would make to the service. A comparison of the weighted average fare for trips from each station compared to the overall GM travel-to-work area average 'trend line' shows fares at stations on the Buxton and Hope Valley lines (outside of GM) to be markedly higher than the distance-based average. Although cheaper rail fares would certainly be welcome by existing rail users and potential new customers, they could only be viable if they could be demonstrated to be affordable in the long-run.

9. Recommended Corridor Strategy

Introduction

9.1. The aim of this study has been to consider the potential impact of predicted traffic growth and demands on public transport within the A6 Corridor (Buxton to Stockport / Manchester) over the next twenty years.

9.2. This study provides a pivotal opportunity to influence future travel choices, to develop an A6 corridor strategy with a short, medium and long term action plan:

- The A6MARR scheme has been developed by Stockport Council working with its partners, Manchester City Council, Cheshire East Council and TfGM. Confirmation of government funding to improve access to Manchester International Airport and the adjacent enterprise zone was announced on 1 October 2013. The government's announcement grants what is known as programme entry approval to the scheme, an important milestone which precedes detailed design and the obtaining of the necessary statutory permissions. The government's announcement follows the decision of the Greater Manchester Combined Authority to approve the funding package in summer 2013.
  The planning application of the preferred scheme was submitted on 1 November 2013 to the Local Planning Authorities of Stockport Council, Cheshire East Council and Manchester City Council. The three Local Planning Authorities referred the planning application for the A6 to Manchester Airport Relief Road to the Secretary of State for Communities and Local Government ("The Secretary of State"). The Local Planning Authorities have now been informed that following careful consideration the Secretary of State has decided not to call the scheme in for a Public Inquiry so the decisions of the three Local Planning Authorities to grant the scheme planning permission is confirmed.
  The Compulsory Purchase Orders (CPO) and Side Road Orders (SRO) procedures commenced on 11 December 2013 in terms of the formal notifications made. The date of the associated CPO/SRO Inquires is scheduled to commence on 30 September 2014;
- A significant amount of work has been carried out over recent years in relation to the North West & Northern Rail Utilisation Strategies and more recently as part of the Northern Hub Study. The Northern Hub is Network Rail's plan for £600m of targeted infrastructure investment to stimulate economic growth by upgrading the rail network of the North, including two new through platforms at Manchester Piccadilly, a new link (Ordsall Chord) between Manchester Victoria and Manchester Piccadilly, a fourth platform at Manchester Airport and new tracks on the line between Leeds and Liverpool and between Sheffield and Manchester. The government's decision to support full funding of the Northern Hub was announced in July 2012 and will transform rail travel across the North of England by reducing journey times, providing the ability for more trains per hour and smarter routes for trains to take to get between towns and cities;
- Rail North has now formally entered into a partnership with the Department for Transport (DfT) for the renewal of the Northern and TransPennine rail franchises. Currently, 33 Local Transport Authorities are partners in Rail North. This significant step sets the foundation for stronger involvement of the North of England in determining the train services that run in the North, and sets out a pathway towards devolved decision-making. To support this transformation and ensure that both franchises are best placed to meet the demands of passengers, the Department for Transport launched a consultation on the future of rail services in the north on 9 June 2014. In addition to the consultation document, the DfT issued two (Northern and TransPennnine Express) prospectuses outlining the details of the franchises to prospective bidders. The consultation will run until 18 August 2014. Operators are expected to be confirmed in late 2015, and the new franchises begin in February 2016;
- Cheshire East Council submitted its Local Plan Strategy to the Secretary of State for Communities and Local Government on 20 May 2014 in preparation for independent examination. The Local Plan Strategy sets out the Council's case for sustainable economic growth and is the strategy that the Council wants to adopt to manage development in Cheshire East up to 2030. It is anticipated that the Examination in Public will be held later in 2014; and
- High Peak Borough Council published its Local Plan on 23 April 2014. The new High Peak Local Plan will provide strategic planning guidance on matters such as housing, employment, the natural and historic environment, transport and retail. In addition, the new High Peak

Local Plan will also include details of specific sites identified for future development or protection.

Consultation was undertaken on the Options for the Local Plan from 13 September to 25 October 2012, the Preferred Options from 27 February to 10 April 2013, and the Additional Consultation Preferred Options from 27 December 2013 to 10 February 2014.

The following timetable is anticipated:

- July/August 2014 - Local Plan submission to the Secretary of State for Communities and Local Government
- November 2014 – Examination Hearings on the Local Plan
- February 2015 - Local Plan adopted

Recommended Corridor Strategy

Potential Short Term Measures *(considered capable of delivery within the next 5 years)*

- **Branded car sharing database for the A6 corridor:** Low cost option that should be considered to be an integral component of a multi-modal strategy for the A6 corridor. A short term measure which should be relatively straightforward to coordinate through the travel planning portals of the respective promoting authority websites.
- **Improved pedestrian/ cycle access to rail stations:** Low cost option that should be considered to be an integral component of a multi-modal strategy for the A6 corridor. The Buxton and Hope Valley line passenger surveys highlight the importance of walking as the main mode for accessing the rail stations in the corridor. On average the majority (51%) of Buxton line passengers walk to the station. The provision of high quality pedestrian access to rail stations and facilities for cyclist where deficiencies exist could make a positive contribution towards encouraging/ maximising rail take-up. For example, the Peak Forest Tramway that connects with the canal towpath to provide a greenway to Chinley with scope to extend to Chapel-en-le-Frith and Dove Holes. There is also scope for the White Peak Loop cycle trail & Monsal Trail extension to enhance links to Buxton. Specific schemes will be developed as part of next phase of work.
- **Improved online and offline cycle facilities along the A6 corridor:** Low cost option that should be considered to be an integral component of a multi-modal strategy for the A6 corridor. For example, creation of a safe cycle route from Stockport through Disley into Derbyshire for commuting and leisure purposes, utilising the Peak Forest Canal towpath to Whaley Bridge and Bugsworth Basin and a new cycle link between High Lane/ Disley and Poynton through Lyme Park. The creation of a cycle route along the Peak Forest Canal is an aspiration of the Peak District National Park Authority to provide a link between Greater Manchester and the Peak District. The route was considered for the recent Pedal Peak District II project and forms part of the draft Wider Peak District Cycle Strategy. Scheme development will be undertaken as part of the next phase of work. These should reflect complementary proposals such as the draft Wider Peak District Cycle Strategy.
- **Improved bus services to Manchester Airport (via A6MARR):** Access to Manchester Airport from the A6 corridor by bus is currently poor. Skyline 199 operates a half hourly service between Buxton and Manchester Airport via Stockport Bus Station. The timetabled journey from Disley (Ram's Head) to Manchester Airport is 53 minutes. Completion of A6MARR presents an opportunity to significantly reduce journey times to the Airport from the A6 at Hazel Grove. There are no plans to reduce bus services to Stockport from High Lane. The intention would be to introduce additional services with potential interchange facilities at the proposed bus-based park-and-ride site at A6 Rising Sun. The park-and-ride site will be served by the number 192 bus service, an existing bus service which already routes between the bus turn-around facility nearby in Hazel Grove and Manchester City Centre at a frequency of around every 10 minutes. Consultation with bus operators will be carried out as part of the next phase of work.
- **Improved station facilities at Disley rail station:** Low cost option that has the potential to increase rail demand at Disley station by 4% and generate a positive financial return of £0.5m over 20 years. Disley is the third busiest station on the Buxton line (south-east of Hazel Grove) after Buxton and New Mills Newtown. Facilities at Disley are below the desired standard for a station with an annual footfall of 150,000. Disley station is cited in the TfGM document '*Greater Manchester Rail Policy 2012-14*' as one of the top 10 stations in terms of footfall without either CCTV or customer information systems.
- **Increased parking provision at Disley rail station:** Disley rail station is listed as having a 25 space car park, but actual parking provision is about double this amount. Cheshire East

Council has entered into discussions with Network Rail concerning the opportunity to extend the area of parking to the west of the station building further westwards alongside the rail line utilising a disused Network Rail goods yard. Assuming a 25-space extension to the car park could be delivered for minimal land cost on the basis that the former goods yard site is railway property, then it is expected that the scheme would be financially positive over a standard appraisal period and increased rail demand from Disley by almost 3% along with a corresponding increase in revenues from rail fares. If suitable land is made available and current supply levels start to act as a constraint on rail demand then the case for providing extra parking spaces at Disley station appears strong.

- **Increased parking provision at Buxton rail station:** Due to its position at the end of the line, Buxton generates the highest average yield per rail journey of all the stations on the line. Assuming a 30-space extension to the car park could be delivered for minimal land cost, then it is expected that the scheme would have a positive financial case over a standard appraisal period and increased rail demand from Buxton by almost 2% along with a corresponding increase in revenues from rail fares and parking charges. If suitable land is available and current supply levels start to act as a constraint on rail demand then there is a strong case for providing extra parking spaces at Buxton station. High Peak Borough Council is at the time of the writing this Report undertaking further consultation on its emerging Local Plan. The consultation references the need to provide additional parking to serve Buxton Station on land to the north of Station Road.
- **Increased rail service frequency between Manchester and New Mills Newtown rail & Buxton rail stations**: Low cost option taking full advantage of the Northern Hub infrastructure improvements.

  In the May 2013 timetable there is an hourly service on the Buxton line beyond Hazel Grove, with additional trains in the peak periods when demand is highest. Historically, a half-hourly service was provided on the Buxton line throughout the day at least as far as Whaley Bridge, with at least a half-hourly service to/from Buxton in the peak periods. Over time, the service pattern on the Buxton line was rationalised as travel demand patterns changed, resulting in the present-day timetable where the service frequency has not altered much since the 1990s.

  As part of their planning process for the 'Northern Hub' package of infrastructure enhancements, the rail industry has developed a specimen timetable that seeks to make best use of the planned infrastructure enhancements across the North West. On the Buxton line, this specimen timetable includes a half-hourly off-peak service between Manchester and Buxton, with a typical journey time of 53 minutes. The Northern Hub specimen timetable seeks to maximise capacity utilisation and journey opportunities by linking services across Central Manchester.

  Following completion of the current electrification programme, the Buxton line services are likely to operate across Manchester to Liverpool via Warrington, primarily for operational purposes as a means of linking two diesel-operated routes. Services from Liverpool via Warrington will no longer be able to terminate at Manchester Oxford Road as the bay platform will be removed to facilitate remodelling the station to accommodate more trains.

  In addition to the half-hourly Buxton line service, there is also a planned half-hourly service from Hazel Grove to Preston that would be operated by electric rolling stock following the electrification of the route from Manchester to Preston via Bolton under the North West Electrification project. Combined with the half-hourly service to Buxton, this could give Hazel Grove a 15-minute frequency service to Manchester throughout the day with additional services in the peaks if required. The Northern Hub specimen timetable is forecast to increase rail demand at Buxton line stations by 11%.

  A potential incremental enhancement beyond the Northern Hub specimen timetable would be to extend the services that are planned to terminate at Hazel Grove through to New Mills Newtown. This could offer a number of potential advantages:

  - A higher frequency of service from New Mills Newtown could attract park-and-ride passengers who currently drive to Hazel Grove due to its higher frequency services; and
  - Increased cost efficiency through the use of train crew and rolling stock that may have extended turn-round times at Hazel Grove which require shunt moves to/from the sidings at Hazel Grove.

  TfGM has previously considered extending Hazel Grove services to New Mills Newtown as part of their Transport Innovation Fund bid in 2008. It is envisaged that the trailing cross-over between New Mills Newtown and Furness Vale could be used to facilitate such a service.

  Overall, the enhanced timetable is forecast to increase rail demand at Buxton line stations by

15% (including 11% growth at Buxton, 28% at New Mills Newtown, and 8% at Disley), compared to the 11% generated by the Northern Hub rail industry specimen timetable. Both the specimen and enhanced timetable options are expected to deliver a provisional benefit to cost ratio (BCR) of 1.2. This rises to a BCR of 1.9 without Optimism Bias applied to operating expenditure and the benefits (and costs) of providing extra services at Hazel Grove and points towards Manchester. It can be concluded therefore that whilst the enhanced timetable is more expensive to introduce than the specimen timetable, it is equally worthwhile in terms of value for money, and importantly will provide improved mode choice options to more customers.

Increasing the off-peak service frequency between Buxton and Manchester to two trains per hour all day should be deliverable after December 2016 (when Liverpool-Warrington-Manchester semi-slow service extended to Stockport to enable infrastructure enhancement works to commence in Oxford Road station area) – subject to satisfactory business case. The further enhancement of service frequency between Hazel Grove and New Mills Newtown requires consideration in conjunction with the development of an electrification strategy for the North of England.

Using the output from the MOIRA assessment in terms increased rail patronage, DfT guidance advises that 26% of the predicted increase in rail patronage can be attributed to a mode shift from highway. Accordingly, based on this advice a reduction of 26% was applied to the morning peak, evening peak and inter peak highway trip matrices for trips on the A6 corridor between Buxton, Hazel Grove and Manchester. The introduction of these rail service improvements is predicted to have relatively modest impact on traffic flows on the A6 through High Lane and Disley, with reductions of circa 400 AADT on the A6 west of High Lane, and circa 600 AADT on the A6 west of Newtown. This result is perhaps not too surprising when one considers the distribution of origin-destination patterns collected through roadside interview surveys on the A6 at Disley.

- **Poynton Relief Road:** Historically the proposed Poynton Relief Road has been developed in connection with the A6MARR and A6 to M60 relief road as part of a wider South East Manchester Multi Modal Strategy (SEMMMS).

  Cheshire East Council is considering two route options for the single carriageway relief road, named the Green Route Option and the Blue Route Option. Both options will include a shared use path for walkers and cyclists and both options would include a common roundabout based junction to the south, which is termed the Southern Junction. The proposed relief road would run between the A6MARR/ Bramhall Oil Terminal junction immediately north of the existing A5149 Chester Road, west of Poynton, and a point on the existing A523 London Road north of Adlington Crossroads, south of Poynton.

  The scheme has been demonstrated to have a positive impact on the A6 south-east of Hazel Grove and presents very high value for money with a BCR exceeding 4.0.

  The Poynton Relief Road scheme will be funded through a combination of Central Government funding, potential private sector funding and Cheshire East Council funding. The funding for the relief road will be confirmed as the scheme progresses. A Preferred Route Announcement will be made in autumn 2014. A preferred route will be incorporated into the Cheshire East Council and Stockport Council Local Plans; this will in turn replace the existing protected route. A planning application for the Poynton Relief Road scheme would be the next step of scheme development.

Potential Medium Term Measures *(considered capable of delivery within 5 to 10 years)*

- **Increased peak hour train capacity and platform length for all stations between Buxton and Stockport:** Peak services on the Buxton line will need to be lengthened beyond 4-car length at some point before 2032 to cater for demand from Hazel Grove and stations to Manchester. The need to operate through services from the Cheshire Lines Committee route to Buxton will also in part determine the likely train lengths required for Buxton line services, and it will be for the operator, Network Rail and the franchise sponsor to determine the optimal means of catering for forecast demand growth. While there are a number of potential solutions, it is clear that further additional capacity will be required on Buxton line trains in CP5 and beyond, and this is likely to require platform extensions on the Buxton Line to accommodate longer trains. Diesel rolling stock will become available as other lines are electrified; although demand forecasts indicate additional capacity will not be required south of Hazel Grove until after December 2019, which is ‘medium-term’ (the availability of electric rolling stock is dependent on the ThamesLink programme, and the dates for that rolling stock being delivered continually slip later). If demand grows faster than forecast trains could be

lengthened in the 'short-term'. Network Rail is funded to lengthen platforms as trains are lengthened.

- **Cross boundary rail fare re-structuring:** Whilst it is likely that a change in fares strategy on the Buxton line could have the potential to influence passenger behaviour and possibly promote mode shift to rail at stations beyond the TfGM boundary, rail fares are a complex issue that cannot be considered in isolation. The advent of smart ticketing makes the eventual move to a simplified zonal fare system more likely, and 'Rail North' provided examples in their consultation on the future of rail in the north of such fare strategies adopted elsewhere. Any decisions on future fares strategies need to be taken in the context of potential devolution of the Northern franchise that is to be let in 2016 and any fares strategies or initiatives that may be included in the new franchise.
- **Increased parking provision at New Mills Newtown rail station:** New Mills Newtown rail station has a 40-space car park and bus turning facility. The station is well-used with overspill parking on nearby residential streets. There is land available for sale adjacent to the existing car park on the site of the former station goods yard. High Peak Borough Council is at the time of the writing this Report undertaking further consultation on its emerging Local Plan. The Local Plan consultation includes the designation of the land next to New Mill Newtown rail station for an extension to the station car park, housing and employment. In the event that the vacant land is acquired for housing or employment there remains the potential to the deck the existing car park although this would present some practical challenges given the preference to retain the bus turning facility. Any extra deck would need to be sensitively located and designed to minimise its visual impact. The owner of the adjoining land also has a right of access through the existing station car park that would also influence the location / design of the deck. On the assumption that decking the existing car park would result in a net increase in 30-spaces, then it is expected that the scheme would have a BCR of 1.9 over a standard appraisal period (assuming no renewal costs) and increased rail demand from New Mills Newtown by almost 3% along with a corresponding increase in revenues from rail fares. Subject to the practicalities in terms of car park expansion, once current supply levels start to act as a constraint on rail demand there does appear to be a positive business case for providing extra parking spaces at New Mills Newtown station.
- **Increased parking provision at Chapel-en-le-Frith rail station:** Chapel-en-le-Frith rail station has a car park located immediately adjacent to the rail station, situated at the end of a narrow country lane. There is land available adjacent to the existing car park for potential expansion, assumed to be sufficient for circa 30 additional spaces. A proposal to provide an extra 30 spaces is included in the draft Neighbourhood Plan (Policy TC10) which is undergoing consultation. Whilst there is green land available between the station site and the access road, the gradient of the site is likely to make works more costly. Assuming a cost equivalent to decking the existing car park, then it is expected that the scheme would have a BCR of 1.6 over a standard appraisal period (assuming no renewal costs) and increased rail demand from Chapel-en-le-Frith by around 5% along with a corresponding increase in revenues from rail fares. If suitable land is made available and expanding the existing car park does not prove to be prohibitively expensive, then once current supply levels start to act as a constraint on rail demand then there does appear to be a positive business case for providing extra parking spaces at Chapel-en-le-Frith station. Further work is required to determine the practical and environmental impacts that may affect delivery. The impact of increased parking at Chapel-en-le-Frith will have an impact on the business case for a new central station and vice versa.
- **Increased parking provision at Chinley rail station:** Chinley station has a dedicated 31 space car park accessed from Station Road, located within short walking distance of the railway station, with overspill parking on Station Road. Morning peak demand for trips into Manchester is forecast to grow by 22% during CP5, and this situation will be compounded if facilities and service levels at Chinley are enhanced as part of the 'Northern Hub' Hope Valley improvement works. Assuming decking the existing car park would result in a net increase of 25 parking spaces, then it is expected that the scheme could have a positive financial case over a standard appraisal period (assuming no renewal costs) and increased rail demand from Chinley by 4% along with a corresponding increase in revenues from rail fares. Average yields are relatively high from Chinley, as it provides direct links to Sheffield via the Hope Valley in addition to links towards Manchester. If decking the car park is proven to be viable, then on the basis that current supply levels already appear to be acting as a constraint on rail demand then there does appear to be a positive business case for providing extra parking spaces at Chinley station. Further work is required to determine whether

decking the existing car park is a viable proposition. Any extra deck would need to be sensitively located and designed to minimise its visual impact and amenity issues with neighbouring property. Adequate screening should also be provided.

- **New rail station at High Lane:** Trip-rate forecasts suggest that a new rail station at High Lane would attract similar levels of patronage to Disley and a provisional BCR of 1.3, albeit the result is quite sensitive to the assumed level of potential abstraction from nearby stations at Disley and Hazel Grove. The potential for a new station at High Lane has policy support through the adopted Stockport Core Strategy DPD (March 2011), however, further work is required to develop a business case for a new rail station at High Lane.

Potential Longer Term Measures *(considered unlikely to be deliverable within 10 years)*

- **Increased line speed between Buxton and Hazel Grove and Electrification of Buxton Line:** The incremental benefit of improved journey times compared to an enhanced frequency timetable is forecast to deliver an 9% overall increase in demand at Buxton line stations including a 13% increase at Buxton station. While the appraisal suggests a provisional BCR of 0.5, it is important to recognise that there are potentially significant operating cost savings and efficiencies that would arise from electrification, and coupled with the potential journey time reductions electric rolling stock could offer, there could be a strong case for electrification of the Buxton route once frequencies are enhanced to an all-day half-hourly service. This scheme needs to be considered within the wider context for electrification. Efforts should be made to promote inclusion of the Buxton line within the remit of the recently announced DfT task force into electrification in the North.
- **New rail station at Chapel-en-le-Frith on 'Great Rocks' line:** Trip-rate forecasts suggest that a new rail station at Chapel-en-le-Frith on the 'Great Rocks' line would attract similar levels of patronage to Chinley and New Mills Newtown with an estimated one-third of these trips switching from the existing Chapel station to take advantage of its more accessible location and a provisional BCR of 1.6. A new central station at Chapel-en-le-Frith is likely to receive broad support from rail users and local residents, and is included in the Chapel-en-le-Frith Draft Neighbourhood Plan. However, there are no plans for a new central station at Chapel-en-le-Frith in the Derbyshire LTP3 2011 to 2026. Based on these initial findings it is recommended that this position be reconsidered once Northern Hub service patterns on the Hope Valley line are committed. The impact of a new central station will have an impact on the business case for increased parking at Chapel-en-le-Frith and vice versa.
- **High Lane-Disley Bypass:** In 2001 the SEMMMS 20-year plan examined proposals for a single carriageway bypass of the A6 through High Lane and Disley. The options considered fell wholly within Stockport Metropolitan Borough and Cheshire East. Derbyshire County Council did not wish, at the time, to promote a bypass of the A6 between Disley and the Chapel-en-le-Frith bypass. For initial appraisal purposes a High Lane-Disley Bypass is assumed to comprise approximately 6km of single lane carriageway which would connect with a proposed signalised A6MARR junction to the west and at a new roundabout to the east of Disley. In terms of highway impact the scheme has a clear positive impact on the A6 through High Lane and Disley along with a provisional BCR of 6.2. However, without further enhancements to the A6MARR SATURN highway traffic model, it is not possible to assess whether a High Lane-Disley bypass would have any strategic impacts on the routeing of traffic originating in or destined to the Peak District National Park, or on traffic passing through the Park. Significant work is required to identify and develop a scheme and preferred route alignment.

Appendix A – Initial Appraisal of Potential Interventions

Complementary measures on the A6 road space through Hazel Grove following completion of A6MARR

Scheme Description

Traffic modelling carried out in connection with the A6 Manchester Airport Relief Road (A6MARR) predicts a reduction in traffic flows on the A6 north of the new A6MARR junction. The A6 through Hazel Grove is currently made up of four relatively narrow lanes and carries a high proportion of heavy goods vehicles and buses. Frequent right-turning traffic significantly reduces capacity for through-traffic.

Appropriate complementary measures will be developed for Hazel Grove following implementation of the A6MARR scheme.

Contribution to A6 Corridor Study Objectives

Overall score of 29 out of 50

Will the scheme reduce the impact of traffic congestion along the A6, with particular focus on A6 Hazel Grove to Whaley Bridge?
(Weighting 40%)

Score 4: Neutral

Any complementary measures on the A6 through Hazel Grove will not have any impact on traffic flows south-east of the new A6MARR junction.

Will the scheme encourage a modal shift towards public transport within the A6 corridor?
(Weighting 15%)

Score 6: Amber

Greater Manchester Combined Authority, Manchester City Council and Stockport Metropolitan Borough Council have made a bus quality partnership scheme (QPS) for the A6 between Manchester City Centre, Stockport and Hazel Grove. The A6 a key bus corridor into Manchester city centre plays a critical role in supporting sustainable economic growth and accessibility in Greater Manchester. The QPS will ensure high standards of service for passengers along this route and a commitment to the provision of quality infrastructure for bus operators.

Any additional bus priority measures introduced on the A6 through Hazel Grove would be complementary to the QPS and would assist in encouraging a modal shift towards public transport within the A6 corridor.

Will the scheme enhance the pedestrian/ cycle environment along the A6 corridor?
(Weighting 15%)

Score 10: Green

The pedestrian/ cycle environment along the A6 through Hazel Grove is currently poor. The A6 through Hazel Grove currently carries high volumes of traffic, including a large proportion of HGVs and high frequency bus services. Significant traffic volumes and HGV use generates a number of problems including congestion, noise, severance, vibration, and poor air quality. All of these factors currently impact on the vitality of the District Centre.

An appropriate complementary measures scheme may present the opportunity for improvements to be made to the pedestrian/ cycle environment.

Will the scheme reduce the impact of traffic congestion on road safety, noise and local air quality within the A6 corridor?
(Weighting 15%)

Score 6: Amber

An appropriate complementary measures scheme may present the opportunity for road safety benefits to vulnerable users.

Will the scheme support lower carbon travel?
(Weighting 15%)
Score 6: Amber

The scheme will support lower carbon travel as part of a wider package of measures.

Deliverability
Overall score of 20 out of 50

What is the scheme's acceptability?
(Weighting 33%)
Score 2: Red/ Amber

Any impact of complementary measures on traffic flow on the A6 or parallel routes will be unpopular. The complementary measures scheme will be subject to consultation and approval by the relevant area committee.

What is the scheme's practical feasibility?
(Weighting 33%)
Score 2: Red/ Amber

The scheme is dependent on A6MARR coming forward.

The scheme will be confined to land within the highway boundary.

What is the scheme's affordability?
(Weighting 33%)
Score 8: Green/ Amber

A provisional figure of £0.62 million (at 2010 prices) is included within the A6MARR minor works package budget.

A6MARR package of mitigation measures along the A6 between Hazel Grove and Whaley Bridge

Scheme Description

A package of measures, known as Complementary and Mitigation Measures (CMM), has been proposed to address the predicted change in traffic flow on the local highway network following completion of the A6MARR scheme. The measures aim to ameliorate the scheme's impact on local communities where there are predicted to be traffic increases, and seek opportunities to encourage walking, cycling and support to local centres where there are predicted to be reductions in traffic flow.

The nature of the A6 through High Lane and Disley means that it is neither possible nor desirable to significantly increase network capacity along this corridor. The A6MARR Project Team has been sensitive to the concerns raised by the public and stakeholders alike in relation to the predicted increases in traffic through High Lane and Disley, both as a result of background traffic growth and the reassignment of longer distance traffic movements following completion of the A6MARR scheme.

Following the Phase Two Consultation the promoting Authorities resolved to implement a package of enhanced mitigation measures on the A6 tailored to limiting, as far as practicable, the impacts of the A6MARR scheme through a combination of; discrete local junction improvements, environmental enhancement measures, and speed management measures.

These enhanced mitigation measures seek a balanced approach to managing the predicted traffic on the A6 through High Lane and Disley by:

- better managing traffic flows for local residents at the A6 Buxton Road/ Windlehurst Road junction through a local junction improvement scheme;
- enhancing the local district centre environment in Disley village through the introduction of shared-space type interventions; and
- limiting the attractiveness of the A6 to longer distance traffic which would otherwise switch from other cross-county routes with the A6MARR in place. This will be achieved through a combination of gateway treatments and reduced speed limits.

These enhanced measures build upon the package of mitigation measures promoted as part of the Phase Two Consultation which focussed on improvements to non-motorised user facilities, including:

- cycle lanes on uphill sections of the A6 between Hazel Grove and New Mills Newton where practicable;
- a new pedestrian refuge on the A6 Buxton Road at Wellington Road;
- a new Puffin crossing on the A6 Buxton Road outside the Church/ War memorial in High Lane;
- new uncontrolled pedestrian crossings with refuge islands on Windlehurst Road;
- a new pedestrian refuge on the A6 Buxton Road West outside Lyme Park to the link bus stops and park entrance; and
- a new cycle Link between Disley and Poynton through Lyme Park.

Contribution to A6 Corridor Study Objectives

Overall score of 37 out of 50

Will the scheme reduce the impact of traffic congestion along the A6, with particular focus on A6 Hazel Grove to Whaley Bridge?
(Weighting 40%)

Score 8: Green/ Amber

Traffic modelling predicts significant increases in traffic flow on the A6 through High Lane and Disley of between 25 to 30% with the A6MARR in place. This increase is a result of both background traffic growth and the reassignment of longer distance traffic as a result of the introduction of the A6MARR.

The introduction of enhanced mitigation measures markedly reduces this increased traffic flow to between 11 to 16%.

Some growth on the A6 through High Lane and Disley should be expected when one considers the following:

- Without the A6MARR in place traffic growth on the A6 corridor between the M60 motorway and Disley is heavily constrained, compared to other routes through Stockport, most notably through Hazel Grove and Stockport Town Centre; and
- With the A6MARR in place, the A6 through Hazel Grove and Stockport Town Centre is predicted to experience reduced traffic levels (below 2009 base year levels). As a result journey times over this section of A6 will markedly improve.

Therefore, whilst there may be some junction delay at particular locations on the A6, such as the Fountain Square junction in Disley and Windleshurst Road junction in High Lane, these delays are more than offset by reduced junction delays elsewhere along the A6.

Will the scheme encourage a modal shift towards public transport within the A6 corridor?
(Weighting 15%)
Score 4: Neutral

The scheme will not contribute towards encouraging a modal shift towards public transport within the A6 corridor.

Will the scheme enhance the pedestrian/ cycle environment along the A6 corridor?
(Weighting 15%)
Score 10: Green

The measures proposed will have a positive impact on the pedestrian/ cycle environment along the A6 corridor.

Will the scheme reduce the impact of traffic congestion on road safety, noise and local air quality within the A6 corridor?
(Weighting 15%)
Score 8: Green/ Amber

The package of mitigation measures will include measures to better manage traffic flow through the introduction of MOVA control at the A6/ Windlehurst Road junction and the linking of signal and pedestrian signal control junctions through Disley. It is envisaged that the introduction of latter will reduce the incidence of vehicles travelling along the A6 stopping at consecutive junctions through Disley, which given the high proportion of heavy goods vehicles would be beneficial in terms of reducing noise and air quality emissions.

Will the scheme support lower carbon travel?
(Weighting 15%)
Score 6: Amber

The scheme will support lower carbon travel as part of a wider package of measures.

Deliverability
Overall score of 43 out of 50

What is the scheme's acceptability?
(Weighting 33%)
Score 8: Green/ Amber

The A6MARR Project Team has been sensitive to the concerns raised by the public and stakeholders alike in relation to the predicted increases in traffic through High Lane and Disley.

Whilst every effort has been taken to accommodate the outcomes of the consultation exercise some residual concerns are likely to remain.

The measures will be subject to their own public consultation.

What is the scheme's practical feasibility?
(Weighting 33%)
Score 8: Green/ Amber

Whilst the detail of the measures has not been defined at this stage, there are not considered to be any significant practical feasibility issues surrounding deliverability.

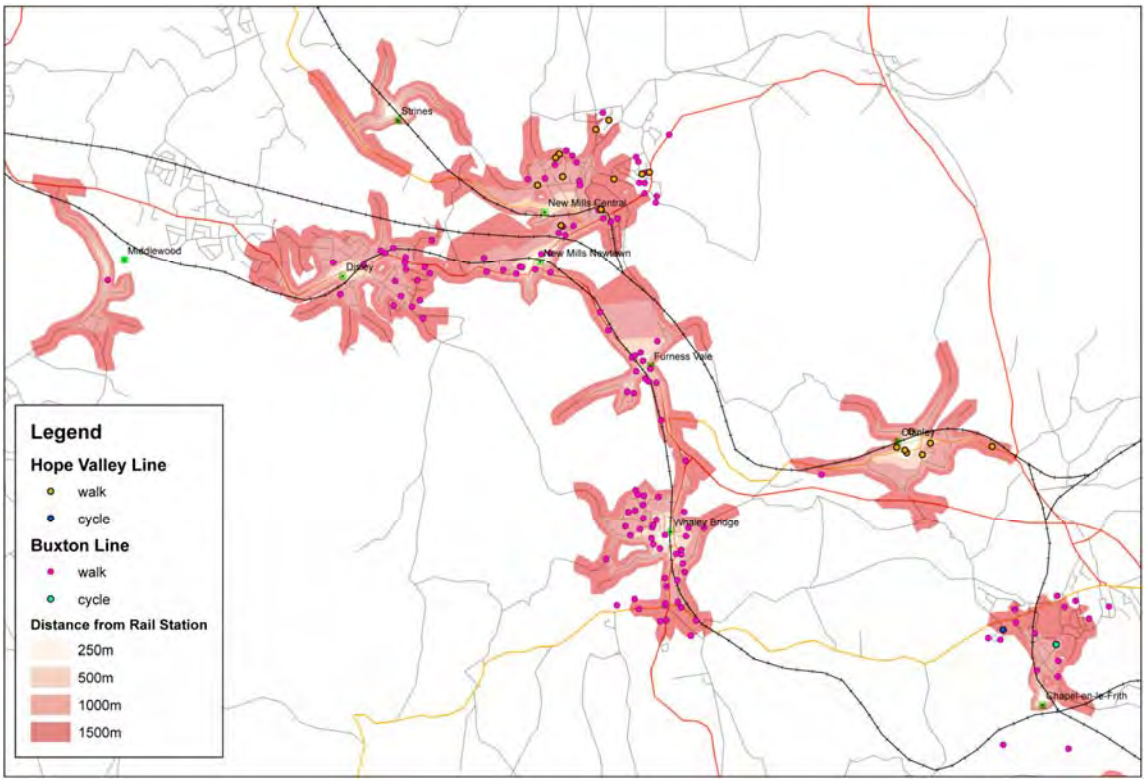
What is the scheme's affordability?
(Weighting 33%)
Score 10: Green

The measures will be delivered as part of the A6MARR scheme.

Improved pedestrian/ cycle access to rail stations

Scheme Description

The Buxton and Hope Valley line passenger surveys carried out in Spring 2011 highlight the importance of walking as the main mode for accessing the rail stations in the corridor. On average the majority (51%) of Buxton line passengers walk to the station. Buxton, Disley, Hazel Grove and New Mills Newtown stations are all around this average figure, while Chapel-en-le-Frith has significantly fewer (32%) and Furness Value (97%) and Whaley Bridge (70%) significantly more.



The rail passenger surveys indicate that only 2% of passengers on the Buxton line cycle to the station as part of their journey.

The provision of high quality pedestrian access to rail stations and facilities for cyclist where deficiencies exist could make a positive contribution towards encouraging/ maximising rail take-up.

For example, the Peak Forest Tramway that connects with the canal towpath to provide a greenway to Chinley with scope to extend to Chapel-en-le-Frith and Dove Holes. There is also scope for the White Peak Loop cycle trail & Monsal Trail extension to enhance links to Buxton.

Contribution to A6 Corridor Study Objectives

Overall score of 25 out of 50

Will the scheme reduce the impact of traffic congestion along the A6, with particular focus on A6 Hazel Grove to Whaley Bridge?
(Weighting 40%)
Score 4: Neutral

The Buxton line rail passenger surveys carried out in Spring 2011 asked passengers *"if you could make one improvement to the train service you are one, what would it be?"*

Only 1% of passengers cited facilities for bikes as their key priority, while pedestrian access is not seen as a barrier to those already using the service.

It is considered, therefore, that improved pedestrian/ cycle access to rail stations, as a stand-alone measure, will not lead to a modal shift sufficient to reduce the impact of traffic congestion in the A6 corridor.

Will the scheme encourage a modal shift towards public transport within the A6 corridor? (Weighting 15%)
Score 6: Amber

Targeted improvements to pedestrian/ cycle access to rail stations would make a positive contribution towards encouraging/ maximising rail take-up as part of a more substantial package of measures aimed at securing a step-change in the public transport offer in the corridor.

Will the scheme enhance the pedestrian/ cycle environment along the A6 corridor? (Weighting 15%)
Score 6: Amber

At this stage it is not possible to qualify the extent to which any targeted improvements to pedestrian/ cycle access to rail stations would contribute towards enhancing the pedestrian/ cycle environment along the A6 corridor.

Will the scheme reduce the impact of traffic congestion on road safety, noise and local air quality within the A6 corridor? (Weighting 15%)
Score 4: Neutral

Improved pedestrian/ cycle access to rail stations, as a stand-alone measure, will not lead to a modal shift sufficient to reduce the impact of traffic congestion in the A6 corridor.

Will the scheme support lower carbon travel? (Weighting 15%)
Score 6: Amber

Targeted improvements to pedestrian/ cycle access to rail stations would make a positive contribution towards encouraging/ maximising rail take-up and/ or reduce the number of rail-based park-and-ride and kiss-and-ride trips.

Deliverability
Overall score of 43 out of 50

What is the scheme's acceptability? (Weighting 33%)
Score 10: Green

There is no reason to suggest that improved pedestrian/ cycle access to rail stations is going to receive anything other than strong local support.

What is the scheme's practical feasibility? (Weighting 33%)
Score 8: Green/ Amber

It is envisaged that any improvements made would be to the existing infrastructure i.e. we have not identified a need for any new footbridge structures or similar major infrastructure works.

What is the scheme's affordability? (Weighting 33%)
Score 8: Green/ Amber

This type of scheme is considered to be affordable within the context of an overall strategy.

Improved online and offline cycle facilities along the A6 corridor

Scheme Description

Creation of a safe cycle route from Stockport through Disley into Derbyshire for commuting and leisure purposes, utilising, for example, the Peak Forest Canal towpath to Whaley Bridge and Bugsworth Basin and a new cycle link between High Lane/ Disley and Poynton through Lyme Park.

There are numerous rights of way that cross the county boundaries of Greater Manchester, Cheshire East and Derbyshire and there is a need to ensure that there is a common approach to their maintenance and improvement as part of the Rights of Way Improvement Plans of the various authorities.

Contribution to A6 Corridor Study Objectives

Overall score of 28 out of 50

Will the scheme reduce the impact of traffic congestion along the A6, with particular focus on A6 Hazel Grove to Whaley Bridge?
(Weighting 40%)
Score 4: Neutral

The scheme would have little to no impact on traffic flows on the A6 between Hazel Grove and Whaley Bridge.

Will the scheme encourage a modal shift towards public transport within the A6 corridor?
(Weighting 15%)
Score 6: Amber

The perceived danger from road traffic and poor level of facilities are a major deterrent to cycle use. Targeted improvements to cycle facilities along the A6 corridor would make a positive contribution towards encouraging/ maximising cycle use.

Will the scheme enhance the pedestrian/ cycle environment along the A6 corridor?
(Weighting 15%)
Score 10: Green

The provision of high quality online and offline cycle facilities would do much to enhance the cycle environment along the A6 corridor.

Will the scheme reduce the impact of traffic congestion on road safety, noise and local air quality within the A6 corridor?
(Weighting 15%)
Score 4: Neutral

Improved online and offline facilities along the A6 corridor, as a stand-alone measure, will not lead to a modal shift sufficient to reduce the impact of traffic congestion in the A6 corridor.

Will the scheme support lower carbon travel?
(Weighting 15%)
Score 6: Amber

Targeted improvements to cycle facilities along the A6 corridor would make a positive contribution towards encouraging/ maximising cycle use.

Deliverability

Overall score of 43 out of 50

What is the scheme's acceptability?
(Weighting 33%)

Score 10: Green

There is no reason to suggest that improved online/ offline cycle facilities is going to receive anything other than strong local support. The creation of a cycle route along the Peak Forest Canal is an aspiration of the PDNPA to provide a link between Greater Manchester and the Peak District. The route was considered for the recent Pedal Peak District II project and forms part of the draft Wider Peak District Cycle Strategy.

What is the scheme's practical feasibility?
(Weighting 33%)

Score 8: Green/ Amber

It is envisaged that any improvements made would make best use of existing infrastructure.

What is the scheme's affordability?
(Weighting 33%)

Score 8: Green/ Amber

This type of scheme is considered to be affordable within the context of an overall strategy.

Provision of bus-based park-and-ride at A6 Rising Sun (Hazel Grove)

Scheme Description

Stagecoach has recently (April 2013) been granted conditional consent to introduce a bus-based park-and-ride scheme on the A6 at the Buxton Road and Macclesfield Road 'Rising Sun' junction for commuters heading into Stockport town centre and on to Manchester.

The park-and-ride scheme will see the redevelopment of a brownfield site of approximately 1.5 hectares to form a circa 433 space car park, passenger terminus building and associated infrastructure improvements. The park-and-ride site will be served by the number 192 bus service, an existing bus service which already routes between the bus turn-around facility nearby in Hazel Grove and Manchester City Centre at a frequency of around every 10 minutes.

It is anticipated that the park-and-ride site will be open for use in 2014.

Contribution to A6 Corridor Study Objectives

Overall score of 28 out of 50

Will the scheme reduce the impact of traffic congestion along the A6, with particular focus on A6 Hazel Grove to Whaley Bridge?
(Weighting 40%)

Score 4: Neutral

The proposed park-and-ride scheme is predicted[17] to intercept around 205 car journeys heading north-west bound along the A6 in the morning peak hour along with a reduction of around 168 car journeys heading in the opposite direction in the evening peak hour.

A bus-based park-and-ride scheme in this location will not, however, reduce traffic flows on the A6 between Hazel Grove and Whaley Bridge, the focus of concern for this study. If anything there is a possibility that the bus-based park-and-ride scheme could lead to a small increase in traffic as a result of abstraction from longer distance bus journeys such as the 199 Skyline service.

[17] SCP Transport Assessment dated December 2012

Will the scheme encourage a modal shift towards public transport within the A6 corridor?
(Weighting 15%)
Score 8: Green/ Amber

The aim of the scheme is to encourage modal shift onto the 192 bus service and to intercept a substantial number of commuter journeys along the A6 corridor towards Stockport and Manchester that are currently being made by private car.

Will the scheme enhance the pedestrian/ cycle environment along the A6 corridor?
(Weighting 15%)
Score 4: Neutral

The scheme will not enhance the pedestrian/ cycle environment along the A6 corridor.

Will the scheme reduce the impact of traffic congestion on road safety, noise and local air quality within the A6 corridor?
(Weighting 15%)
Score 6: Amber

The pedestrian/ cycle environment along the A6 through Hazel Grove is currently poor. The A6 through Hazel Grove currently carries high volumes of traffic, including a large proportion of HGVs and high frequency bus services. Significant traffic volumes and HGV use generates a number of problems including congestion, noise, severance, vibration, and poor air quality. All of these factors currently impact on the vitality of the District Centre. The proposed bus-based park-and-ride scheme will reduce traffic flows on the A6 through Hazel Grove (and onwards to Stockport Town Centre) which in turn will help reduce the impact of traffic congestion on road safety, noise and local air quality within the A6 corridor.

Will the scheme support lower carbon travel?
(Weighting 15%)
Score 8: Green/ Amber

The scheme will result in a reduction in the overall vehicle mileage (any abstraction from existing public transport services is considered to be low) and positively support lower carbon travel.

Deliverability
Overall score of 50 out of 50

What is the scheme's acceptability?
(Weighting 33%)
Score 10: Green

The scheme secured full conditional approval in April 2013.

What is the scheme's practical feasibility?
(Weighting 33%)
Score 10: Green

It is anticipated that the park-and-ride site will be open for use in 2014.

What is the scheme's affordability?
(Weighting 33%)
Score 10: Green

The scheme is estimated to cost £3 million but is to be delivered entirely through private finance by Stagecoach UK Bus to complement the 192 bus service.

Improved bus service provision to High Lane/ Disley

Scheme Description

The A6 corridor through High Lane and Disley is currently served by the following bus services:

- Skyline 199: Buxton – Stockport – Manchester Airport operates a half hourly service;
- TransPeak: Derby – Stockport – Manchester operates every two hours; and
- 360: Hayfield – Hazel Grove – Stockport operates a morning only service.

The 399 Chapel-en-le-Frith to Marple bus service also passes through Disley and High Lane (via Andrew Lane).

The timetabled journey time for the 199 bus service from Disley (Rams Head) to Stockport Bus Station is 45 minutes while the journey time from High Lane (Horse Shoe Inn) to Stockport Bus Station is 36 minutes.

There is no direct high frequency bus service from High Lane/ Disley to Manchester City Centre. Having said that, the timetabled journey time for the TransPeak bus service from Disley (Rams Head) to Stockport Mersey Square is 21 minutes and to Manchester (Central Coach Station) is 48 minutes. These journey times are competitive with rail, where the journey time by Disley station to Stockport station is 17 minutes and to Manchester Piccadilly is circa 30 minutes.

For bus to be a realistic alternative to car and rail from High Lane and Disley, both the frequency of service and journey time would need to be competitive. There could be potential for selected 192 journeys, say every 20 minutes in the peak periods, to extend to High Lane/ Disley and operate a limited stop service. Indeed, it would seem that such a service would also be attractive to bus-based park-and-ride users at the A6 Rising Sun which is due to open later this year.

Contribution to A6 Corridor Study Objectives

Overall score of 29 out of 50

Will the scheme reduce the impact of traffic congestion along the A6, with particular focus on A6 Hazel Grove to Whaley Bridge?
(Weighting 40%)

Score 6: Amber

The scheme has the potential to positively contribute towards reducing the impact of traffic congestion through High Lane and Disley (and onwards towards Stockport/ Manchester).

Will the scheme encourage a modal shift towards public transport within the A6 corridor?
(Weighting 15%)

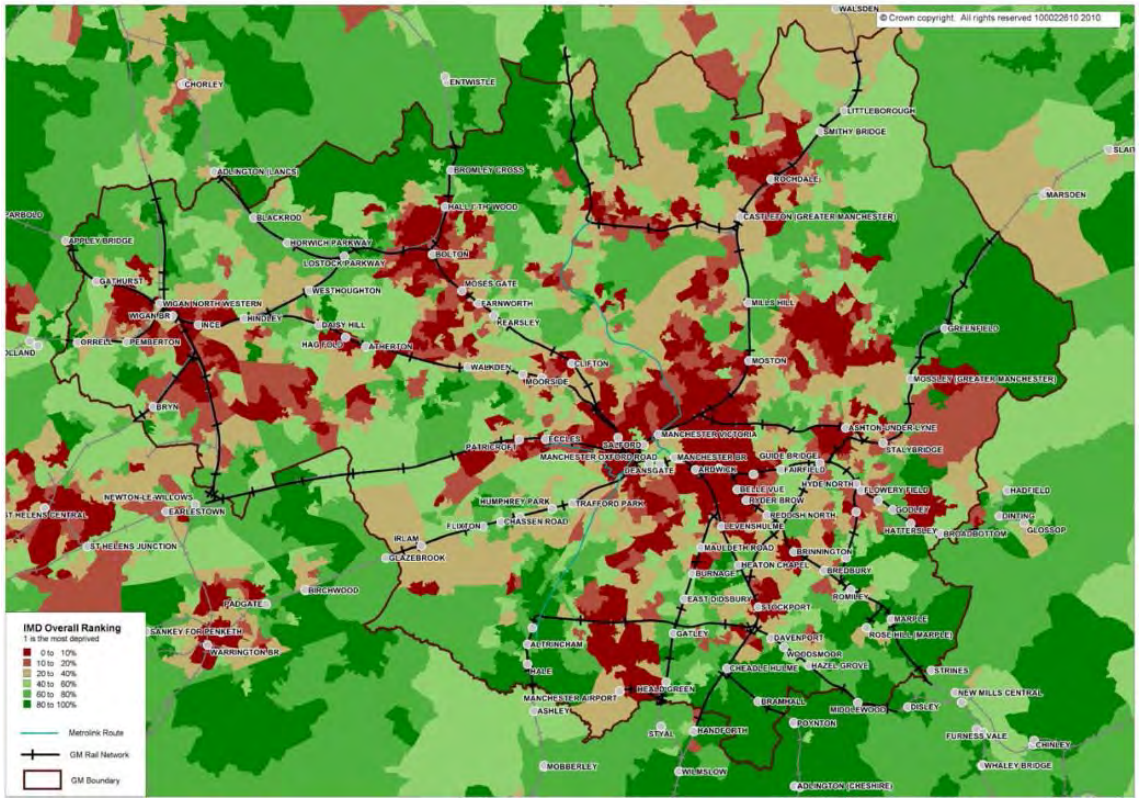
Score 6: Amber

Within the Greater Manchester TTWA, travel demand in the A6 corridor shows High Lane and Disley to be characterised in relative terms by longer commuting distances, high car mode share, higher train mode share and lower bus mode share.

Furthermore, evidence from the National Travel Survey[18] shows that whilst car travel accounts for the greatest proportion of trips and distance travelled in every income quintile group, use of public transport is also related to income. From the lowest to highest income quintile, the average number of trips by bus decreases from 111 bus trips per person per year in the lowest income quintile to 29 bus trips per person per year in the highest income quintile.

Using the index of multiple deprivation (see below) as proxy for income would suggest that the propensity for take-up of bus from High Lane and Disley is likely to be low in the absence of a high quality 'branded' service.

[18] The National Travel Survey (NTS) is the primary source of data on personal travel patterns in Great Britain. The NTS is an established household survey which has been running continuously since 1988.



Will the scheme enhance the pedestrian/ cycle environment along the A6 corridor?
(Weighting 15%)
Score 4: Neutral

The scheme will not enhance the pedestrian/ cycle environment along the A6 corridor.

Will the scheme reduce the impact of traffic congestion on road safety, noise and local air quality within the A6 corridor?
(Weighting 15%)
Score 6: Amber

The scheme has the potential to contribute towards reducing the impact of traffic congestion through High Lane and Disley (and onwards towards Stockport/ Manchester) and in turn road safety, noise and local air quality within the A6 corridor.

Will the scheme support lower carbon travel?
(Weighting 15%)
Score 6: Amber

The scheme supports lower carbon travel.

Deliverability
Overall score of 36 out of 50

What is the scheme's acceptability?
(Weighting 33%)
Score 10: Green

There is no reason to suggest that improved bus service provision to High Lane/ Disley would receive anything other than local support.

What is the scheme's practical feasibility?
(Weighting 33%)

Score 10: Green

There are no practical feasibility issues preventing this scheme coming forward.

What is the scheme's affordability?
(Weighting 33%)

Score 2: Red/ Amber

Subject to the outcome of a full business case the scheme is unlikely to be self-financing (or else such a service would already be in place), and would require ongoing subsidy support. Stakeholder discussion with a bus operator such as Stagecoach Manchester is recommended.

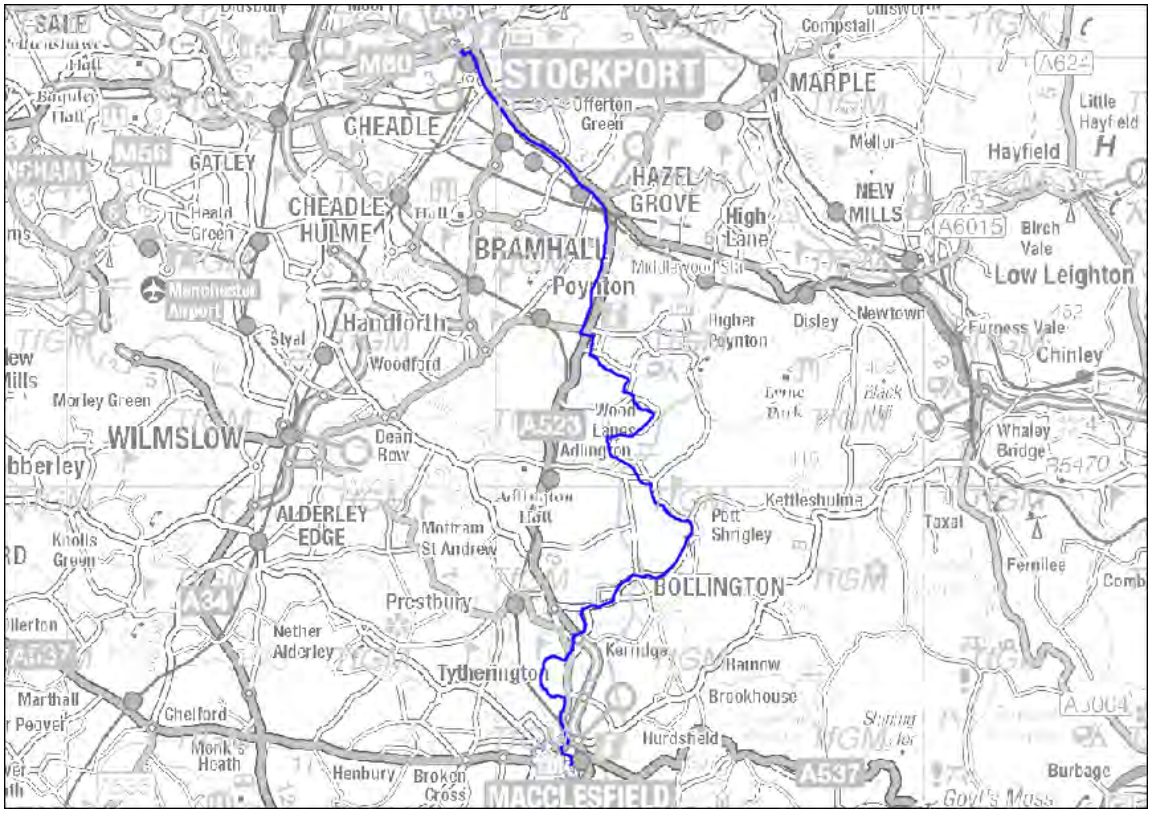
Improved bus service provision to Poynton

Scheme Description

Poynton (population 14,450 in 2001) has a very limited public transport service for a town of its size. It has a poorly-located rail station and a subsidised bus service that runs twice per hour to Stockport via Hazel Grove during the weekday daytime period (but not every 30 minutes). Both bus and rail services are very limited on Sundays. There is currently no direct bus service from Poynton to Manchester City Centre.

The timetabled journey time for the 392/ 393 bus service from Poynton Church to Stockport Bus Station is 24 minutes. The Poynton subsidised bus service duplicates the 192 bus service between Hazel Grove and Stockport and so is not a particularly low-cost solution. One potential solution would be to integrate the subsidised Stockport – Poynton bus service with 192 bus service so that selected 192 journeys, say every 20 minutes, extend to Poynton.

About half of the Stockport – Poynton bus services continue onwards to Macclesfield, and some of these (see below) use minor roads via Pott Shrigley and Bollington, which are not particularly suitable for operation by a full-length double-deck bus. It is anticipated that through services to Macclesfield would continue to operate separately to Stockport, with 192 extensions replacing the Stockport – Poynton short-working journeys.



Contribution to A6 Corridor Study Objectives

Overall score of 25 out of 50

Will the scheme reduce the impact of traffic congestion along the A6, with particular focus on A6 Hazel Grove to Whaley Bridge?
(Weighting 40%)

Score 4: Neutral

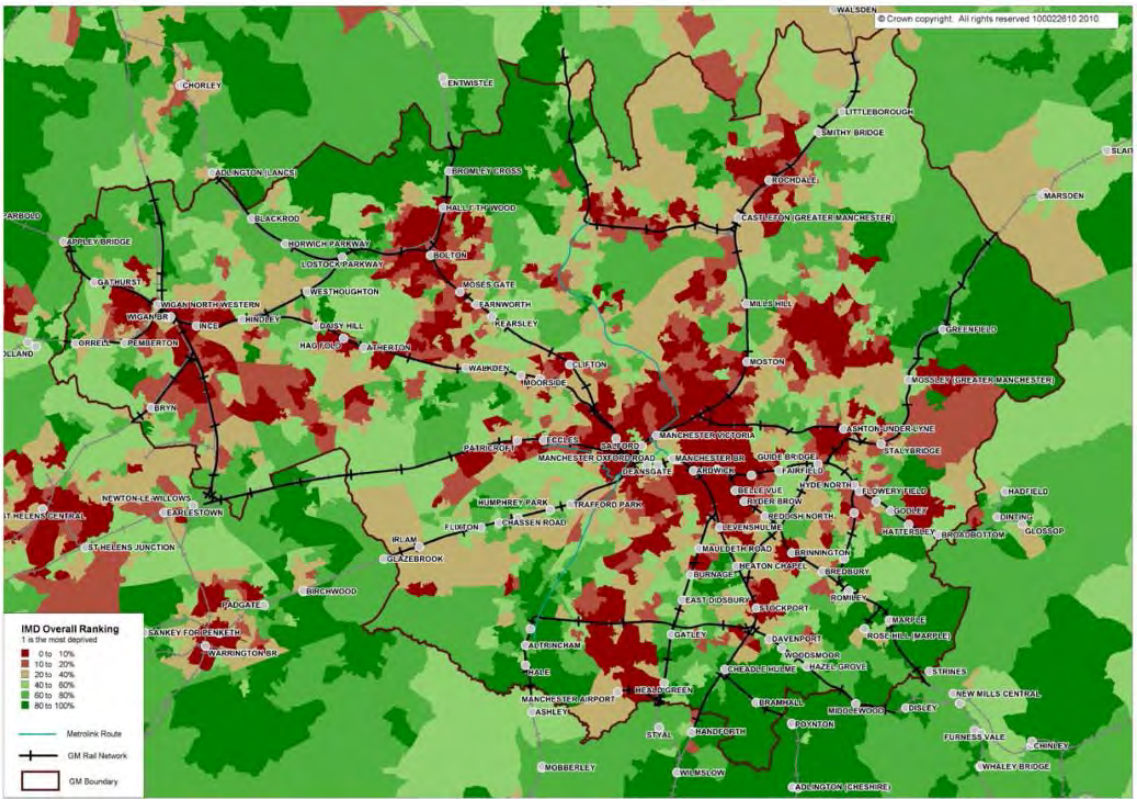
The scheme would have no impact on traffic flows on the A6 between Hazel Grove and Whaley Bridge.

Will the scheme encourage a modal shift towards public transport within the A6 corridor? (Weighting 15%)

Score 6: Amber

Within the Greater Manchester TTWA, travel demand in Poynton can be characterised in relative terms by longer commuting distances, high car mode share, higher train mode share and lower bus mode share.

Furthermore, evidence from the National Travel Survey[19] shows that whilst car travel accounts for the greatest proportion of trips and distance travelled in every income quintile group, use of public transport is also related to income. From the lowest to highest income quintile, the average number of trips by bus decreases from 111 bus trips per person per year in the lowest income quintile to 29 bus trips per person per year in the highest income quintile.



Using the index of multiple deprivation (above) as proxy for income would suggest that the propensity for take-up of bus from Poynton is likely to be low in the absence of a high quality 'branded' service.

Will the scheme enhance the pedestrian/ cycle environment along the A6 corridor? (Weighting 15%)

Score 4: Neutral

The scheme will not enhance the pedestrian/ cycle environment along the A6 corridor.

Will the scheme reduce the impact of traffic congestion on road safety, noise and local air quality within the A6 corridor? (Weighting 15%)

Score 6: Amber

The scheme has the potential to provide a limited contribution towards reducing the impact of traffic congestion through Hazel Grove (and onwards towards Stockport/ Manchester).

[19] The National Travel Survey (NTS) is the primary source of data on personal travel patterns in Great Britain. The NTS is an established household survey which has been running continuously since 1988.

Will the scheme support lower carbon travel?
(Weighting 15%)
Score 6: Amber

The scheme supports lower carbon travel.

Deliverability
Overall score of 36 out of 50

What is the scheme's acceptability?
(Weighting 33%)
Score 10: Green

There is no reason to suggest that improved bus service provision to Poynton would receive anything other than local support.

What is the scheme's practical feasibility?
(Weighting 33%)
Score 10: Green

There are no practical feasibility issues preventing this scheme coming forward.

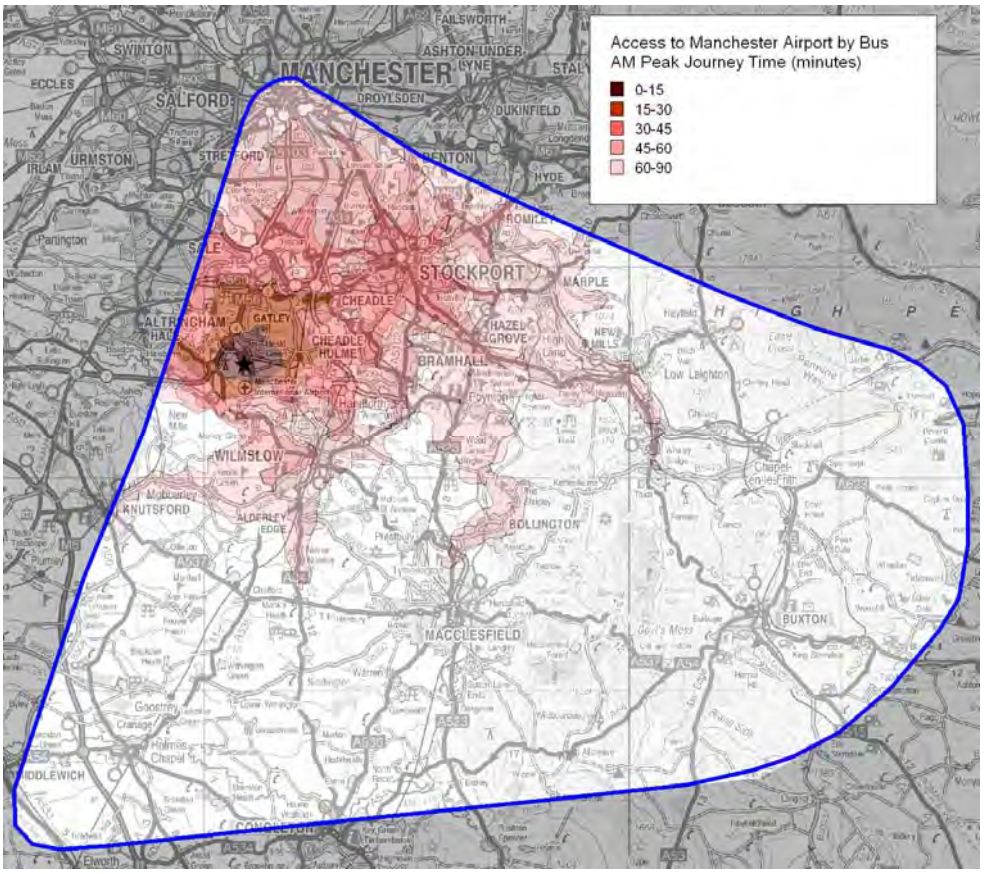
What is the scheme's affordability?
(Weighting 33%)
Score 2: Red/ Amber

If the scheme were a commercial proposition there is no reason preventing such a service already being in place. The extra cost could be paid for in part by avoiding duplication of services between Hazel Grove and Stockport and partly by the generated demand from the higher frequency.

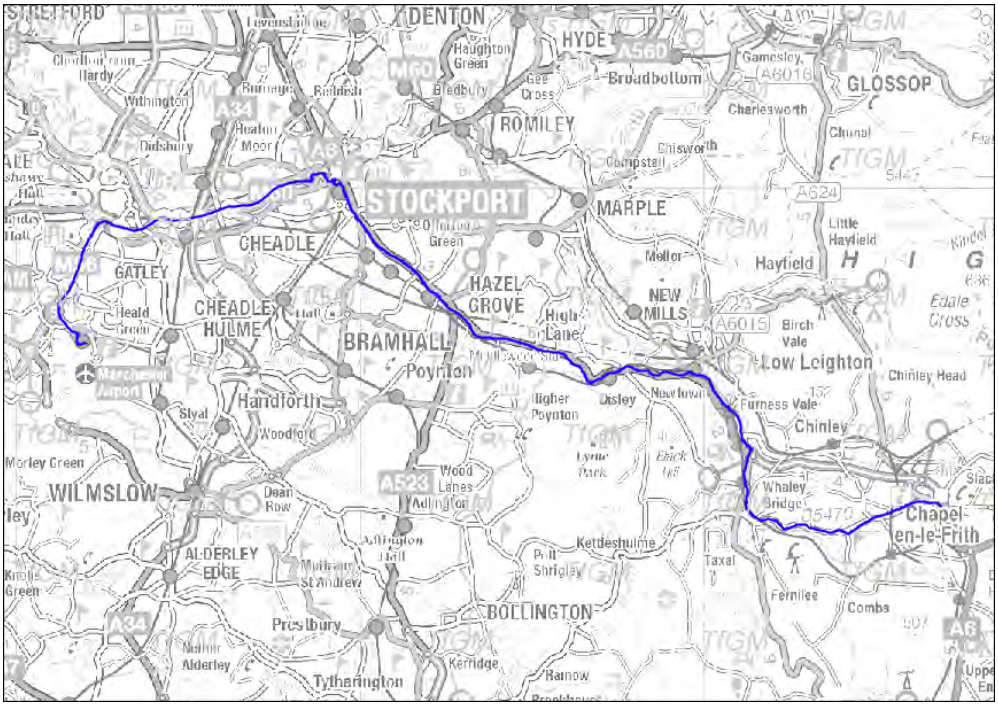
Improved bus services to Manchester Airport (via A6MARR)

Scheme Description

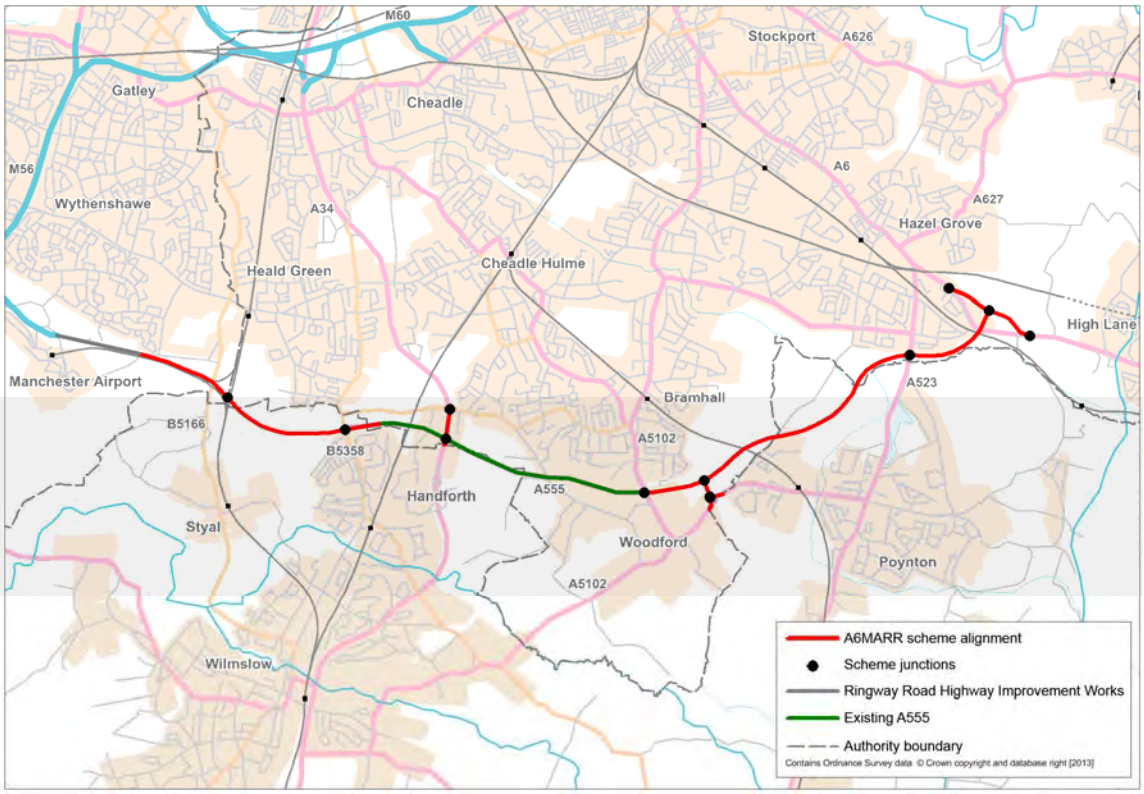
Access to Manchester Airport from the A6 corridor by bus is currently poor as demonstrated by the accessibility mapping below.



Skyline 199 operates a half hourly service between Buxton and Manchester Airport via Stockport Bus Station. The timetabled journey from Disley (Ram's Head) to Manchester Airport is 53 minutes.



Completion of A6MARR (see below) presents an opportunity to significantly reduce journey times to the Airport from the A6 at Hazel Grove. There are no plans to reduce bus services to Stockport from High Lane. The intention would be to introduce additional services with potential interchange facilities at the proposed bus-based park-and-ride site at A6 Rising Sun. The park-and-ride site will be served by the number 192 bus service, an existing bus service which already routes between the bus turn-around facility nearby in Hazel Grove and Manchester City Centre at a frequency of around every 10 minutes. Consultation with bus operators will be carried out as part of the next phase of work.



Contribution to A6 Corridor Study Objectives

Overall score of 23 out of 50

Will the scheme reduce the impact of traffic congestion along the A6, with particular focus on A6 Hazel Grove to Whaley Bridge?
(Weighting 40%)

Score 4: Neutral

The scheme is unlikely to have any material impact on traffic flows on the A6 between Hazel Grove and Whaley Bridge.

Will the scheme encourage a modal shift towards public transport within the A6 corridor?
(Weighting 15%)

Score 6: Amber

The scheme would significantly improve accessibility to Manchester Airport from the A6 corridor as an alternative to private car.

Will the scheme enhance the pedestrian/ cycle environment along the A6 corridor?
(Weighting 15%)

Score 4: Neutral

The scheme will not enhance the pedestrian/ cycle environment along the A6 corridor.

Will the scheme reduce the impact of traffic congestion on road safety, noise and local air quality within the A6 corridor?
(Weighting 15%)
Score 4: Neutral

The scheme is unlikely to have any material impact on traffic flows along the A6 corridor.

Will the scheme support lower carbon travel?
(Weighting 15%)
Score 6: Amber

The scheme supports lower carbon travel.

Deliverability
Overall score of 43 out of 50

What is the scheme's acceptability?
(Weighting 33%)
Score 10: Green

There is no reason to suggest that improved bus service provision to Manchester Airport via A6MARR would receive anything other than local support.

What is the scheme's practical feasibility?
(Weighting 33%)
Score 8: Green/ Amber

Scheme is dependent on the A6MARR coming forward. Beyond this there are no practical feasibility issues preventing this scheme being implemented.

What is the scheme's affordability?
(Weighting 33%)
Score 8: Green/ Amber

Positive discussions have been held with Stagecoach concerning potential opportunities.

Improved integration between rail/ bus services

Scheme Description

The Buxton line rail passenger surveys carried out in Spring 2011 show a very low level of integration between rail and bus services, for example;

- Buxton 5% of rail passengers use bus as their mode of transport to the station
- Whaley Bridge 2% of rail passengers use bus as their mode of transport to the station
- New Mill Newtown 3% of rail passengers use bus as their mode of transport to the station
- Disley 3% of rail passengers use bus as their mode of transport to the station

Better alignment between services, timetables and ticketing has the potential to make bus/ train journeys a more attractive proposition.

Contribution to A6 Corridor Study Objectives

Overall score of 23 out of 50

Will the scheme reduce the impact of traffic congestion along the A6, with particular focus on A6 Hazel Grove to Whaley Bridge?
(Weighting 40%)
Score 4: Neutral

The scheme is not expected to have any material impact on traffic flows on the A6 between Hazel Grove and Whaley Bridge.

Will the scheme encourage a modal shift towards public transport within the A6 corridor?
(Weighting 15%)
Score 6: Amber

The Buxton line rail passenger surveys carried out in Spring 2011 asked passengers "*if you could make one improvement to the train service you are one, what would it be?*"

Only 1% of passengers cited improved integration with bus services as their key priority.

Will the scheme enhance the pedestrian/ cycle environment along the A6 corridor?
(Weighting 15%)
Score 4: Neutral

The scheme will not enhance the pedestrian/ cycle environment along the A6 corridor.

Will the scheme reduce the impact of traffic congestion on road safety, noise and local air quality within the A6 corridor?
(Weighting 15%)
Score 4: Neutral

The scheme is not expected to have any material impact on traffic flows along the A6 corridor.

Will the scheme support lower carbon travel?
(Weighting 15%)
Score 6: Amber

The scheme supports lower carbon travel.

Deliverability

Overall score of 30 out of 50

What is the scheme's acceptability?
(Weighting 33%)

Score 8: Green/ Amber

The Buxton line rail passenger surveys carried out in Spring 2011 asked passengers "*if you could make one improvement to the train service you are one, what would it be?"*

Only 1% of passengers cited improved integration with bus services as their key priority.

Therefore, whilst better integration between bus and rail services would be seen as a 'good idea' it is likely to be a low priority item.

What is the scheme's practical feasibility?
(Weighting 33%)

Score 2: Red/ Amber

Integration of local bus service and rail timetable information on an ongoing basis would be a complex and challenging process, and therefore should only be considered selectively. Integration between key bus services and rail in Buxton would seem to offer the greatest potential return.

What is the scheme's affordability?
(Weighting 33%)

Score 8: Green/ Amber

Implementation of better integration schemes on case-by-case basis is considered to be a relatively low cost measure as part of an overall strategy.

Improved station facilities at Disley rail station

Scheme Description

A scheme to improve station facilities at Disley rail station including; CCTV and customer information systems.

Disley station is cited in the TfGM document '*Greater Manchester Rail Policy 2012-14*' as one of the top 10 stations in terms of footfall without either CCTV or customer information systems.

Contribution to A6 Corridor Study Objectives

Overall score of 20 out of 50

Will the scheme reduce the impact of traffic congestion along the A6, with particular focus on A6 Hazel Grove to Whaley Bridge?
(Weighting 40%)
Score 4: Neutral

The scheme will have no impact on traffic flows on the A6 between Hazel Grove and Whaley Bridge.

Will the scheme encourage a modal shift towards public transport within the A6 corridor?
(Weighting 15%)
Score 4: Neutral

Although improved station facilities, as a stand-alone intervention, is unlikely to increase footfall it would be seen as a positive measures by the public that will improve personal security (CCTV) and journey experience (customer information systems).

Will the scheme enhance the pedestrian/ cycle environment along the A6 corridor?
(Weighting 15%)
Score 4: Neutral

The scheme will not enhance the pedestrian/ cycle environment along the A6 corridor.

Will the scheme reduce the impact of traffic congestion on road safety, noise and local air quality within the A6 corridor?
(Weighting 15%)
Score 4: Neutral

The scheme will have no impact on traffic flows along the A6 corridor.

Will the scheme support lower carbon travel?
(Weighting 15%)
Score 4: Neutral

As a stand-alone measure, the scheme is not expected to change people's travel behaviour in terms of mode choice.

Deliverability

Overall score of 50 out of 50

What is the scheme's acceptability?
(Weighting 33%)
Score 10: Green

There is no reason to suggest that improved facilities at Disley rail station would receive anything other than local support.

What is the scheme's practical feasibility?
(Weighting 33%)
Score 10: Green

There are no practical feasibility issues preventing this scheme coming forward.

What is the scheme's affordability?
(Weighting 33%)
Score 10: Green

The cost associated with implementing CCTV and customer information systems is considered to be affordable within the context of an overall strategy.

Improved access to Middlewood rail station

Scheme Description

There has been a long-standing aspiration of Poynton Town Council and ward members to improve access to Middlewood station for pedestrians, cyclists, bus passengers and car users.

Middlewood Station is located adjacent to the Middlewood Way, it is not directly accessible from the public highway and is not currently heavily used by rail passengers. The only access is by foot, a walk of between 8 and 10 minutes from the highway.

In 2011, Cheshire East Council commissioned a report to examine the factors influencing usage and consider what actions could be taken to facilitate improved access. The outcome of this review recommended that the following measures be investigated further by the Council, potentially as Public Rights of Way improvements:

- Adding signage at the Middlewood Way entrance to the Middlewood Road path to highlight its presence, inform passers-by of its destination and specify users (e.g. pedestrians. and cyclists only).
- Improving accessibility for cyclists and pedestrians at the banked location where the path from Middlewood Road meets the Middlewood Way, through re-designing the stile arrangement; and
- Upgrading at least one of the two path entrances linking Pool House Road to the Middlewood Way to allow level access for disabled path users, and cyclists accessing the path and station.

Subject to demand for the service it was suggested that consideration ought also be given to the provision of lighting on Middlewood Way along with a dedicated parking area. Cyclist usage of the path from Middlewood Road should also be monitored, to assess the benefits of widening.

Contribution to A6 Corridor Study Objectives

Overall score of 20 out of 50

Will the scheme reduce the impact of traffic congestion along the A6, with particular focus on A6 Hazel Grove to Whaley Bridge?
(Weighting 40%)
Score 4: Neutral

The scheme will have no impact on traffic flows on the A6 between Hazel Grove and Whaley Bridge.

Will the scheme encourage a modal shift towards public transport within the A6 corridor?
(Weighting 15%)
Score 4: Neutral

Realistically, given the low service frequency, and a walk time of between 8 and 10 minutes form Middlewood Way, even a dedicated parking area is not expected to encourage any meaningful mode shift.

Will the scheme enhance the pedestrian/ cycle environment along the A6 corridor?
(Weighting 15%)
Score 4: Neutral

The scheme will not enhance the pedestrian/ cycle environment along the A6 corridor.

Will the scheme reduce the impact of traffic congestion on road safety, noise and local air quality within the A6 corridor?
(Weighting 15%)
Score 4: Neutral

The scheme will have no impact on traffic flows along the A6 corridor.

Will the scheme support lower carbon travel?
(Weighting 15%)
Score 4: Neutral

The scheme is not expected to change people's travel behaviour in terms of mode choice.

Deliverability
Overall score of 33 out of 50

What is the scheme's acceptability?
(Weighting 33%)
Score 8: Green/ Amber

Improved access to Middlewood station is likely to receive broad local support. Regardless of the potential demand for additional commuter use, Middlewood Station is seen by many as an important destination station for leisure users accessing the Middlewood Way.

What is the scheme's practical feasibility?
(Weighting 33%)
Score 6: Amber

The practical feasibility of providing park-and-ride facilities at Middlewood station would require further study.

What is the scheme's affordability?
(Weighting 33%)
Score 6: Amber

Although the cost of implementing improved pedestrian/ cycle access to Middlewood station can be considered as low cost items, the costs associated with any park-and-ride facility would be driven by any land acquisition required.

Increased parking provision at Hazel Grove rail station

Scheme Description

Hazel Grove station has a large station car park which is attracting an increasing number of passengers wishing to avoid the high levels of traffic congestion along the A6 through to Stockport and beyond to Manchester city centre. The car park is regularly full by 10am which forces people to use local roads for parking and thereby constraining growth in rail passenger numbers.

The GM LTP3 Core Strategy identifies a number of park-and-ride sites, including Hazel Grove rail station, to be developed as funding allows. Current proposals assume decked spaces over the existing car park which would result in an increase from 301 to 420 spaces.

Contribution to A6 Corridor Study Objectives

Overall score of 21 out of 50

Will the scheme reduce the impact of traffic congestion along the A6, with particular focus on A6 Hazel Grove to Whaley Bridge?
(Weighting 40%)

Score 2: Red/ Amber

Additional parking provision at Hazel Grove rail station is likely to increase the problem of rail-heading[20] which already exists. This is made more attractive by TfGM's free parking policy at rail stations. As result this scheme may serve to increase traffic flows on the A6 between Hazel Grove and Whaley Bridge.

Will the scheme encourage a modal shift towards public transport within the A6 corridor?
(Weighting 15%)

Score 6: Amber

Hazel Grove station is already attracting an increasing number of passengers wishing to avoid the high levels of traffic congestion along the A6 through to Stockport and beyond to Manchester city centre. The scheme will help capture this increasing demand.

Will the scheme enhance the pedestrian/ cycle environment along the A6 corridor?
(Weighting 15%)

Score 4: Neutral

The scheme will not contribute towards enhancing the pedestrian/ cycle environment along the A6 corridor.

Will the scheme reduce the impact of traffic congestion on road safety, noise and local air quality within the A6 corridor?
(Weighting 15%)

Score 6: Amber

The pedestrian/ cycle environment along the A6 through Hazel Grove is currently poor. The A6 through Hazel Grove currently carries high volumes of traffic, including a large proportion of HGVs and high frequency bus services. Significant traffic volumes and HGV use generates a number of problems including congestion, noise, severance, vibration, and poor air quality. All of these factors currently impact on the vitality of the District Centre. Increase parking provision at Hazel Grove rail station will reduce traffic flows on the A6 through Hazel Grove (and onwards to Stockport Town Centre) which in turn will help reduce the impact of traffic congestion on road safety, noise and local air quality within the A6 corridor.

[20] The practice of travelling further than necessary to reach a rail service, typically by car, to take advantage of discounted fares that are not available at their local station and higher frequency services.

Will the scheme support lower carbon travel?
(Weighting 15%)
Score 6: Amber

The scheme will result in a reduction in the overall vehicle mileage (any abstraction from existing public transport services is considered to be low) and positively support lower carbon travel.

Deliverability
Overall score of 36 out of 50

What is the scheme's acceptability?
(Weighting 33%)
Score 8: Green/ Amber

The car park is regularly full by 10am which forces people to use local roads for parking and thereby constraining growth in rail passenger numbers. The scheme is likely therefore to receive broad local support. The scheme would be subject to a planning application.

What is the scheme's practical feasibility?
(Weighting 33%)
Score 8: Green/ Amber

Further consultation is required to identify the potential impacts of any constraints to delivery of increased car parking at the station site. A transport assessment would be required to support the planning application to establish and mitigate any residual impacts brought about by the scheme.

What is the scheme's affordability?
(Weighting 33%)
Score 6: Amber

The cost of providing an additional 120 decked spaces has previously been estimated to be in the range of £1.5 to £2 million.

Increased parking provision at Disley rail station

Scheme Description

Disley station has dedicated parking for rail users accessed directly from Buxton Road West to the immediate west of the signalised junction with Jacksons Edge Road. Whilst the station is officially listed as having 25 spaces, the actual parking figure on site is around double this amount, including two designated spaces for disabled drivers. Parking is provided in three distinct locations: echelon parking along the access road to the station, a self-contained car park to the south of this access road, and a small number of spaces to the west of the station building. Although the self-contained car park does not appear to be owned by Network Rail or Northern Rail, it is available for use by rail users.

Cheshire East Council has entered into discussions with Network Rail concerning the opportunity to extend the area of parking to the west of the station building further westwards alongside the rail line utilising a disused Network Rail goods yard, as indicated below.

Contribution to A6 Corridor Study Objectives

Overall score of 29 out of 50

Will the scheme reduce the impact of traffic congestion along the A6, with particular focus on A6 Hazel Grove to Whaley Bridge?
(Weighting 40%)

Score 6: Amber

The scheme has the potential to positively contribute towards reducing the impact of traffic congestion through High Lane and Disley (and onwards towards Stockport/ Manchester).

Will the scheme encourage a modal shift towards public transport within the A6 corridor?
(Weighting 15%)

Score 6: Amber

The scheme has the potential to positively contribute towards encouraging a modal shift towards public transport within the A6 corridor. The popularity of the existing car park is evidence that there is demand for more parking spaces.

Will the scheme enhance the pedestrian/ cycle environment along the A6 corridor?
(Weighting 15%)
Score 4: Neutral

The scheme will not contribute towards enhancing the pedestrian/ cycle environment along the A6 corridor.

Will the scheme reduce the impact of traffic congestion on road safety, noise and local air quality within the A6 corridor?
(Weighting 15%)
Score 6: Amber

The scheme has the potential to provide a limited contribution towards reducing the impact of traffic congestion through High Lane and Disley (and onwards towards Stockport/ Manchester) and in turn road safety, noise and local air quality within the A6 corridor.

Will the scheme support lower carbon travel?
(Weighting 15%)
Score 6: Amber

The scheme supports lower carbon travel.

Deliverability
Overall score of 40 out of 50

What is the scheme's acceptability?
(Weighting 33%)
Score 8: Green/ Amber

The car park is regularly full and therefore the scheme is likely to receive broad local support. The scheme would be subject to a planning application.

What is the scheme's practical feasibility?
(Weighting 33%)
Score 8: Green/ Amber

Cheshire East Council has entered into discussions with Network Rail concerning the opportunity to extend the area of parking to the west of the station building further westwards alongside the rail line utilising a disused Network Rail goods yard. Network Rail is supportive in-principle and is willing to enter into more detailed discussions.

What is the scheme's affordability?
(Weighting 33%)
Score 8: Green/ Amber

The cost associated with providing increased parking provision at Disley is considered to be affordable within the context of an overall strategy.

Increased parking provision at New Mills Newtown rail station

Scheme Description

The station car park for New Mills Newtown is accessed from the A6015 Albion Road a short distance to the east of the signalised junction with the A6 Buxton Road. The car park provides 40 marked spaces. As a bus service enters the station car park and turns around there are strict controls on parking outside of demarcated spaces, and the provision of wide areas for the bus to turn limits the capacity of the car park.

There is land available for sale adjacent to the existing car park on the site of the former station goods yard. In the event that the vacant land is acquired for housing or employment there is also the potential to the deck the existing car park

Contribution to A6 Corridor Study Objectives

Overall score of 29 out of 50

Will the scheme reduce the impact of traffic congestion along the A6, with particular focus on A6 Hazel Grove to Whaley Bridge?
(Weighting 40%)
Score 6: Amber

The scheme has the potential to positively contribute towards reducing the impact of traffic congestion through High Lane and Disley (and onwards towards Stockport/ Manchester).

Will the scheme encourage a modal shift towards public transport within the A6 corridor?
(Weighting 15%)
Score 6: Amber

The scheme has the potential to positively contribute towards encouraging a modal shift towards public transport within the A6 corridor. The popularity of the existing car park is evidence that there is demand for more parking spaces.

Will the scheme enhance the pedestrian/ cycle environment along the A6 corridor?
(Weighting 15%)
Score 4: Neutral

The scheme will not contribute towards enhancing the pedestrian/ cycle environment along the A6 corridor.

Will the scheme reduce the impact of traffic congestion on road safety, noise and local air quality within the A6 corridor?
(Weighting 15%)
Score 6: Amber

The scheme has the potential to provide a limited contribution towards reducing the impact of traffic congestion through High Lane and Disley (and onwards towards Stockport/ Manchester) and in turn road safety, noise and local air quality within the A6 corridor.

Will the scheme support lower carbon travel?
(Weighting 15%)
Score 6: Amber

The scheme supports lower carbon travel.

Deliverability

Overall score of 30 out of 50

What is the scheme's acceptability?
(Weighting 33%)
Score 6: Amber

The scheme is likely to garner support from rail users. The Buxton line rail passenger surveys carried out in Spring 2011 asked passengers to comment on the facilities at the station which prompted the following responses in terms of parking:

- *"Needs more parking spaces"*
- *"Could do with larger parking area. Why can't the adjacent vacant land be purchased for this purpose?"*
- *"Parking impossible in the week – all these years the piece next to it has been for sale and unused"*

High Peak Borough Council is at the time of the writing this Report undertaking further consultation on their emerging Local Plan. The Local Plan consultation includes the designation of the land next to New Mill Newtown rail station for an extension to the station car park, housing and employment.

What is the scheme's practical feasibility?
(Weighting 33%)
Score 6: Amber

In the event that land acquisition is not achievable, the alternative decking of New Mills Newtown car park may involve some technical challenges to delivery. The car park has a turning circle that is used by buses and it remains uncertain whether decking the existing car park is a viable proposition. Any extra deck would need to be sensitively located and designed to minimise its visual impact. The owner of the adjoining land also has a right of access through the existing station car park that would also influence the location / design of the deck.

What is the scheme's affordability?
(Weighting 33%)
Score 6: Amber

The cost of decking New Mills Newtown car park is thought to be affordable in the short/ medium term as part of any overall strategy.

Park-and-ride facilities at Furness Vale rail station

Scheme Description

Furness Vale is a low usage rail station which currently has no parking facilities, and on-street parking is limited. Two commuter services, one in the morning and another in the afternoon, no longer call at Furness Vale. Consideration could be given to that potential for park-and-ride and/ or kiss-and-ride facilities at the rail station.

Contribution to A6 Corridor Study Objectives

Overall score of 29 out of 50

Will the scheme reduce the impact of traffic congestion along the A6, with particular focus on A6 Hazel Grove to Whaley Bridge?
(Weighting 40%)

Score 6: Amber

The scheme has the potential to positively contribute towards reducing the impact of traffic congestion through High Lane and Disley (and onwards towards Stockport/ Manchester).

Will the scheme encourage a modal shift towards public transport within the A6 corridor?
(Weighting 15%)

Score 6: Amber

The scheme has the potential to positively contribute towards encouraging a modal shift towards public transport within the A6 corridor.

Will the scheme enhance the pedestrian/ cycle environment along the A6 corridor?
(Weighting 15%)

Score 4: Neutral

The scheme will not contribute towards enhancing the pedestrian/ cycle environment along the A6 corridor.

Will the scheme reduce the impact of traffic congestion on road safety, noise and local air quality within the A6 corridor?
(Weighting 15%)

Score 6: Amber

The scheme has the potential to provide a limited contribution towards reducing the impact of traffic congestion through High Lane and Disley (and onwards towards Stockport/ Manchester) and in turn road safety, noise and local air quality within the A6 corridor.

Will the scheme support lower carbon travel?
(Weighting 15%)

Score 6: Amber

The scheme supports lower carbon travel.

Deliverability

Overall score of 23 out of 50

What is the scheme's acceptability?
(Weighting 33%)
Score 6: Amber

While the scheme is likely to garner support from rail users, Derbyshire County Council currently has no plans to introduce park-and-ride facilities at Furness Vale.

What is the scheme's practical feasibility?
(Weighting 33%)
Score 2: Red/ Amber

To date no site has been promoted for rail-based park-and-ride facilities at this station.

There is a fairly large greenfield site immediately to the north of the station that currently forms part of the garden to the adjoining home. However, to gain access to this site from the A6, vehicles would have to pass over the level crossing on Marsh Lane. Network Rail is likely to object to this. There is a further greenfield site to the north of the station located in between the A6 and Buxton line. This site is around a 300m walk back to the station. It is currently located in the Green Belt but the Borough Council is proposing to remove the designation to enable a modest housing development.

In terms of the further two options:

- Land to the south of the station sandwiched between the A6 and the Buxton railway line - this site is very narrow (approx 14m at its widest) and would be difficult to develop and provide safe access to given levels issues. This land drops down from the A6 to the railway.
- Land at Furness Vale Business Park - this would again involve vehicular access over the level crossing and it is quite some distance on foot and uphill back to the station.

What is the scheme's affordability?
(Weighting 33%)
Score 6: Amber

The cost of acquisition of land required for introducing rail-based park-and-ride facilities at Furness Vale is not known, but is thought to be affordable in the short/ medium term as part of any overall strategy.

Increased parking provision at Whaley Bridge rail station

Scheme Description

Whaley Bridge rail station has a 30 space car park immediately adjacent to the station site. Without more detailed investigation, it is not clear at this stage how parking provision could be increased at this location in an affordable manner.

Contribution to A6 Corridor Study Objectives

Overall score of 22 out of 50

Will the scheme reduce the impact of traffic congestion along the A6, with particular focus on A6 Hazel Grove to Whaley Bridge?
(Weighting 40%)
Score 4: Neutral

The scheme is unlikely to have any impact in reducing the impact of traffic congestion through High Lane and Disley.

Will the scheme encourage a modal shift towards public transport within the A6 corridor?
(Weighting 15%)
Score 4: Neutral

The vast majority of the station catchment for Whaley Bridge is within walking distance and this is evident in the passenger surveys, where 70% of passengers accessed the station on foot (well above the average for stations on the line).

Will the scheme enhance the pedestrian/ cycle environment along the A6 corridor?
(Weighting 15%)
Score 4: Neutral

The scheme will not contribute towards enhancing the pedestrian/ cycle environment along the A6 corridor.

Will the scheme reduce the impact of traffic congestion on road safety, noise and local air quality within the A6 corridor?
(Weighting 15%)
Score 4: Neutral

The scheme will have no impact on traffic flows along the A6 corridor.

Will the scheme support lower carbon travel?
(Weighting 15%)
Score 6: Amber

The scheme supports lower carbon travel.

Deliverability

Overall score of 23 out of 50

What is the scheme's acceptability?
(Weighting 33%)
Score 6: Amber

Whilst increased parking may garner support from rail users, the level of parking provision was not raised as an issue during Buxton line rail passenger surveys carried out in Spring 2011.

Derbyshire County Council currently has no plans for enhanced park-and-ride facilities at New Mills Newtown.

What is the scheme's practical feasibility?
(Weighting 33%)

Score 2: Red/ Amber

The existing car park is constrained on all sides, and is situated on a slope leading up to the rail station, which would appear to preclude decking the car park as an option.

What is the scheme's affordability?
(Weighting 33%)

Score 6: Amber

Whilst relatively affordable, the relative cost of increased car parking at Whaley Bridge would seem to be disproportionate to any benefit that may be gained.

Increased parking provision at Chapel-en-le-Frith rail station

Scheme Description

Chapel-en-le-Frith rail station has a car park located immediately adjacent to the rail station, situated at the end of a narrow country lane.

There is land available adjacent to the existing car park for potential expansion, assumed to be sufficient for circa 30 additional spaces.

Contribution to A6 Corridor Study Objectives

Overall score of 29 out of 50

Will the scheme reduce the impact of traffic congestion along the A6, with particular focus on A6 Hazel Grove to Whaley Bridge?
(Weighting 40%)

Score 6: Amber

The scheme has the potential to positively contribute towards reducing the impact of traffic congestion through High Lane and Disley (and onwards towards Stockport/ Manchester).

Will the scheme encourage a modal shift towards public transport within the A6 corridor?
(Weighting 15%)

Score 6: Amber

The scheme has the potential to positively contribute towards encouraging a modal shift towards public transport within the A6 corridor. The popularity of the existing car park is evidence that there is demand for more parking spaces.

Will the scheme enhance the pedestrian/ cycle environment along the A6 corridor?
(Weighting 15%)

Score 4: Neutral

The scheme will not contribute towards enhancing the pedestrian/ cycle environment along the A6 corridor.

Will the scheme reduce the impact of traffic congestion on road safety, noise and local air quality within the A6 corridor?
(Weighting 15%)

Score 6: Amber

The scheme has the potential to provide a limited contribution towards reducing the impact of traffic congestion through High Lane and Disley (and onwards towards Stockport/ Manchester) and in turn road safety, noise and local air quality within the A6 corridor.

Will the scheme support lower carbon travel?
(Weighting 15%)

Score 6: Amber

The scheme supports lower carbon travel.

Deliverability

Overall score of 30 out of 50

What is the scheme's acceptability?
(Weighting 33%)
Score 6: Amber

The scheme is likely to garner support from rail users.

A proposal to provide an extra 30 spaces is included in the draft Neighbourhood Plan (Policy TC10) which is also undergoing consultation.

What is the scheme's practical feasibility?
(Weighting 33%)
Score 6: Amber

There is land available adjacent to the existing car park for potential expansion, assumed to be sufficient for circa 30 additional spaces. While there is green land available between the station site and the access road, the gradient of the site is likely to make works more costly. There may also be some environmental impacts in terms of delivery that need to be overcome.

What is the scheme's affordability?
(Weighting 33%)
Score 6: Amber

The cost of increased parking at Chapel-en-le-Frith car park is thought to be affordable in the short/ medium term as part of any overall strategy.

Increased parking provision at Chinley rail station

Scheme Description

Chinley station has a dedicated 31 space car park accessed from Station Road, located within short walking distance of the railway station. Site observations show that the car park is typically operating at capacity with overspill parking evident on Station Road in the vicinity of the car park access.

While there does not appear to be any land available adjacent to the existing car park, decking the existing car park may be a potential option for providing extra parking capacity.

Contribution to A6 Corridor Study Objectives

Overall score of 29 out of 50

Will the scheme reduce the impact of traffic congestion along the A6, with particular focus on A6 Hazel Grove to Whaley Bridge?
(Weighting 40%)
Score 6: Amber

The scheme has the potential to positively contribute towards reducing the impact of traffic congestion through High Lane and Disley (and onwards towards Stockport/ Manchester).

Will the scheme encourage a modal shift towards public transport within the A6 corridor?
(Weighting 15%)
Score 6: Amber

The scheme has the potential to positively contribute towards encouraging a modal shift towards public transport within the A6 corridor. Car park is already at capacity with overspill parking evident. This situation will be compounded if facilities and service levels at Chinley are enhanced as part of the 'Northern Hub' Hope Valley improvement works, further stimulating demand growth and mode shift to rail.

Will the scheme enhance the pedestrian/ cycle environment along the A6 corridor?
(Weighting 15%)
Score 4: Neutral

The scheme will not contribute towards enhancing the pedestrian/ cycle environment along the A6 corridor.

Will the scheme reduce the impact of traffic congestion on road safety, noise and local air quality within the A6 corridor?
(Weighting 15%)
Score 6: Amber

The scheme has the potential to provide a limited contribution towards reducing the impact of traffic congestion through High Lane and Disley (and onwards towards Stockport/ Manchester) and in turn road safety, noise and local air quality within the A6 corridor.

Will the scheme support lower carbon travel?
(Weighting 15%)
Score 6: Amber

The scheme supports lower carbon travel.

Deliverability

Overall score of 30 out of 50

What is the scheme's acceptability?
(Weighting 33%)
Score 6: Amber

The scheme is likely to garner support from rail users. However, Derbyshire County Council currently has no plans for enhanced park-and-ride facilities at Chinley.

What is the scheme's practical feasibility?
(Weighting 33%)
Score 6: Amber

Decking of Chinley car park may involve some technical challenges to delivery. Any extra deck would need to be sensitively located and designed to minimise its visual impact and amenity issues with neighbouring property. Adequate screening should also be provided.

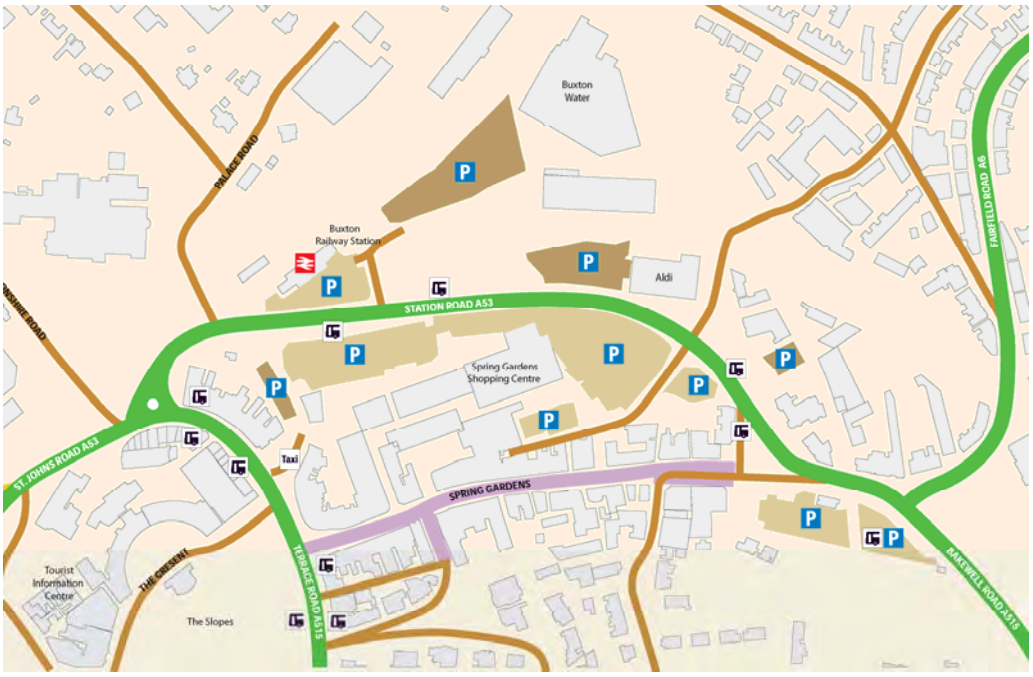
What is the scheme's affordability?
(Weighting 33%)
Score 6: Amber

The cost of decking Chinley car park is thought to be affordable in the short/ medium term as part of any overall strategy.

Increased parking provision at Buxton rail station

Scheme Description

Buxton rail station is a staffed station located to the north of Station Road. Buxton station car park has space for 53 cars with a daily charge for rail users of £2, with around 13% of rail users parking at the station.



Funded by Northern Rail and Derbyshire County Council and provided in partnership with Network Rail, the Department for Transport's National Station Improvement Programme has recently delivered £340,000 of refurbishments. These improvements follow the £620,000 major refurbishment of the platform and station entrance roof canopy as well as the station building roof by Network Rail.

The Buxton Station Road Design Framework SPD adopted in July 2007 identified the investigation of a rail-based park-and-ride scheme at Buxton railway station, which would require additional car parking and an increase in service frequency. Analysis of existing bus services confirms that four bus services currently originate/ terminate at the railway station and a further ten services use the bus stops on Station Road adjacent to the railway station. It is therefore considered that a transport interchange in this area would be a logical evolution of the park-and-ride proposals and provide rationalisation for the existing informal interchange, providing the main public transport hub for the town. These proposals would probably be implemented in combination with car park rationalisation to provide a high quality transport facility for Buxton.

Contribution to A6 Corridor Study Objectives

Overall score of 29 out of 50

Will the scheme reduce the impact of traffic congestion along the A6, with particular focus on A6 Hazel Grove to Whaley Bridge?
(Weighting 40%)
Score 6: Amber

The scheme has the potential to positively contribute towards reducing the impact of traffic congestion through High Lane and Disley (and onwards towards Stockport/ Manchester).

Will the scheme encourage a modal shift towards public transport within the A6 corridor?
(Weighting 15%)
Score 6: Amber

The scheme has the potential to positively contribute towards encouraging a modal shift towards public transport within the A6 corridor, with an identified demand for more park-and-ride parking spaces.

Will the scheme enhance the pedestrian/ cycle environment along the A6 corridor?
(Weighting 15%)
Score 4: Neutral

The scheme will not contribute towards enhancing the pedestrian/ cycle environment along the A6 corridor.

Will the scheme reduce the impact of traffic congestion on road safety, noise and local air quality within the A6 corridor?
(Weighting 15%)
Score 6: Amber

The scheme has the potential to provide a limited contribution towards reducing the impact of traffic congestion through High Lane and Disley (and onwards towards Stockport/ Manchester) and in turn road safety, noise and local air quality within the A6 corridor.

Will the scheme support lower carbon travel?
(Weighting 15%)
Score 6: Amber

The scheme supports lower carbon travel.

Deliverability
Overall score of 33 out of 50

What is the scheme's acceptability?
(Weighting 33%)
Score 8: Green/ Amber

The scheme is likely to garner support from rail users and has received active past consideration from Derbyshire County Council. High Peak Borough Council is at the time of the writing of this Report undertaking further consultation on their emerging Local Plan. The consultation references the need to provide additional parking to serve Buxton Station on land to the north of Station Road.

What is the scheme's practical feasibility?
(Weighting 33%)
Score 6: Amber

Detailed plans for increased parking provision have previously been considered which has identified possible access land ownership issues. There is derelict land next to the station on both sides of the track.

It is unclear whether any detailed proposals have been previously considered so whilst there is likely to be some practical feasibility issues these are not considered to be insurmountable.

What is the scheme's affordability?
(Weighting 33%)
Score 6: Amber

The cost of any acquisition of land required for increasing parking provision at Buxton rail station is not known, but is thought to be affordable in the short/ medium term as part of any overall strategy.

New rail station at A6 Simpsons Corner

Scheme Description

As part of the adopted Stockport Core Strategy DPD (March 2011) the Council support proposals and safeguard land (including, where appropriate, disused rail alignments) to deliver the following fixed track infrastructure schemes as identified in the SEMMMS Strategy:

- Metrolink extension to Stockport Town Centre from East Didsbury.
- Provision of an eastern rail link into Manchester Airport from the West Coast Mainline south of Cheadle Hulme.
- Off-road fixed track link between Marple and Stockport Town Centre.
- New rail stations at Cheadle, Adswood, Stepping Hill Hospital and **Simpsons Corner**/ High Lane.
- Improvements to facilitate a regular service from Reddish South station.

Contribution to A6 Corridor Study Objectives

Overall score of 25 out of 50

Will the scheme reduce the impact of traffic congestion along the A6, with particular focus on A6 Hazel Grove to Whaley Bridge?
(Weighting 40%)

Score 4: Neutral

A new station at Simpsons Corner is not expected to materially reduce traffic flows south-east of the proposed new junction with A6MARR during the traditional morning and evening peak periods as the demand for rail-trips heading to/from Buxton will be low compared to trips to/from Manchester (and Stockport). The scheme will have a greater impact outside of peak periods and at weekends.

Will the scheme encourage a modal shift towards public transport within the A6 corridor? (Weighting 15%)

Score 6: Amber

A station at Simpsons Corner will provide a new public transport options not currently available to local residents.

A standard peak return into central Manchester is currently:

- Davenport (GM) £5.40
- Hazel Grove (GM) £5.90
- Middlewood (GM) £7.30
- Disley (CEC) £8.90
- New Mills Newtown (DCC) £8.90

One would anticipate, therefore, that a standard peak return from Simpsons Corners into central Manchester would be priced at around £6.50.

Depending on the level of parking provision associated with a new station at Simpsons Corner, the station may capture some rail users that currently use Hazel Grove in preference to say Disley to take advantage of discounted fares. The new station would also be in competition with the proposed bus-based park-and-ride site that is due to open at the A6 Rising Sun later this year.

Will the scheme enhance the pedestrian/ cycle environment along the A6 corridor? (Weighting 15%)

Score 4: Neutral

The scheme will not enhance the pedestrian/ cycle environment along the A6 corridor.

Will the scheme reduce the impact of traffic congestion on road safety, noise and local air quality within the A6 corridor? (Weighting 15%)

Score 6: Amber

The pedestrian/ cycle environment along the A6 through Hazel Grove is currently poor. The A6 through Hazel Grove currently carries high volumes of traffic, including a large proportion of HGVs and high frequency bus services. Significant traffic volumes and HGV use generates a number of problems including congestion, noise, severance, vibration, and poor air quality. All of these factors currently impact on the vitality of the District Centre. The proposed new station at Simpsons Corner will reduce traffic flows on the A6 through Hazel Grove (and onwards to Stockport Town Centre) which in turn will help reduce the impact of traffic congestion on road safety, noise and local air quality within the A6 corridor.

Will the scheme support lower carbon travel? (Weighting 15%)

Score 6: Amber

The scheme supports lower carbon travel and will provide a new public transport that is not currently available to local residents.

Deliverability

Overall score of 23 out of 50

What is the scheme's acceptability?
(Weighting 33%)
Score 6: Amber

A new station at High Lane is likely to receive a mixed response from local residents. Middlewood Station is seen by many as an important destination station for leisure users accessing the Middlewood Way. There is the potential for Middlewood station to be relocated to High Lane that did not necessitate its closure.

As part of the adopted Stockport Core Strategy DPD (March 2011) the Council support proposals and safeguard land (including, where appropriate, disused rail alignments) to deliver the following fixed track infrastructure schemes as identified in the SEMMMS Strategy which includes a potential new station at Simspons Corner.

The Greater Manchester Rail Policy 2012-2024 reaffirms TfGM's support for new rail stations where a positive business case can be developed.

What is the scheme's practical feasibility?
(Weighting 33%)
Score 6: Amber

TfGM highlight that a positive business case is likely to be dependent on two factors:

- sufficient demand in the local area to generate the necessary revenue to make a station viable; and
- adequate capacity on the network to allow services to serve the station at a frequency which would make the service attractive.

What is the scheme's affordability?
(Weighting 33%)
Score 2: Red/ Amber

A new station at Simspons Corner may be affordable within the longer term as part of an overall strategy.

New rail station at High Lane

Scheme Description

High Lane village with a population of 5,850 is very poorly served by both rail and bus. Until 1970 there was a rail station in the village on the Macclesfield, Bollington and Marple rail line.

As part of the adopted Stockport Core Strategy DPD (March 2011) the Council support proposals and safeguard land (including, where appropriate, disused rail alignments) to deliver the following fixed track infrastructure schemes as identified in the SEMMMS Strategy:

- Metrolink extension to Stockport Town Centre from East Didsbury.
- Provision of an eastern rail link into Manchester Airport from the West Coast Mainline south of Cheadle Hulme.
- Off-road fixed track link between Marple and Stockport Town Centre.
- New rail stations at Cheadle, Adswood, Stepping Hill Hospital and Simpsons Corner/ **High Lane**.
- Improvements to facilitate a regular service from Reddish South station.

The Greater Manchester Rail Policy 2012-2024 reaffirms TfGM's support for new rail stations where a positive business case can be developed.

Contribution to A6 Corridor Study Objectives

Overall score of 32 out of 50

Will the scheme reduce the impact of traffic congestion along the A6, with particular focus on A6 Hazel Grove to Whaley Bridge?
(Weighting 40%)

Score 6: Amber

A new station at High Lane has the potential to reduce traffic flows and the impact of congestion along the A6 through High Lane and onwards to Stockport.

The scheme is less likely to reduce traffic flows on the A6 south-east of High Lane during the traditional morning and evening peak periods as the demand for rail-trips heading to/from Buxton will be low compared to trips to/from Manchester (and Stockport). The scheme will have a greater impact outside of peak periods and at weekends.

Will the scheme encourage a modal shift towards public transport within the A6 corridor?
(Weighting 15%)

Score 8: Green/ Amber

A station at High Lane will provide a new public transport option not currently available to local residents.

A standard peak return into central Manchester is currently:

- Davenport (GM) £5.40
- Hazel Grove (GM) £5.90
- Middlewood (GM) £7.30
- Disley (CEC) £8.90
- New Mills Newtown (DCC) £8.90

One would anticipate, therefore, that a standard peak return from High Lane into central Manchester would be priced at around £7.50.

Depending on the level of parking provision associated with a new station at High Lane, the station may capture some rail users that currently use Hazel Grove in preference to say Disley to take advantage of discounted fares. The new station would also be in competition with the proposed bus-based park-and-ride site that is due to open at the A6 Rising Sun later this year.

Will the scheme enhance the pedestrian/ cycle environment along the A6 corridor?
(Weighting 15%)

Score 4: Neutral

The scheme will not enhance the pedestrian/ cycle environment along the A6 corridor.

Will the scheme reduce the impact of traffic congestion on road safety, noise and local air quality within the A6 corridor?
(Weighting 15%)

Score 6: Amber

The pedestrian/ cycle environment along the A6 through Hazel Grove is currently poor. The A6 through Hazel Grove currently carries high volumes of traffic, including a large proportion of HGVs and high frequency bus services. Significant traffic volumes and HGV use generates a number of problems including congestion, noise, severance, vibration, and poor air quality. All of these factors currently impact on the vitality of the District Centre. The proposed new station at High Lane will reduce traffic flows on the A6 through Hazel Grove (and onwards to Stockport Town Centre) which in turn will help reduce the impact of traffic congestion on road safety, noise and local air quality within the A6 corridor.

Will the scheme support lower carbon travel?
(Weighting 15%)
Score 8: Green/ Amber

The scheme supports lower carbon travel and will provide a new public transport option that is not currently available to local residents.

Deliverability
Overall score of 30 out of 50

What is the scheme's acceptability?
(Weighting 33%)
Score 6: Amber

A new station at High Lane is likely to receive a mixed response from local residents. Middlewood Station is seen by many as an important destination station for leisure users accessing the Middlewood Way. There is the potential for Middlewood station to be relocated to High Lane that did not necessitate its closure.

As part of the adopted Stockport Core Strategy DPD (March 2011) the Council support proposals and safeguard land (including, where appropriate, disused rail alignments) to deliver the following fixed track infrastructure schemes as identified in the SEMMMS Strategy which includes a potential new station at High Lane.

The Greater Manchester Rail Policy 2012-2024 reaffirms TfGM's support for new rail stations where a positive business case can be developed.

The scheme would be subject to a planning application.

What is the scheme's practical feasibility?
(Weighting 33%)
Score 6: Amber

TfGM highlight that a positive business case is likely to be dependent on two factors:

- sufficient demand in the local area to generate the necessary revenue to make a station viable; and
- adequate capacity on the network to allow services to serve the station at a frequency which would make the service attractive.

Vehicular access would be through residential roads. A transport assessment would be required to support the planning application to establish and mitigate any residual impacts brought about by the scheme.

What is the scheme's affordability?
(Weighting 33%)
Score 6: Amber

A new station at High Lane may be affordable within the medium term as part of an overall strategy.

New bus or rail-based park-and-ride facility at A6/ A5004 roundabout Whaley Bridge

Scheme Description

The four-mile (6.4 km) part-dual-carriageway A6 Chapel-en-le-Frith & Whaley Bridge Bypass ends with a roundabout with the A5004 for Whaley Bridge and Macclesfield (via the B5470). The A6 then crosses the Peak Forest Canal and the B6062 leading to Chinley, before passing under the Buxton Line.

There would appear to some potential land available adjacent to north side of A6/ A5004 roundabout for a new bus or rail-based park-and-ride facility. A rail-based park-and-ride site would require a new station on to the Hope Valley line.

Contribution to A6 Corridor Study Objectives

Overall score of 30 out of 50

Will the scheme reduce the impact of traffic congestion along the A6, with particular focus on A6 Hazel Grove to Whaley Bridge?
(Weighting 40%)
Score 6: Amber

A new park-and-ride site at the A6 Whaley Bridge roundabout has the potential to intercept traffic from both the A6 and A5004 with the potential to reduce traffic flows and the impact of traffic congestion along the A6.

Will the scheme encourage a modal shift towards public transport within the A6 corridor?
(Weighting 15%)
Score 6: Amber

Although a new park-and-ride facility will encourage a modal shift towards public transport within the A6 corridor it is likely that a proportion of 'new' rail/ bus passengers attracted to the facility already use the existing stations on either the Buxton or Hope Valley line.

Will the scheme enhance the pedestrian/ cycle environment along the A6 corridor?
(Weighting 15%)
Score 4: Neutral

The scheme will not enhance the pedestrian/ cycle environment along the A6 corridor.

Will the scheme reduce the impact of traffic congestion on road safety, noise and local air quality within the A6 corridor?
(Weighting 15%)
Score 6: Amber

The scheme has the potential to provide a limited contribution towards reducing the impact of traffic congestion through High Lane and Disley (and onwards towards Stockport/ Manchester) and in turn road safety, noise and local air quality within the A6 corridor.

Will the scheme support lower carbon travel?
(Weighting 15%)
Score 8: Green/ Amber

The scheme will support lower carbon travel.

Deliverability
Overall score of 10 out of 50

What is the scheme's acceptability?
(Weighting 33%)
Score 2: Red/ Amber

Although a new park-and-ride facility at the A6 Whaley Bridge roundabout may receive broad support from potential rail/ bus users and local residents, Derbyshire County Council currently has no plans for a new park-and-ride facility at this location.

No plans for a new bus or rail-based park-and-ride facility are included in the Derbyshire LTP3 2011 to 2026 and no proposals for funding were put forward for consideration by the D2N2 Local Transport Body.

What is the scheme's practical feasibility?
(Weighting 33%)
Score 8: Red/ Amber

A new bus or rail-based park-ride facility at the A6 Whaley Bridge roundabout would present the following challenges:

- whether there is adequate capacity on the rail network to allow additional/ diverted services to serve the station at a frequency which would make the service attractive;
- the impact that this would have on Chinley rail station;
- sufficient demand in the local area to generate the necessary revenue to enable a new station to be viable;
- land ownership constraints;

- green belt issues;
- flood risk constraints; and
- highway access.

What is the scheme's affordability?
(Weighting 33%)
Score 2: Red/ Amber

A new park-and-ride facility at the A6 Whaley Bridge roundabout new central station may be affordable within the longer term as part of an overall strategy.

New rail station at Chapel-en-le-Frith on *'Great Rocks'* line

Scheme Description

Chapel-en-le-Frith with a population of around 8,000 sits between the Hope Valley and Buxton rail lines. The rail station is located 1.5km south of the town centre on the Buxton line. Despite its relatively remote location from the town centre around a third of rail passengers walk to the station, a further third of passengers drive to the station, with the remaining third of passengers dropped off at the station (kiss-and-ride).

The Buxton line rail passenger surveys carried out in Spring 2011 asked passengers to comment on the facilities at the station which prompted the following responses in terms of parking:

- *"Chapel station is too far out for most of its residents because it is so remote – safety is an issue especially at night"*
- *"Train station hard to get to unless you drive"*

The other rail line passing through the town north-south is the Great Rocks line. The more central disused station was once part of the Midland Railway one of main lines from London to Manchester. Although the line no longer carries passenger traffic (since 1967) it carries a constant stream of roadstone from the quarries around Buxton.

Network Rail considered in its Manchester Hub Rail Study a broad range of potential opportunities for rail service improvements as part of the preferred option for Northern Hub – this included the potential for a new station at Chapel-en-le-Frith on the Great Rocks line. The proposal would involve short extension to services terminating at Chinley with no delay to through-trips on the Hope Valley Line and to provide a station to a town that presently has a poorly located station.

Contribution to A6 Corridor Study Objectives

Overall score of 32 out of 50

Will the scheme reduce the impact of traffic congestion along the A6, with particular focus on A6 Hazel Grove to Whaley Bridge?
(Weighting 40%)

Score 6: Amber

A new central station at Chapel-en-le-Frith has the potential reduce traffic flows and the impact of traffic congestion along the A6.

Will the scheme encourage a modal shift towards public transport within the A6 corridor?
(Weighting 15%)

Score 8: Green/ Amber

Although a new central station at Chapel-en-le-Frith on the Great Rocks line will encourage a modal shift towards public transport within the A6 corridor it is likely that a proportion of passengers attracted to the station already use the existing station on the Buxton line or Chinley. There is the potential for the existing Chapel-en-le-Frith station to be relocated rather than closed.

Will the scheme enhance the pedestrian/ cycle environment along the A6 corridor?
(Weighting 15%)

Score 4: Neutral

The scheme will not enhance the pedestrian/ cycle environment along the A6 corridor.

Will the scheme reduce the impact of traffic congestion on road safety, noise and local air quality within the A6 corridor?
(Weighting 15%)

Score 6: Amber

The scheme has the potential to provide a limited contribution towards reducing the impact of traffic congestion through High Lane and Disley (and onwards towards Stockport/ Manchester) and in turn road safety, noise and local air quality within the A6 corridor.

Will the scheme support lower carbon travel?
(Weighting 15%)

Score 8: Green/ Amber

The scheme will support lower carbon travel.

Deliverability

Overall score of 23 out of 50

What is the scheme's acceptability?
(Weighting 33%)

Score 6: Amber

Derbyshire County Council currently has no plans for a new station. No plans for a new central station at Chapel-en-le-Frith are included in the Derbyshire LTP3 2011 to 2026 and no proposals for funding were put forward for consideration by the D2N2 Local Transport Body.

A new central station at Chapel-en-le-Frith is however, likely to receive broad support from rail users and local residents, and is included in the Chapel-en-le-Frith Draft Neighbourhood Plan.

What is the scheme's practical feasibility?
(Weighting 33%)
Score 6: Amber

A new central station at Chapel-en-le-Frith would present the following challenges:

- re-opening the Great Rocks line to passenger and whether there is adequate capacity on the network to allow additional/ diverted services to serve the station at a frequency which would make the service attractive;
- impact of a new passenger service on the Great Rocks line on rail freight;
- sufficient demand in the local area to generate the necessary revenue to enable two rail stations serving Chapel-en-le-Frith to be viable; and
- highway access.

It is worth highlighting that High Peak Borough Council own the freehold to the former station and adjoining land.

What is the scheme's affordability?
(Weighting 33%)
Score 2: Red/ Amber

A new central station at Chapel-en-le-Frith on the Great Rocks may be affordable within the longer term as part of an overall strategy.

Increased line speed between Buxton and Hazel Grove from typically 50mph to 75mph

Scheme Description

A key enhancement aspiration identified in the Network Rail Route Specification report is to increase the line speed from typically 50mph to 75 mph. This could provide a significant improvement in the journey times between Buxton and Manchester Piccadilly.

Geographic map showing H.36 Buxton Branch

Contribution to A6 Corridor Study Objectives

Overall score of 32 out of 50

Will the scheme reduce the impact of traffic congestion along the A6, with particular focus on A6 Hazel Grove to Whaley Bridge?
(Weighting 40%)

Score 6: Amber

Increased line speeds will shorten journey times which will serve to increase the attractiveness of rail relative to the private car, particularly as car journey times (and journey time reliability) along the A6 are predicted to worsen with increased congestion.

Increasing the line speed and removing other restrictions along the route should enable an end to end journey time saving of 10 minutes. Whilst this level of journey time saving will make rail more attractive for longer journeys from say, Buxton and Chapel-en-le-Frith, the impact will be marginal for journeys from Disley and New Mills Newtown.

Will the scheme encourage a modal shift towards public transport within the A6 corridor?
(Weighting 15%)
Score 8: Green/ Amber

An increasing differential between rail journey times on the Buxton line compared to private car will encourage a modal shift towards public transport within the A6 corridor.

Will the scheme enhance the pedestrian/ cycle environment along the A6 corridor?
(Weighting 15%)
Score 4: Neutral

The scheme will not enhance the pedestrian/ cycle environment along the A6 corridor.

Will the scheme reduce the impact of traffic congestion on road safety, noise and local air quality within the A6 corridor?
(Weighting 15%)
Score 6: Amber

The scheme has the potential to provide a limited contribution towards reducing the impact of traffic congestion through High Lane and Disley (and onwards towards Stockport/ Manchester) and in turn road safety, noise and local air quality within the A6 corridor.

Will the scheme support lower carbon travel?
(Weighting 15%)
Score 8: Green/ Amber

The scheme will support lower carbon travel.

Deliverability
Overall score of 40 out of 50

What is the scheme's acceptability?
(Weighting 33%)
Score 10: Green

There is no reason to suggest that increased line speeds on the Buxton line will receive anything other than broad support. Network Rail is supportive of these proposals which are included in their Route Specification.

What is the scheme's practical feasibility?
(Weighting 33%)
Score 8: Green/ Amber

Any practical feasibility issues affecting delivery of the scheme and considered to be minor and relatively straightforward to address.

What is the scheme's affordability?
(Weighting 33%)
Score 6: Amber

Line speed improvements are set out in Network Rail's route specification with the aspiration through targeted track renewals completion in + 10 years.

Increased peak hour train capacity and platform length for all stations between Buxton and Stockport

Scheme Description

Network Rail's 2011 Route Specification for this route sets out the current capabilities and also planned enhancements for CP4 and CP5. The Route Specification includes plans to lengthen peak hour services from December 2014, with further lengthening planned for December 2019. To enable the proposed train lengthening, a programme of platform extensions is being planned for delivery in CP5 for all stations between Buxton and Stockport. This will address existing platform length constraints.

Contribution to A6 Corridor Study Objectives

Overall score of 40 out of 50

Will the scheme reduce the impact of traffic congestion along the A6, with particular focus on A6 Hazel Grove to Whaley Bridge?
(Weighting 40%)
Score 8: Green/ Amber

Many of the peak service trains are operating at capacity. Longer trains (and longer platforms to accommodate them) will enable rail patronage levels to continue to increase which in turn will reduce traffic flows and the impact of traffic congestion along the A6.

Will the scheme encourage a modal shift towards public transport within the A6 corridor?
(Weighting 15%)
Score 10: Green

Increased peak hour train capacity will strongly encourage a modal shift towards public transport within the A6 corridor.

Almost a fifth of Buxton line passengers surveyed in Spring 2011 cited additional train capacity as the number one priority improvement they would make to the train service.

Will the scheme enhance the pedestrian/ cycle environment along the A6 corridor?
(Weighting 15%)
Score 4: Neutral

The scheme will not enhance the pedestrian/ cycle environment along the A6 corridor.

Will the scheme reduce the impact of traffic congestion on road safety, noise and local air quality within the A6 corridor?
(Weighting 15%)
Score 8: Green/ Amber

The scheme will contribute towards reducing the impact of traffic congestion through High Lane and Disley (and onwards towards Stockport/ Manchester) and in turn road safety, noise and local air quality within the A6 corridor.

Will the scheme support lower carbon travel?
(Weighting 15%)
Score 10: Green

The scheme will strongly support lower carbon travel.

Deliverability

Overall score of 43 out of 50

What is the scheme's acceptability?
(Weighting 33%)
Score 10: Green

As indicated by recent passenger surveys increased train capacity will receive strong support from existing rail users as well as potential new customers. Network Rail is supportive of these proposals which are included in their Route Specification.

What is the scheme's practical feasibility?
(Weighting 33%)
Score 8: Green/ Amber

A programme of platform extensions is being planned for delivery in CP5 (2014 – 2019) for all stations between Buxton and Stockport. The availability of electric rolling stock is dependent on the ThamesLink programme, and the dates for that rolling stock being delivered continually slip later.

What is the scheme's affordability?
(Weighting 33%)
Score 8: Green/ Amber

To enable the proposed train lengthening, a programme of platform extensions is being planned for delivery in CP5 for all stations between Buxton and Stockport. It is anticipated that a requirement for longer trains on the Buxton line will form part of the North of England franchises due for renewal in February 2016. Diesel rolling stock will become available as other lines are electrified. Network Rail is funded to lengthen platforms as trains are lengthened.

Increased rail service frequency between Manchester and Buxton rail station

Scheme Description

As part of their planning process for the 'Northern Hub' package of infrastructure enhancements, the rail industry has developed a specimen timetable that seeks to make best use of the planned infrastructure enhancements across the North West. On the Buxton line, this specimen timetable includes a half-hourly off-peak service between Manchester and Buxton, with a typical journey time of 53 minutes. This could theoretically with minor changes be bought to within 50 minutes. The Northern Hub timetable seeks to maximise capacity utilisation and journey opportunities by linking services across Central Manchester. Following completion of the current electrification programme, the Buxton line services are likely to operate across Manchester to Liverpool via Warrington, primarily for operational purposes as a means of linking two diesel-operated routes. Services from Liverpool via Warrington will no longer be able to terminate at Manchester Oxford Road as the bay platform will be removed to facilitate remodelling the station to accommodate more trains.

In addition to the half-hourly Buxton line service, there is also a planned half-hourly service from Hazel Grove to Preston that would be operated by electric rolling stock following the electrification of the route from Manchester to Preston via Bolton under the North West Electrification project. Combined with the half-hourly service to Buxton, this could give Hazel Grove a 15-minute frequency service to Manchester throughout the day with additional services in the peaks if required.

A specimen timetable (subject to satisfactory business case) is reproduced below for services towards Buxton, highlighting the half-hourly frequency to Buxton and the quarter-hourly frequency between Manchester and Hazel Grove.

Stations				
	PRE	LIV	PRE	LIV
Manchester Deansgate	53	4	23	34
Manchester Oxford Rd	55	6	25	36
	57	8	27	38
Manchester Piccadilly	59	10	29	40
	1	12	31	42
Levenshulme	6	17	36	47
Heaton Chapel	9	20	39	50
Stockport	13	24	43	54
Davenport	17		47	
Woodsmoor	19		49	
Hazel Grove	21	31	51	1
Middlewood		35		
Disley		39		7
New Mills Newtown		43		11
Furness Vale				13
Whaley Bridge		46		16
Chapel-en-le-Frith				23
Dove Holes		56		
Buxton		5		35

Contribution to A6 Corridor Study Objectives

Overall score of 35 out of 50

Will the scheme reduce the impact of traffic congestion along the A6, with particular focus on A6 Hazel Grove to Whaley Bridge?
(Weighting 40%)

Score 6: Amber

Increased service frequency will enable rail patronage levels to continue to increase which in turn will reduce traffic flows and the impact of traffic congestion along the A6.

Will the scheme encourage a modal shift towards public transport within the A6 corridor? (Weighting 15%)

Score 10: Green

Increased train frequency will strongly encourage a modal shift towards public transport within the A6 corridor. Around a sixth of Buxton line passengers surveyed in Spring 2011 cited increased train capacity as the number one priority improvement they would make to the train service. Increased train frequency would also serve to increase peak hour train capacity which was cited by a further fifth of passengers as their number one priority improvement.

Will the scheme enhance the pedestrian/ cycle environment along the A6 corridor? (Weighting 15%)

Score 4: Neutral

The scheme will not enhance the pedestrian/ cycle environment along the A6 corridor.

Will the scheme reduce the impact of traffic congestion on road safety, noise and local air quality within the A6 corridor? (Weighting 15%)

Score 6: Amber

The scheme has the potential to provide a limited contribution towards reducing the impact of traffic congestion through High Lane and Disley (and onwards towards Stockport/ Manchester) and in turn road safety, noise and local air quality within the A6 corridor.

Will the scheme support lower carbon travel? (Weighting 15%)

Score 10: Green

The scheme will strongly support lower carbon travel.

Deliverability

Overall score of 43 out of 50

What is the scheme's acceptability? (Weighting 33%)

Score 10: Green

As indicated by recent passenger surveys increased train capacity will receive strong support from existing rail users as well as potential new customers.

What is the scheme's practical feasibility? (Weighting 33%)

Score 8: Green/ Amber

The scheme is dependent on Northern Hub infrastructure coming forward. Increasing the off-peak service frequency between Buxton and Manchester to two trains per hour all day should be deliverable after December 2016 (when Liverpool-Warrington-Manchester semi-slow service extended to Stockport to enable infrastructure enhancement works to commence in Oxford Road station area) – subject to satisfactory business case.

What is the scheme's affordability? (Weighting 33%)

Score 8: Green/ Amber

The main capital expenditure (CAPEX) costs are included within Northern Hub. Costs would be limited to operating costs which are considered affordable within the context of an overall strategy.

Increased rail service frequency between Manchester and New Mills Newtown rail station

Scheme Description

A potential incremental enhancement beyond the specimen timetable presented for Buxton would be to extend the services that are planned to terminate at Hazel Grove through to New Mills Newtown. This could offer potential advantages in terms of:

- A higher frequency of service from New Mills Newtown could attract park-and-ride passengers who currently drive down the A6 to Hazel Grove due to its higher frequency services; and
- Increased cost efficiency through the use of train crew and rolling stock that may have extended turn-round times at Hazel Grove that require shunt moves to/from the sidings at Hazel Grove

TfGM have previously considered extending Hazel Grove services to New Mills Newtown as part of their Transport Innovation Fund bid in 2008. It is envisaged that the trailing cross-over between New Mills Newtown and Furness Vale could be used to facilitate such a service. An indicative timetable is reproduced below.

Stations						
		LIV			LIV	
Manchester Deansgate		4			34	
Manchester Oxford Rd		6			36	
		8			38	
Manchester Piccadilly		10			40	
	1	12	31		42	
Levenshulme	6	17	36		47	>
Heaton Chapel	9	20	39		>	50
Stockport	13	24	43			54
Davenport	17		47			
Woodsmoor	19		49			
Hazel Grove	21	31	51			1
Middlewood	25					
Disley		37				7
New Mills Newtown	31	41	59			11
Furness Vale			1			
Whaley Bridge	34		4			
Chapel-en-le-Frith			11			
Dove Holes	44					
Buxton	53		23			

Contribution to A6 Corridor Study Objectives

Overall score of 40 out of 50

Will the scheme reduce the impact of traffic congestion along the A6, with particular focus on A6 Hazel Grove to Whaley Bridge?
(Weighting 40%)

Score 8: Green/ Amber

Increased service frequency will enable rail patronage levels to continue to increase which in turn has the potential to markedly reduce traffic flows and the impact of traffic congestion along the A6.

Will the scheme encourage a modal shift towards public transport within the A6 corridor?
(Weighting 15%)

Score 10: Green

Increased train frequency will strongly encourage a modal shift towards public transport within the A6 corridor. Around a sixth of Buxton line passengers surveyed in Spring 2011 cited increased service frequency as the number one priority improvement they would make to the train service. Increased service frequency would also serve to increase peak hour train capacity which was cited by a further fifth of passengers as their number one priority improvement.

Will the scheme enhance the pedestrian/ cycle environment along the A6 corridor?
(Weighting 15%)
Score 4: Neutral

The scheme will not enhance the pedestrian/ cycle environment along the A6 corridor.

Will the scheme reduce the impact of traffic congestion on road safety, noise and local air quality within the A6 corridor?
(Weighting 15%)
Score 8: Green/ Amber

The scheme will contribute towards reducing the impact of traffic congestion through High Lane and Disley (and onwards towards Stockport/ Manchester) and in turn road safety, noise and local air quality within the A6 corridor.

Will the scheme support lower carbon travel?
(Weighting 15%)
Score 10: Green

The scheme will strongly support lower carbon travel.

Deliverability
Overall score of 43 out of 50

What is the scheme's acceptability?
(Weighting 33%)
Score 10: Green

As indicated by recent passenger surveys increased train capacity will receive strong support from existing rail users as well as potential new customers.

What is the scheme's practical feasibility?
(Weighting 33%)
Score 8: Green/ Amber

The scheme is dependent on Northern Hub infrastructure coming forward. Increasing the off-peak service frequency between Buxton and Manchester to two trains per hour all day should be deliverable after December 2016 (when Liverpool-Warrington-Manchester semi-slow service extended to Stockport to enable infrastructure enhancement works to commence in Oxford Road station area) – subject to satisfactory business case. The further enhancement of service frequency between Hazel Grove and New Mills Newtown requires consideration in conjunction with the development of an electrification strategy for the North of England.

What is the scheme's affordability?
(Weighting 33%)
Score 8: Green/ Amber

The main capital expenditure (CAPEX) costs are included within Northern Hub. Costs would be limited to operating costs which are considered affordable within the context of an overall strategy.

Electrification of the Buxton line

Scheme Description

In July 2009, the DfT committed to an almost £300 million rail electrification scheme across the North West. Electrification will benefit passengers by reducing journey times to Wigan, Bolton, Liverpool, Blackpool and Scotland, while at the same time increasing capacity on increasingly crowded corridors.

By December 2016 Network Rail will have completed the electrification of all of the elements of the Lancashire Triangle (via Wigan, Eccles and Bolton to Manchester), new electric trains will be operating the Airport-Scotland route, and cascaded electric trains will have been provided for Northern Rail's local services enabling diesel trains to be redeployed. Work to increase line speeds and reduce journey times on the routes from Manchester to Liverpool and Leeds will also have been completed.

Following completion of the current programme of works, electrification of the section of line between Hazel Grove and Buxton would offer the potential for changes to be made to train service patterns linked through Manchester.

Contribution to A6 Corridor Study Objectives

Overall score of 32 out of 50

Will the scheme reduce the impact of traffic congestion along the A6, with particular focus on A6 Hazel Grove to Whaley Bridge?
(Weighting 40%)

Score 6: Amber

Increased line speeds will shorten journey times which will serve to increase the attractiveness of rail relative to the private car, particularly as car journey times (and journey time reliability) along the A6 are predicted to worsen with increased congestion.

Increasing the line speed will make rail more attractive for longer journeys from say, Buxton and Chapel-en-le-Frith, the impact will be marginal for journeys from Disley and New Mills Newtown.

Will the scheme encourage a modal shift towards public transport within the A6 corridor?
(Weighting 15%)
Score 8: Green/ Amber

An increasing differential between rail journey times on the Buxton line compared to private car will encourage a modal shift towards public transport within the A6 corridor.

Will the scheme enhance the pedestrian/ cycle environment along the A6 corridor?
(Weighting 15%)
Score 4: Neutral

The scheme will not enhance the pedestrian/ cycle environment along the A6 corridor.

Will the scheme reduce the impact of traffic congestion on road safety, noise and local air quality within the A6 corridor?
(Weighting 15%)
Score 6: Amber

The scheme has the potential to provide a limited contribution towards reducing the impact of traffic congestion through High Lane and Disley (and onwards towards Stockport/ Manchester) and in turn road safety, noise and local air quality within the A6 corridor.

Will the scheme support lower carbon travel?
(Weighting 15%)
Score 8: Green/ Amber

The scheme will support lower carbon travel.

Deliverability
Overall score of 26 out of 50

What is the scheme's acceptability?
(Weighting 33%)
Score 8: Green/ Amber

There is no reason to suggest that electrification of Buxton line will receive anything other than broad support, and would offer the potential for changes to be made to train service patterns linked through Manchester.

What is the scheme's practical feasibility?
(Weighting 33%)
Score 6: Amber

Whilst the may be some practical deliverability issues these are not considered to be insurmountable within the context of the wider rail electrification programme.

What is the scheme's affordability?
(Weighting 33%)
Score 2: Red/ Amber

The scheme may be affordable within the longer term subject to satisfactory business case. This scheme needs to be considered within the wider context for electrification. Efforts should be made to promote inclusion of the Buxton line within the remit of the recently announced DfT task force into electrification in the North.

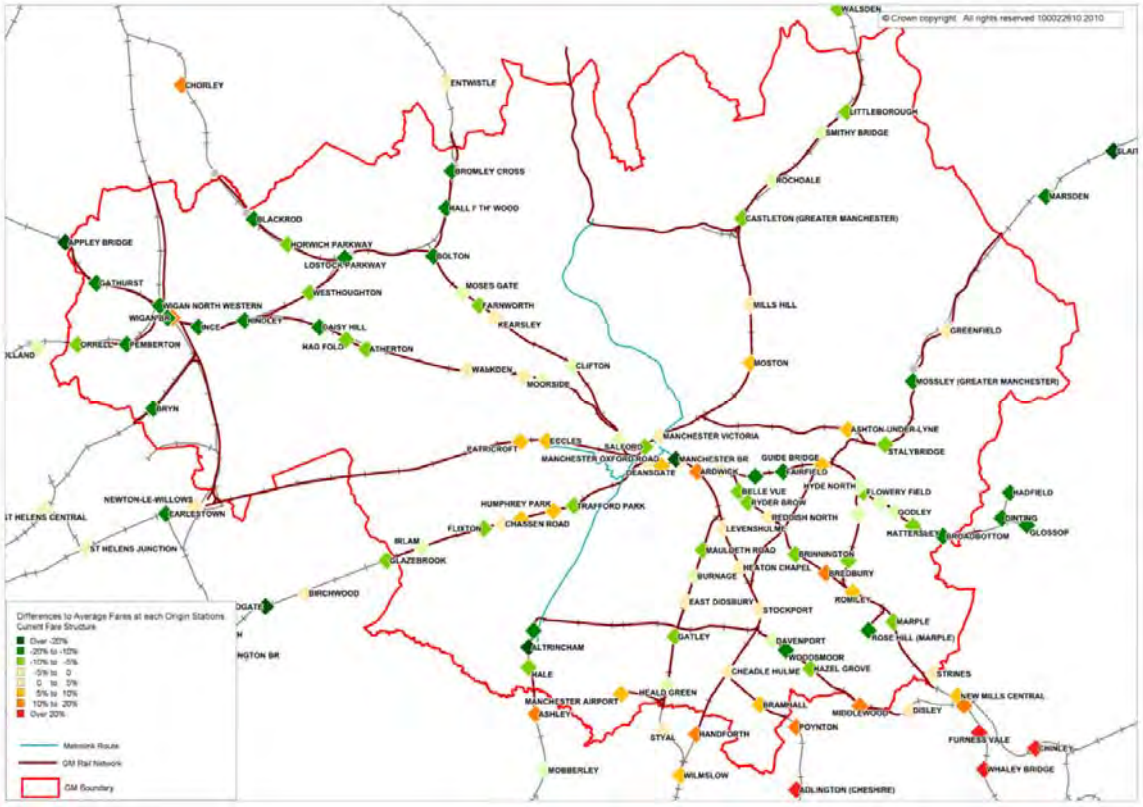
Cheaper rail fares

Scheme Description

The Buxton line rail passenger surveys carried out in Spring 2011 asked passengers "*if you could make one improvement to the train service you are one, what would it be?"*

A quarter of existing rail passengers cited cheaper fares as the number one improvement they would make to the service.

A comparison of the weighted average fare for trips from each station compared to the overall GM TTWA average 'trend line' shows fares at stations on the Buxton and Hope Valley lines (outside of GM) to be markedly higher than the distance-based average.



Contribution to A6 Corridor Study Objectives

Overall score of 40 out of 50

Will the scheme reduce the impact of traffic congestion along the A6, with particular focus on A6 Hazel Grove to Whaley Bridge?
(Weighting 40%)

Score 8: Green/ Amber

Cheaper rail fares would make rail a more attractive transport option compared to car, which will reduce the impact of traffic congestion along the A6, and reduce the problem of rail-heading[21].

Will the scheme encourage a modal shift towards public transport within the A6 corridor?
(Weighting 15%)

Score 10: Green

Cheaper fares would strongly encourage a modal shift towards public within the A6 corridor.

[21] The practice of travelling further than necessary to reach a rail service, typically by car, to take advantage of discounted fares that are not available at their local station and higher frequency services.

Will the scheme enhance the pedestrian/ cycle environment along the A6 corridor?
(Weighting 15%)
Score 4: Neutral

The scheme will not enhance the pedestrian/ cycle environment along the A6 corridor.

Will the scheme reduce the impact of traffic congestion on road safety, noise and local air quality within the A6 corridor?
(Weighting 15%)
Score 8: Green/ Amber

Cheaper rail fares would make rail a more attractive transport option compared to car, which will reducing the impact of traffic congestion through High Lane and Disley (and onwards towards Stockport/ Manchester) and in turn road safety, noise and local air quality within the A6 corridor.

Will the scheme support lower carbon travel?
(Weighting 15%)
Score 10: Green

Cheaper fares would strongly support lower carbon travel.

Deliverability
Overall score of 13 out of 50

What is the scheme's acceptability?
(Weighting 33%)
Score 2: Red/ Amber

Although cheaper rail fares would certainly be welcome by existing rail users and potential new customers, they would only be viable if they could be demonstrated to be affordable in the long-run.

There could be the potential for cheaper fares at selected stations if increased revenue generated from say, longer trains, is sufficiently high.

What is the scheme's practical feasibility?
(Weighting 33%)
Score 4: Amber

Although there may be some deliverability issues associated with implementing cheaper fares these are not considered to be insurmountable.

What is the scheme's affordability?
(Weighting 33%)
Score 0: Red

As a stand-alone measure, there is little prospect of cheaper fares per se being affordable.

Cross boundary rail fare re-structuring

Scheme Description

The Buxton line rail passenger surveys carried out in Spring 2011 asked passengers "*if you could make one improvement to the train service you are one, what would it be?"*

A quarter of existing rail passengers cited cheaper fares as the number one improvement they would make to the service. A further 3% of rail passengers cited the need for a more understandable fare structure.

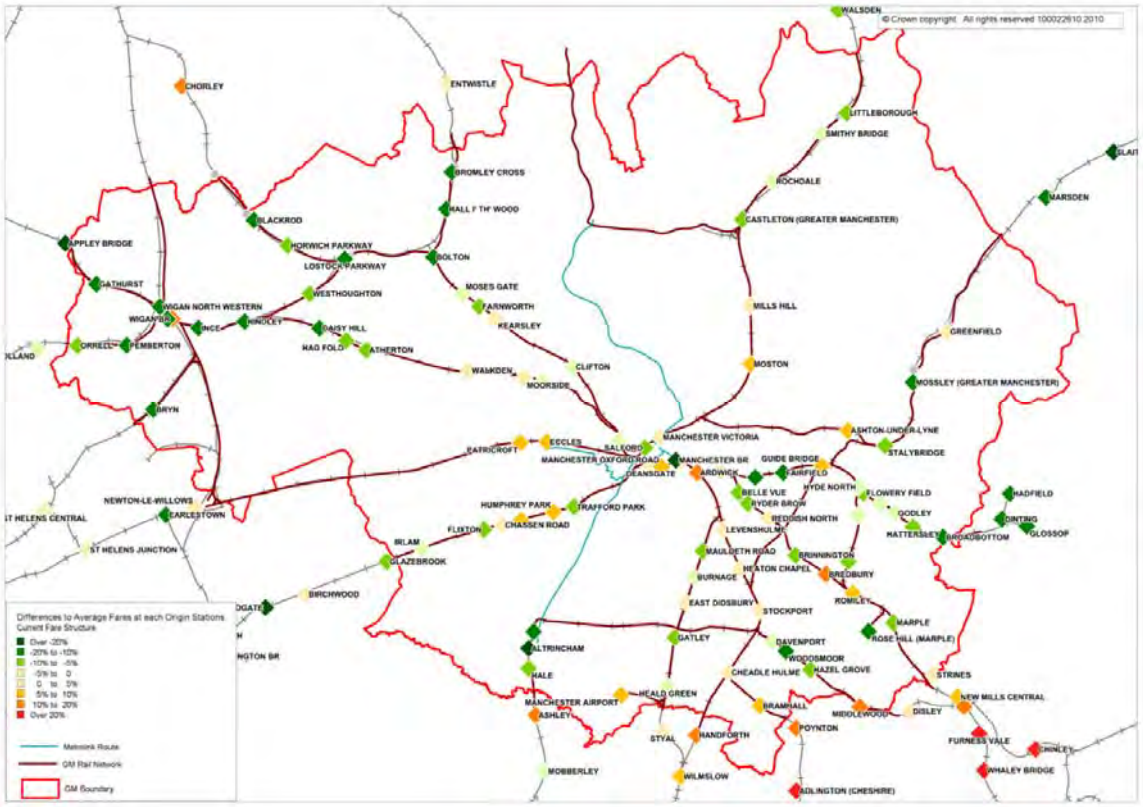
TfGM is currently reviewing its fares strategy that meets its rail fares objectives and resolves existing issues, and provide input into the fares specification for the Trans-pennine Express (TPE) / Northern franchise.

Rail fares have evolved over time and regulation and the introduction of some products has caused various anomalies. TfGM's objectives include reducing the subsidy required.

The Buxton line rail passenger surveys carried out in Spring 2011 asked passengers "*if you could make one improvement to the train service you are one, what would it be?"*

A quarter of passengers cited cheaper fares as the number one improvement they would make to the service.

A comparison of the weighted average fare for trips from each station compared to the overall GM TTWA average 'trend line' shows fares at stations on the Buxton and Hope Valley lines (outside of GM) to be markedly higher than the distance-based average.



TfGM is currently exploring options to extend the strategy to look at a new fares structure to be distance based. A distance-based fares structure would remove some of the cross-boundary anomalies for stations beyond Hazel Grove.

Contribution to A6 Corridor Study Objectives

Overall score of 36 out of 50

Will the scheme reduce the impact of traffic congestion along the A6, with particular focus on A6 Hazel Grove to Whaley Bridge?
(Weighting 40%)

Score 8: Green/ Amber

A GM TTWA distance-based rail fare strategy should 'favour' the A6 corridor and help to make rail a more attractive travel option compared to car, which will reduce the impact of traffic congestion along the A6, and reduce the problem of rail-heading[22].

It is unlikely to have any impact on fares for external GM TTWA trips for example, Disley to Buxton trips.

Will the scheme encourage a modal shift towards public transport within the A6 corridor?
(Weighting 15%)

Score 8: Green/ Amber

The scheme will encourage a modal shift towards public transport within the A6 corridor.

Will the scheme enhance the pedestrian/ cycle environment along the A6 corridor?
(Weighting 15%)

Score 4: Neutral

The scheme will not enhance the pedestrian/ cycle environment along the A6 corridor.

Will the scheme reduce the impact of traffic congestion on road safety, noise and local air quality within the A6 corridor?
(Weighting 15%)

Score 8: Green/ Amber

A GM rail a more attractive transport option compared to car, which will reducing the impact of traffic congestion through High Lane and Disley (and onwards towards Stockport/ Manchester) and in turn road safety, noise and local air quality within the A6 corridor.

Will the scheme support lower carbon travel?
(Weighting 15%)

Score 6: Amber

The scheme will support lower carbon travel within the A6 corridor, this may however, be counter-balanced by higher rail fares in other corridors.

Deliverability

Overall score of 33 out of 50

What is the scheme's acceptability?
(Weighting 33%)

Score 6: Amber

TfGM is actively exploring options to extend the strategy to look at a new fares structure to be distance based.

A GM TTWA distance-based rail fare strategy should 'favour' the A6 corridor and be welcomed by existing rail users and potential new customers. However, any fare savings are likely to be offset elsewhere (say for example in Wigan).

[22] The practice of travelling further than necessary to reach a rail service, typically by car, to take advantage of discounted fares that are not available at their local station and higher frequency services.

What is the scheme's practical feasibility?
(Weighting 33%)

Score 6: Amber

Although the practicality of introducing a new fare strategy should be relatively straightforward, significant further work is likely to be required to develop a fare strategy that is agreeable to all stakeholders.

It is likely that any cross-boundary fare re-structure would need to be implemented at a GM city region level.

What is the scheme's affordability?
(Weighting 33%)

Score 8: Green/ Amber

The expectation is that any new rail fare strategy would seek to be revenue neutral as far as practicable.

East Didsbury to Hazel Grove tram-train

Scheme Description

TfGM is currently exploring options to introduce tram-train on the following routes:

- Manchester – Marple (Rose Hill and Marple)
- Manchester – Glossop
- Manchester – Atherton – Wigan
- Altrincham – Hale/ Knutsford/ Northwich
- **East Didsbury – Hazel Grove**
- Altrincham - Stockport

Contribution to A6 Corridor Study Objectives

Overall score of 29 out of 50

Will the scheme reduce the impact of traffic congestion along the A6, with particular focus on A6 Hazel Grove to Whaley Bridge?
(Weighting 40%)
Score 4: Neutral

Current considerations for a tram-rail service between East Didsbury and Hazel Grove assume a 12-minute service frequency. The scheme would introduce a public transport option not currently available and would allow penetration to other parts of the city-region centre. The scheme, however, is not going to impact on traffic flows and congestion along the A6 south-east of Hazel Grove which is focus for this study.

Will the scheme encourage a modal shift towards public transport within the A6 corridor?
(Weighting 15%)
Score 6: Amber

Metrolink has proven to very successful, and any extension of the network to new areas will encourage a modal shift towards public transport. The impact within the A6 corridor, however, is likely to be limited. There is the potential for interchange with rail at Hazel Grove, but it is more likely that a tram-rail stop at Hazel Grove will be competing with the same market as the rail station at Hazel Grove and proposed bus-based park-and-ride site at A6 Rising Sun which is scheduled to open later this year.

Will the scheme enhance the pedestrian/ cycle environment along the A6 corridor?
(Weighting 15%)
Score 4: Amber

The pedestrian/ cycle environment along the A6 through Hazel Grove is currently poor. Tram-train will reduce traffic flows on the A6 through Hazel Grove (and onwards to Stockport Town Centre) which in turn will help enhance the pedestrian/ cycle environment along the A6 corridor.

Will the scheme reduce the impact of traffic congestion on road safety, noise and local air quality within the A6 corridor?
(Weighting 15%)
Score 6: Amber

The A6 through Hazel Grove currently carries high volumes of traffic, including a large proportion of HGVs and high frequency bus services. Significant traffic volumes and HGV use generates a number of problems including congestion, noise, severance, vibration, and poor air quality. All of these factors currently impact on the vitality of the District Centre. Tram-train will reduce traffic flows on the A6 through Hazel Grove (and onwards to Stockport Town Centre) which in turn will help reduce the impact of traffic congestion on road safety, noise and local air quality within the A6 corridor.

Will the scheme support lower carbon travel?
(Weighting 15%)
Score 10: Green

The scheme introduces a public transport option that is not currently available and will strongly support lower carbon travel.

Deliverability
Overall score of 33 out of 50

What is the scheme's acceptability?
(Weighting 33%)
Score 8: Green/ Amber

Metrolink has proven to be both successful and popular, and it anticipated that this tram-train proposal would be similarly supported. There may be some local issues in terms of stop locations, for example, it is curious that no stop is shown for Adswood.

What is the scheme's practical feasibility?
(Weighting 33%)
Score 6: Amber

Whilst there are likely to be some practical deliverability issues, within the context of the Metrolink expansion programme, these are not considered to insurmountable.

What is the scheme's affordability?
(Weighting 33%)
Score 6: Amber

Whilst tram-train between East Didsbury and Hazel Grove may be affordable within the medium term, it is unlikely to be key component of an A6 corridor strategy but rather a complementary scheme.

High Lane/ Disley Bypass

Scheme Description

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. An illustrative alignment of the Highways Agency trunk road scheme is shown below.

Plans for a dual carriageway road were cancelled in November 1996 as part of the Government's trunk road programme review.

In 2001 the South-East Manchester Multi-Modal Strategy (SEMMMS) 20-year plan examined proposals for a single carriageway bypass of the A6 through High Lane and Disley. The options considered fell wholly within Stockport Metropolitan Borough and Cheshire East. Derbyshire County Council did not wish, at the time, to promote a bypass of the A6 between Disley and the Chapel-en-le-Frith bypass.

The modelling and appraisal work carried out as part of SEMMMS identified that *"a bypass would bring benefits to the residents of High Lane and Disley"*, however, specification of the SEMMMS modelling work at the time meant that it was *"not possible for this to assess whether such a bypass would have any strategic impacts on the routeing of traffic originating in or destined to the Peak Park, or on traffic passing through the Park. Furthermore, no alignment had been identified for a bypass of High Lane and Disley and so it was not possible to assess whether the environmental impacts of its construction would be acceptable or otherwise."* It was also noted that *"a single carriageway route need not follow the alignment of the earlier Highways Agency proposal and it should therefore be possible to reduce the scale of impacts on the natural environment compared with those that would occur if the Highways Agency's former scheme were built"*.

Consequently, it was not possible for SEMMMS to recommend a High Lane and Disley bypass to form part of the strategy.

There are currently no proposals for the bypass scheme in any adopted plan.

Contribution to A6 Corridor Study Objectives

Overall score of 37 out of 50

Will the scheme reduce the impact of traffic congestion along the A6, with particular focus on A6 Hazel Grove to Whaley Bridge?
(Weighting 40%)

Score 10: Green

The modelling and appraisal work carried out as part of 2001 SEMMMS 20-year plan identified that a bypass would bring benefits to the residents of High Lane and Disley in terms of A6 congestion relief.

Will the scheme encourage a modal shift towards public transport within the A6 corridor?
(Weighting 15%)

Score 2: Red/ Amber

A High Lane/ Disley bypass would hinder rather than encourage a modal shift towards public transport within the A6 corridor.

Will the scheme enhance the pedestrian/ cycle environment along the A6 corridor?
(Weighting 15%)

Score 8: Green/ Amber

A High Lane/ Disley bypass would enable complementary improvements to be made to the current A6 to further enhance the pedestrian/ cycle environment.

Will the scheme reduce the impact of traffic congestion on road safety, noise and local air quality within the A6 corridor?
(Weighting 15%)

Score 10: Green

The scheme would significantly reduce traffic flows along the A6 through High Lane and Disley which in turn would bring road safety, noise and local air quality benefits.

Will the scheme support lower carbon travel?
(Weighting 15%)

Score 2: Red/ Amber

The High Lane/ Disley bypass would hinder the aim for lower carbon travel.

Deliverability

Overall score of 17 out of 50

What is the scheme's acceptability?
(Weighting 33%)

Score 6: Amber

Proposals for an A6 bypass have attracted strong local responses both for and against. Plans to resurrect the cancelled proposals for a bypass in 2004 met with local opposition, from for example New Mills councillors who "*declared their outright opposition to any bypass which would run through their town and along the picturesque Goyt Valley*".

There are currently no proposals for a bypass scheme in any adopted plan.

What is the scheme's practical feasibility?
(Weighting 33%)

Score 2: Red/ Amber

Significant work would be required to identify and develop a scheme and preferred route alignment. On the basis of the scheme's history the working assumption would be for a single carriageway bypass of High Lane and Disley only.

What is the scheme's affordability?
(Weighting 33%)

Score 2: Red/ Amber

Scheme may be affordable in the longer term.

A6 to M60 Relief Road

Scheme Description

A new road between the M60 at Bredbury and the A6 at Hazel Grove following the protected alignment for the A6(M), including the Stepping Hill Link between the A6 north of Hazel Grove centre. It is recommended that the north-south bypass be constructed to dual carriageway standard with a 40/50 mph design speed. Junctions should be at-grade and most likely signal controlled.

Contribution to A6 Corridor Study Objectives

Overall score of 25 out of 50

Will the scheme reduce the impact of traffic congestion along the A6, with particular focus on A6 Hazel Grove to Whaley Bridge?
(Weighting 40%)
Score 4: Neutral

Whilst the scheme will benefit the A6 through Hazel Grove and Stockport Town Centre, the scheme may not impact on traffic flows and congestion along the A6 south-east of Hazel Grove which is focus for this study.

Will the scheme encourage a modal shift towards public transport within the A6 corridor?
(Weighting 15%)
Score 4: Neutral

The scheme will not encourage modal shift towards public transport within the A6 corridor.

Will the scheme enhance the pedestrian/ cycle environment along the A6 corridor?
(Weighting 15%)
Score 8: Green/ Amber

The pedestrian/ cycle environment along the A6 through Hazel Grove is currently poor. The A6 to M60 relief road will significantly reduce traffic flows on the A6 through Hazel Grove (and onwards to Stockport Town Centre) which will enhance the pedestrian/ cycle environment along the A6 corridor.

Will the scheme reduce the impact of traffic congestion on road safety, noise and local air quality within the A6 corridor?
(Weighting 15%)
Score 8: Green/ Amber

The A6 through Hazel Grove currently carries high volumes of traffic, including a large proportion of HGVs and high frequency bus services. Significant traffic volumes and HGV use generates a number of problems including congestion, noise, severance, vibration, and poor air quality. All of these factors currently impact on the vitality of the District Centre. The A6 to M60 relief road will significantly reduce traffic flows on the A6 through Hazel Grove (and onwards to Stockport Town Centre) which in turn will help reduce the impact of traffic congestion on road safety, noise and local air quality within the A6 corridor.

Will the scheme support lower carbon travel?
(Weighting 15%)
Score 2: Red/ Amber

The A6 to M60 relief road may hinder the aim for lower carbon travel.

Deliverability
Overall score of 30 out of 50

What is the scheme's acceptability?
(Weighting 33%)
Score 6: Amber

The A6 to M60 relief road formed part of the SEMMMS recommendations. In 2002 the recommendations of the Strategy were welcomed by the then Transport Minister, John Spellar, who invited the local authorities to take forward the schemes necessary for delivery. The route is safeguarded in the Stockport Local Plan.

What is the scheme's practical feasibility?
(Weighting 33%)
Score 6: Amber

Historically the proposed A6 to M60 motorway relief road has been developed in connection with the A6MARR and Poynton Bypass as part of a wider South East Manchester Multi Modal Strategy (SEMMMS) and is a fundamental component of the overall strategy.

What is the scheme's affordability?
(Weighting 33%)
Score 6: Amber

In July 2007, the DfT stated that while the scheme provided value for money, limited funding capabilities meant it was not possible to fund the Relief Road as a single scheme, such that consideration should be given to its phased delivery. Three potential phases of the scheme were identified by the local authorities, and were submitted the DfT for consideration in 2007/ 08 as follows:

- M60 to the A6, including the Stepping Hill Link;
- A6 to Manchester Airport with Poynton Bypass; and
- A6 to Manchester Airport without Poynton Bypass (the A6MARR scheme).

Given the funding constraints the DfT and Local Authority Officer's jointly examined the key policy drivers in the area and agreed that the A6MARR scheme was the priority scheme due to the potential economic impact on Manchester Airport (and therefore the City Region) of delaying access improvements, which in turn could constrain future economic growth.

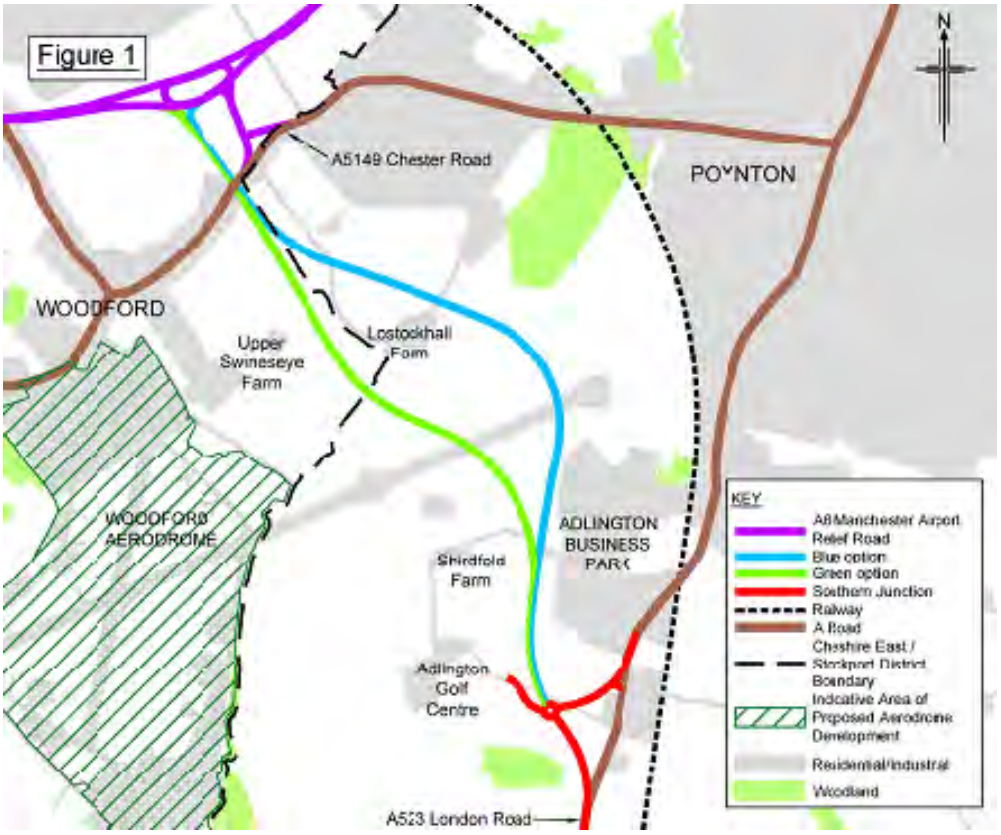
Whilst an A6 to M60 relief road may be affordable within the medium term, it is unlikely to be key component of an A6 corridor strategy but rather a complementary scheme.

Poynton Relief Road

Scheme Description

Poynton Relief Road comprises a single-carriageway link road to the southwest of the town of Poynton in Cheshire East.

Cheshire East Council is considering two route options for the single carriageway relief road, named the Green Route Option and the Blue Route Option. Both options will include a shared use path for walkers and cyclists and both options would include a common roundabout based junction to the south, which is termed the Southern Junction. The proposed relief road would run between the A6MARR/ Bramhall Oil Terminal junction immediately north of the existing A5149 Chester Road, west of Poynton, and a point on the existing A523 London Road north of Adlington Crossroads, south of Poynton.



Contribution to A6 Corridor Study Objectives

Overall score of 28 out of 50

Will the scheme reduce the impact of traffic congestion along the A6, with particular focus on A6 Hazel Grove to Whaley Bridge?
(Weighting 40%)

Score 8: Green/ Amber

Traffic modelling predicts that the completion of a Poynton Relief Road (with A6MARR in place) will lead to a reduction in traffic flows on the A6 through High Lane and Disley as a result of wider traffic reassignment effects.

Will the scheme encourage a modal shift towards public transport within the A6 corridor?
(Weighting 15%)

Score 4: Neutral

The scheme will not encourage modal shift towards public transport within the A6 corridor.

Will the scheme enhance the pedestrian/ cycle environment along the A6 corridor?
(Weighting 15%)
Score 4: Neutral

The scheme will not enhance the pedestrian/ cycle environment along the A6 corridor.

Will the scheme reduce the impact of traffic congestion on road safety, noise and local air quality within the A6 corridor?
(Weighting 15%)
Score 6: Amber

The scheme has the potential to provide a limited contribution towards reducing the impact of traffic congestion through High Lane and Disley (and onwards towards Stockport/ Manchester) and in turn road safety, noise and local air quality within the A6 corridor.

Will the scheme support lower carbon travel?
(Weighting 15%)
Score 2: Red/ Amber

Poynton relief road may hinder the aim for lower carbon travel.

Deliverability
Overall score of 30 out of 50

What is the scheme's acceptability?
(Weighting 33%)
Score 6: Amber

Poynton relief road formed part of the SEMMMS recommendations. In 2002 the recommendations of the Strategy were welcomed by the then Transport Minister, John Spellar, who invited the local authorities to take forward the schemes necessary for delivery.

Public Consultation for Poynton Relief Road is being held between 2 June and 28 July 2014 as part of the Local Plan process. The scheme has received significant local support as part of the extensive consultation exercise undertaken for the SEMMMS strategy/ A6MARR.

An initial environmental appraisal of the area surrounding Poynton Relief Road has been carried out.

What is the scheme's practical feasibility?
(Weighting 33%)
Score 6: Amber

Historically the proposed Poynton Relief Road has been developed in connection with the A6MARR and A6 to M60 relief road as part of a wider South East Manchester Multi Modal Strategy (SEMMMS). The scheme is currently in the option development phase and the Preferred Route Announcement will be made in autumn 2014, taking account of changes associated with the Woodford Aerodrome, is targeted to be in-line with the Local Plan process.

Scheme is dependent on the deliverability of the A6MARR.

What is the scheme's affordability?
(Weighting 33%)
Score 6: Amber

Scheme costs have been produced for both route options under consideration. They include an allowance for risk and potential compensation costs:

- Green Route Option approximate cost - £32 million
- Blue Route Option approximate cost - £35 million

The Poynton Relief Road scheme will be funded through a combination of Central Government funding, potential private sector funding and Cheshire East Council funding. The funding for the relief road will be confirmed as the scheme progresses.

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