

Stockport Interchange project Public engagement report October 2018



Stockport Interchange project: Public engagement report

Contents	Page
1. Executive summary	2
2. Introduction	3
2.1 Background to the engagement exercise	3
2.2 Key benefits of the scheme	3
2.3 Aims and objectives	4
3. Methodology	4
3.1 Engagement exercise promotion	5
4. Analysis of respondents and feedback received	7
4.1 Profile and geographical location of engagement respondents	8
4.2 Summary of findings	8
4.3 Analysis of findings	9
4.3.1 Perceptions	10
4.3.2 Impacts of the development	11
4.3.3 Approval or disapproval of plan details	13
5. General comments	14
5.1 Perceived positive impacts of the development	14
5.2 Perceived negative impacts of the development	14
5.3 TfGM/Stockport Council comments	15
5.4 Snapshot of comments	16
6. Conclusion	19
6.1 Review of feedback	20
6.2 Next steps	21
Appendix A Artist's impressions of the interchange scheme	22
Appendix B Interchange development layout map	23
Appendix C 'Have your say' engagement exercise leaflet	24
Appendix D Map showing 800m radius footprint for leaflet drop	25
Appendix E Engagement exercise posters	26
Appendix F Opening of engagement exercise news release	27
Appendix G Engagement exercise reminder news release	30

1. Executive summary

The redevelopment of Stockport Bus Station into a modern transport interchange with a new park and high-quality residential apartments (together referred to as Stockport Interchange project) forms a key part of the £1 billion transformation currently under way in Stockport town centre.

Funded by Transport for Greater Manchester (TfGM), Stockport Council and the Greater Manchester Combined Authority (GMCA), and supported by Central Government through the Greater Manchester Local Growth Deal Programme, the development is planned for the site of the existing Stockport Bus Station alongside the A6 and Mersey Square in the town centre.

The redevelopment of Stockport Bus Station into a state-of-the-art transport interchange in the heart of the town will provide an enhanced gateway to the town centre for people, improving access to employment, education, retail and leisure opportunities.

A public engagement exercise was launched on Monday 2 July 2018 and ran for four weeks until Sunday 29 July. The exercise set out to raise awareness of the proposals and provide an opportunity for residents, businesses and community groups to comment on them via an online survey prior to a formal planning application being submitted to Stockport Council.

There were 330 respondents to the survey – 323 people (aged 16+) and seven organisations. The majority who responded did so via the online survey, although separately we received two submissions by post and one by direct email.

This report provides a summary of the methodology used for the public engagement exercise and an analysis of responses.

2. Introduction

2.1 Background to the engagement exercise

TfGM and Stockport Council first asked for views on plans to build a new transport interchange on the site of Stockport Bus Station in 2015, as part of Stockport Council's Town Centre Access Plan (TCAP) consultation. Since then, the plans have changed significantly and now include proposals for a public park and a residential development.

We felt it appropriate to give Stockport residents, businesses and community groups, along with Stockport Bus Station users, the chance to give feedback on the updated scheme to help inform the final proposals before they are submitted to Stockport Council for planning approval.

2.2 Key benefits of the scheme

Proposals include:

-) a fully accessible, covered passenger concourse in the new interchange with seated waiting areas
-) better and easier routes to the town centre and rail station for pedestrians and cyclists. Proposals include upgrading the section of the Trans Pennine Trail alongside the River Mersey and interchange, and a lift between the interchange and A6. (Improvements to the route between the interchange and rail station will form part of an outline planning application to be submitted by Stockport Council alongside the main interchange project planning application)
-) bus and train travel information screens and a new Travelshop for tickets and advice
-) a sufficient number of bus stands to provide capacity for future growth in bus services
-) accessible toilets in the interchange with baby changing and 'Changing Places'* facilities
-) enhanced CCTV
-) cycle parking
-) a new town centre park and public space, with level access directly from the A6
-) a residential development off Daw Bank with up to 200 apartments and associated car parking.

(* For further information on Changing Places facilities, please visit www.changing-places.org.)

2.3 Aims and objectives

The purpose of the four-week engagement exercise on the proposed plans to develop Stockport Interchange was to:

-) communicate details of the proposed design to residents, businesses, community groups and bus passengers
-) determine the weight of opinion for and against the proposals
-) identify any areas of concern arising from the proposals
-) further understand the impact of the scheme on Stockport and its wider regeneration
-) discover any additional issues not already considered as part of the project planning and design process
-) enable the project team to consider feedback from the public before finalising plans.

Feedback from the engagement exercise will help to inform the design of the interchange, and the associated park and residential development included within the plans, prior to the submission of a planning application to Stockport Council.

3 Methodology

A period of four weeks, between Monday 2 July and Sunday 29 July, was set for the engagement exercise.

The main method used to record comments on the project was an online survey accessed via the Stockport Interchange webpage on the TfGM website – www.tfgm.com/stockport-interchange. The page included details and artist's impressions of the proposals (appendix A) and a layout map showing interchange facilities and access, the park location and a footprint of the residential development (appendix B).

Hard copies of the survey were also available for people without internet access.

3.1 Engagement exercise promotion

TfGM and Stockport Council publicised the engagement exercise and survey through a number of channels:

) **Engagement leaflet and posters**

Ahead of the start of the exercise, a 'Have your say' leaflet (appendix C) was delivered to all 8,154 addresses within an 800 metre radius of the existing bus station (appendix D). As well as providing an overview of the proposals, the brochure also provided dates, times and locations of the public events that were held throughout the course of exercise (see below).

5,000 leaflets were also distributed to 179 local outlets such as post offices, libraries, health centres, supermarkets, and schools and colleges, along with all TfGM Travelshops across Greater Manchester. In addition, Stockport Bus Station staff had 1,800 leaflets to give to passengers.

Posters (appendix E) were displayed in poster cases in each of the bus shelters at Stockport Bus Station and at bus stops throughout the borough.

Bespoke posters were also provided for building managers at the Hatworks and Stockport Hat Museum to publicise an event for residents and employees.

) **Stakeholder briefings and meetings**

A number of briefings were held with stakeholders to raise awareness of the proposals and explain how feedback could be given during the engagement period. Stakeholders included:

- Stockport ward councillors, who were briefed by Stockport Council officers both prior to and during the engagement exercise.
 - A report on the Interchange proposals went before Stockport Council's [Economy and Regeneration Scrutiny Committee](#) on 25 May 2017 and then to the council's [Cabinet Meeting](#) on 13 June 2017.

- A report on the proposed scheme went to Stockport Council's [Communities and Housing Scrutiny Committee](#) on 30 May 2018, [Economy and Regeneration Scrutiny Committee](#) on 31 May 2018 and then the [Cabinet Meeting](#) on 12 June 2018.
- A discussion took place at the [Stockport Town Centre Access Plan](#) (TCAP) Members' Briefing on 4 July 2018. This group is made up of officers from both TfGM and Stockport Council.
- Stockport Disability Access Forum, which received details of the proposals and had the opportunity to provide views to TfGM and Stockport Council officers at a meeting on Wednesday 11 July.
- Stockport Local Access Forum, which received details of the proposals and had the opportunity to provide views to TfGM and Stockport Council officers at a meeting on Tuesday 17 July.
- Residents and employees of the Hatworks/Stockport Hat Museum. An event was held on Wednesday 25 July, attended by TfGM and Stockport Council officers.

In addition, a number of face-to-face meetings took place during the four-week engagement period that involved TfGM officers, local stakeholders and businesses based near the bus station.

) **News release**

A news release was issued by TfGM and Stockport Council immediately after funding for the project was approved at the GMCA meeting on Friday 29 June. The release gave details of the proposals and the engagement exercise prior to it beginning (appendix F). The story was covered by the Stockport Express and Stockport editions of the [Manchester Evening News](#), [Marketing Stockport](#) and [BBC News Online](#), and business publications such as Place North West and The Business Desk.

A reminder news release was issued to encourage further involvement in the engagement process before it closed on 29 July (appendix G).

) **Social media**

TfGM and Stockport Council's Twitter feed – [@OfficialTfGM](#) and [@StockportMBC](#) – Facebook pages and LinkedIn pages were used to promote the public engagement exercise.

Content included artist's impressions of the proposed scheme, video, details of public drop-in events (see below) and a link to the dedicated webpage and online survey.

In addition, TfGM Head of Projects, Alex Cropper, posted a blog on his LinkedIn page outlining the role that transport can play in urban regeneration, giving details of the Stockport Interchange project and pointing readers to the webpage and survey. TfGM shared the post on its own LinkedIn page.

) **Public drop-in events**

Four public drop-in events were held during the engagement period:

- Thursday 5 July, 10am-2pm, Stockport Bus Station
- Saturday 14 July, 10am-2pm, Mersey Square (entrance to Merseyway Shopping Centre)
- Tuesday 17 July, 10am-2pm, Stockport Bus Station
- Tuesday 24 July, 10am-2pm, Stockport Rail Station

More than 150 people attended the events, speaking to TfGM and Stockport Council officers and receiving a copy of the engagement exercise leaflet.

4. Analysis of respondents and feedback received

As previously referenced, 330 individuals and organisations completed the online engagement survey – 323 people (aged 16+) and seven organisations. The majority of respondents provided their views via the online survey, with two submissions received via post and one by direct email.

This report analyses the responses from members of the public and local stakeholders.

4.1 Profile and geographical location of engagement respondents

Respondents were asked to classify themselves as a resident, business, group or association etc, and were asked a number of demographic questions.

-) Of those respondents who gave their home **postcode**, 78% were residents living in Stockport while 7% came from neighbouring Manchester and 5% from Tameside. There were a handful of responses from High Peak, Salford, Cheshire East, Trafford, Warrington, Bolton and Bury, and isolated responses from other local authority areas nearby and across the country.
-) There was a slight under-representation from younger and older **age groups** in the respondents compared to the 2011 Census, with a bias towards 35-54-year-olds. 45-54-year-olds made up 22% of respondents, with 35-44-year-olds a further 21%. The 60-69-year-old age group was the next largest respondent group, making up 16% of the total.
-) For **gender identity**, people who identified as a man made up a clear majority of respondents at 62%, with those who identified as a woman making up 33%, compared to the 2011 Census figure of 52% for women.
-) With regard to **health or disability limiting activity**, there was some under-representation of those whose activities are 'limited a lot' compared to the 2011 Census. 80% of respondents said they had no limiting health problem or disability.
-) Respondent **ethnicity** was largely reflective of the 2011 Census.
-) The majority of respondents (67%) were **employed**, which suggests a reliable representation compared to the 2011 Census.

4.2 Summary of findings

-) 74% of respondents believe the development will have a positive impact on Stockport town centre.
-) 72% support and 18% oppose the overall plan. The remaining 10% were neutral about the proposals.
-) 80% agree that the plan will help continue the regeneration of Stockport.

-) The majority recognise that the interchange may improve the appeal and ease of using public transport in Stockport, but consider it will have little impact on cycling and walking in the town (addressed in 5.3 below).
-) A fifth of respondents disapprove of the location and design of the new residential property, and consider that the overall development will not be sympathetic to the existing landscape.
-) Verbatim comments stress the need for better connections to the rail station and that it should be a full interchange with Metrolink (addressed in 5.3 below).
-) There are also some concerns over upkeep, the design becoming outdated and fear of anti-social behaviour.

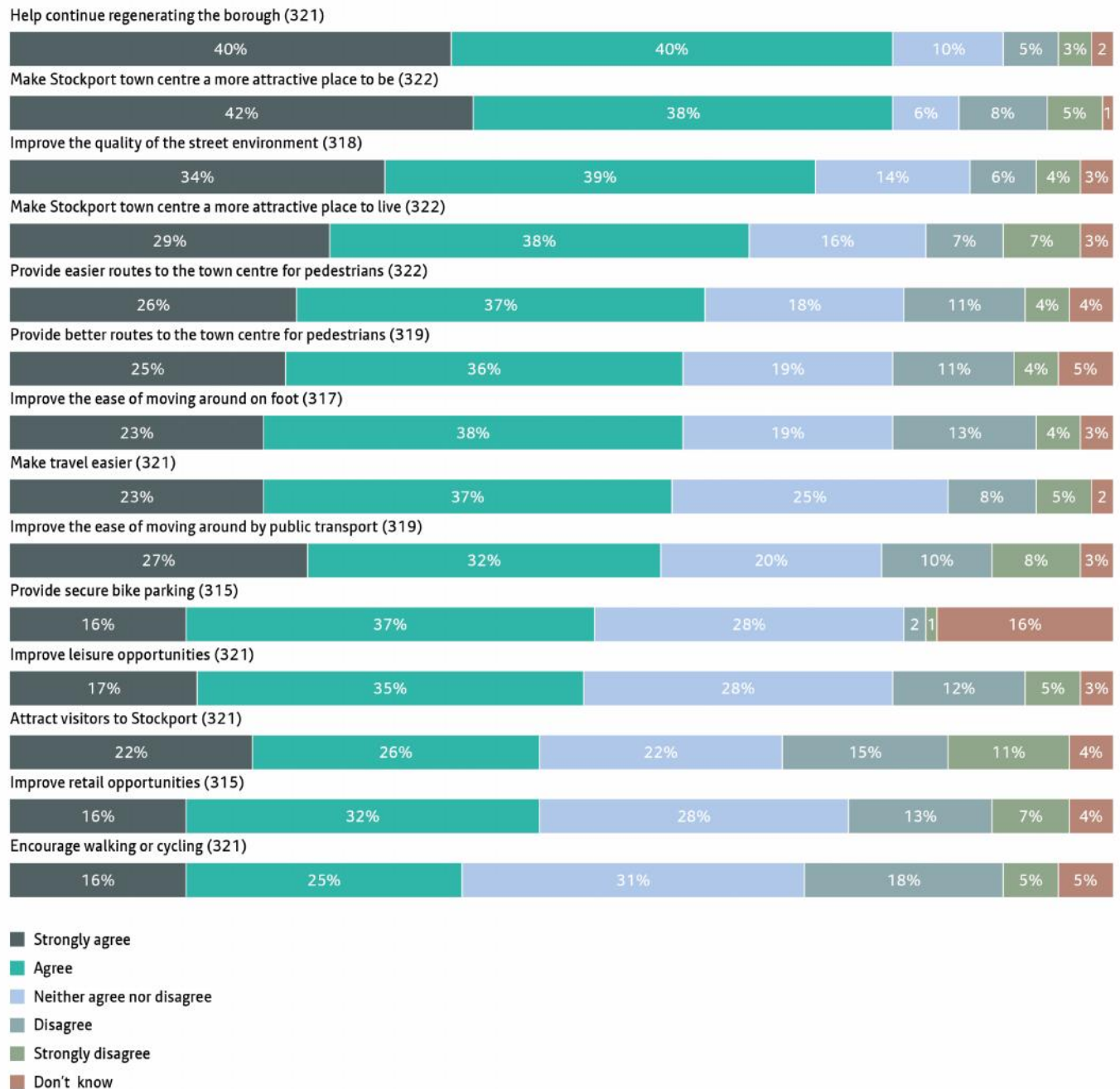
4.3 Analysis of findings

The survey asked respondents for their perceptions of the development; its impact on Stockport town centre and more specific factors; and the level of approval or disapproval for specific plan details.

4.3.1 Perceptions

The following chart illustrates the range of responses when respondents were asked:

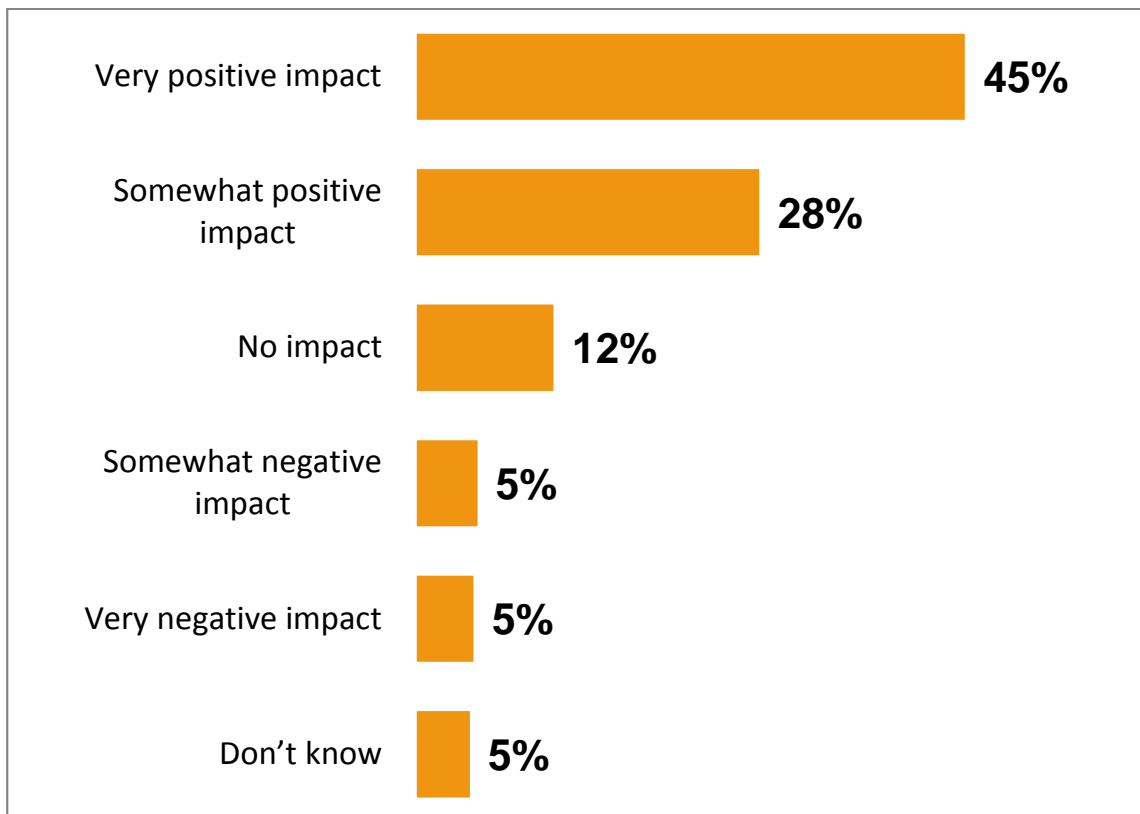
“To what extent, if at all, do you agree that the development will...”



4.3.2 Impacts of the development

Respondents were asked their opinion of the impact of the development on Stockport town centre overall and on individual factors such as the local landscape, late night security and walking and cycling in the town (further details on this overleaf).

) Impact on Stockport town centre



Overall: 74% positive impact

10% negative impact

) Impact on individual factors

Local landscape (322)



Bus routes (322)



Connections with other transport (317)



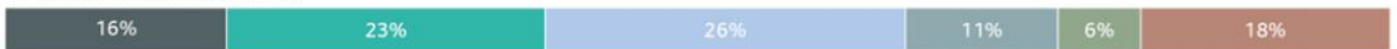
Late night security (319)



Noise levels in the bus station (319)



Air quality in the bus station (320)



- Very positive impact
- Somewhat positive impact
- No impact
- Somewhat negative impact
- Very negative impact
- Don't know

Appeal of public transport in Stockport (319)



Ease of using public transport in Stockport (321)



Walking in Stockport (321)



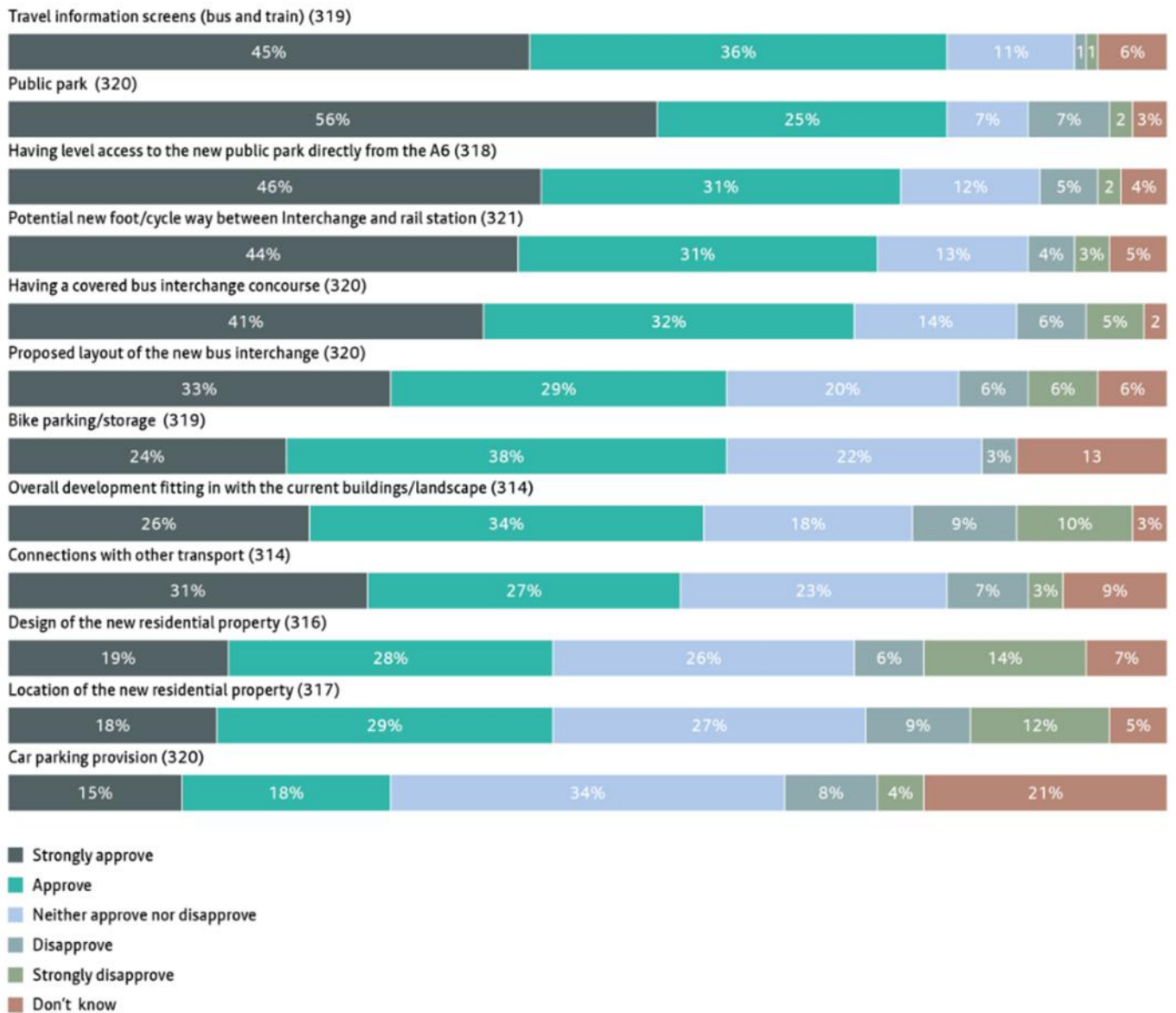
Cycling in Stockport (320)



- Very positive impact
- Somewhat positive impact
- No impact
- Somewhat negative impact
- Very negative impact
- Don't know

4.3.3 Approval or disapproval of plan details

Respondents were asked whether they approved or disapproved of specific plan design details such as dual bus/train travel information screens, interchange layout, public park and residential development.



5 General comments

In addition to multiple choice answers, respondents had the opportunity to provide general comments on the interchange project proposals.

In summary:

5.1 Perceived positive impacts of the development

-) Part of wider regeneration of Stockport, helping to make the town centre more attractive.
-) Integration of housing and transport links is welcomed.
-) The apartments will grow the population of Stockport town centre, which is likely to improve facilities and in turn boost footfall and the evening economy.
-) Opportunity to change landscape and create a welcome entrance to Stockport.
-) Previous station considered out of date and appreciate modern facility.
-) Green space largely favoured, but with some concerns raised about upkeep.
-) Economic impact – likely to serve to attract new business and consumers.
-) Perceived improvement to transport links.
-) Utilising and opening up the river.
-) Likely to encourage public transport use.

5.2 Perceived negative impacts of the development

-) Location isn't appropriate, lacking connectivity or linkages with rail station and divided from retail area.
-) No added value from current proposition.
-) No discernible difference for pedestrians and cyclists.
-) Doubt of impact upon bus service delivery.
-) Design limitations – reduction in bus stands, less room to wait and issue of buses needing to reverse.
-) Lack of clarity on future inclusion of Metrolink.
-) Wrong application of investment as other priorities more important.
-) Roads too busy/not safe to cycle.

5.3 TfGM/Stockport Council comments

In addressing these concerns, TfGM and Stockport Council wish to clarify the following:

- The design of the scheme has been carefully integrated with the Council's Town Centre Access Plan works, which aims to improve access, reduce the impact of traffic congestion and improve the efficiency and reliability of the highway network.
- The proposals have been designed to provide an integrated mixed-use development in the heart of the town centre. Carefully consideration has been given to wider connectivity and accessibility, in particular for cyclists and pedestrians. Proposals include a new park, which will lead to a potential pedestrian/cycle bridge that will create a direct, safe and convenient link between the interchange and the rail station as well as to the wider town centre.
- Multi-modal integration is key to the proposals for the development of the interchange. Not only will the new interchange provide better cycling, taxi and bus facilities for commuters, once the proposal is agreed to improve connectivity between the rail and bus stations the site will feature far greater integration between different types of transport than currently.
- Although there are no definitive plans in place at present, the new interchange is future-proofed to accommodate Metrolink services if they were to serve Stockport in the future.
- In respect of the environment and improvements for pedestrians, the proposed plan for Stockport Interchange features a new town centre park and public space, with level access directly from the A6. In addition to the park, there will be a new piazza area next to the River Mersey which, when taken in total, will make the area currently occupied by Stockport Bus Station a greener and more attractive place at the heart of the town centre.
- The river front will be enhanced with a new riverside walk for pedestrians and cyclists, with the route forming the new diverted Trans Pennine Trail.
- In response to observations around walking and cycling, the project team has revisited proposals and incorporated lift access between the park and River

Mersey and sought to bring forward proposals to develop a high-quality pedestrian and cycling bridge from the new park to Stockport rail station. It should also be noted that there are separate proposals that outline future improvements for cycling along the A6.

5.4 Snapshot of comments

The following is a snapshot of the varied comments that were received. Three common themes emerged:

) On the interchange and regeneration

“It will signal that Stockport is improving and is somewhere to consider visiting, working, living etc.” (Woman, 45-69, Stockport)

“...if people have a good impression when they arrive in Stockport by public transport, they are most likely to invest time, money etc. into the town.” (Woman, 26-44, Manchester)

“It'll be positive – but it's only one piece in a much larger jigsaw!” (Man, 26-44, High Peak District)

“New people living in the centre of Stockport, so better shops and facilities due to increased demand. Will be more attractive to people with negative views of public transport so will draw more of those people in. People passing over the viaduct on the train might be encouraged to come and visit Stockport if it looks nicer.” (Woman, 45-69, Salford)

“It is part of a wider issue, the bus stop will look a lot nicer but function remains the same. On its own it will have limited impact on the wider town.” (Man, 26-44, Stockport)

TfGM/Stockport Council comment

A development of this type and nature is unique and will bring together a mixed use sustainable development that is intended to provide wider regeneration benefits. Accessibility from the town centre and Mersey Square will be greatly enhanced with a direct connection, via the park to the station.

) On the park and recreational area

“This is a big improvement and the park is a great idea. I also like creating a riverside.” (Man, 70+, Stockport)

“The public park and waterfront walkway will improve public realm and help make Stockport more attractive. The passenger experience in the new bus station should be better.” (Man, 45-69, Stockport)

“...apart from the tower block it's a nice pleasant area if it can be maintained and antisocial behaviour prevented from taking over it.” (Woman, 26-44, Stockport)

“Adding a new ‘park’ is admirable although will need keen management and design to ensure it doesn’t suffer like other public spaces near to transport interchanges, e.g. Piccadilly Gardens.” (Man, 26-44, High Peak)

“A patch of grass which the council won’t be able to afford to keep smart will not make any difference.” (Stockport)

“The ‘park’ on top of the bus garage will soon look like the rather sad Piccadilly Gardens in Manchester because it is not a real park – it’s just a bit of grass on the roof of a building which will be difficult to maintain.” (Man, 45-69, Stockport)

“Improving existing parks and public spaces should be a priority rather than creating a further one which is unlikely to be used.” (Man, 45-69, Stockport)

TfGM/Stockport Council comment

A management strategy is being developed to ensure the park is properly maintained, but the full life costs (which includes consideration of maintenance) are also being developed to provide an attractive, efficient space that is affordable to manage and maintain.

) On the residential apartments

"I think the apartments, the park/green roof and public realm elements of the development will enhance the overall appearance of Stockport Town Centre.... The apartments will continue to grow the population of Stockport Town Centre, which will ultimately improve the facilities, amenity and the atmosphere, particularly in the evenings. This in turn should boost footfall and the evening economy. The public realm and park/green roof should also enhance the amenity of the town centre and make it more attractive to visitors." (Man, 26-44, Stockport)

"Affordable accommodation in the centre is also welcome (luxury flats not so much)." (Woman, 26-44, Stockport)

"...the public investment could be better directed by focusing on the bus station improvements alone and eliminating the public park and apartment block...Living above a bus station is not an attractive proposition." (Man, 45-69, Stockport)

"Unfortunately the proposed residential block will be a complete blot on the landscape!" (Man, 45-69, Stockport)

"The 42m high flats should definitely not be built in a transport interchange, and any ugly building like this, even if halved in height, would still have a very negative impact visually on the town centre. It would stand out like an ugly sore thumb from air, rail, the A6, M60, bus passengers and pedestrians." (Man, 45-69, Stockport)

"Combination of housing and integrated transport. Need more housing in the centre or it dies." (Man, 45-69, Stockport)

“Eyesore high rise, very bad, needs to be ultra-modern to fit in.” (Man, 45-69, Stockport)

“Encourages people to live in the centre – new statement building and distinctive design.” (Man, 45-69)

“Money and growth seem to be the primary concerns, not clean air or a pleasant living environment.” (Man, 45-69, Stockport)

“The housing development is a necessary evil.” (Man, 45-69, Stockport)

“The area will be much nicer to visit and will attract more people. High-quality apartments are also needed. Improved walking/bus routes and train links.” (Woman, 16-25, Stockport)

TfGM/Stockport Council comment

Whilst a number of negative views have been expressed, these are counterbalanced by views of other respondents who recognise that the residential development will have a positive impact on Stockport, and will be a catalyst in helping in the continued regeneration of the town.

Additionally, the bringing together of residential living and better town centre transport facilities will help to reduce the reliance on car usage, subsequently reducing congestion on local routes and helping to improve air quality.

The design of the apartments has been carefully developed considering the wider urban context, quality of materials and impact on the local heritage assets. Independent reviews have been undertaken by heritage and design experts who have confirmed their overall support for the schemes design.

6 Conclusion

Feedback and responses to the Stockport Interchange proposals were largely positive, with a clear majority of respondents supporting the plan overall, believing the development will have a positive impact on Stockport, and will help in the continued regeneration of the town.

The proposals were received positively, with 80% of those who responded in favour of the overall scheme, believing the development will have a positive impact on Stockport and will help in the continued regeneration of the town centre. Whilst town centre living and the regenerative benefits that such provided were recognised within the responses, 20% of respondents were unsure of the residential development's location and design.

However, the justification for the overall proposal ensures that not only will Stockport town centre feature a modern transport interchange but that the space in which it is located will also promote social and economic benefits in terms of town centre living and regenerative benefits for the future.

By encouraging town centre living we aim to help reinvigorate the town centre and attract more visitors who will support the range of shops and facilities on offer and enabling people to work, live and relax in the town centre. It is anticipated that there will be wider regenerative benefits of the scheme, encouraging investment in future development in the local area.

6.1 Review of feedback

Following the four-week engagement exercise, TfGM and Stockport Council have reviewed all the comments received and considered at length a variety of options to amend the design of the interchange development.

Improvements have been included to address the feedback on the walking and cycling provision, with enhanced lift provision between the park and the River Mersey as well as the development of proposals to build a high-quality pedestrian and cycling bridge from the new park to Stockport rail station.

Consideration has also been given to a number of alternative designs for the residential development, resulting in a slight reduction of height (4m) and refinement of the overall footprint of the building within the constraints of the financial viability of the scheme as a whole. As referenced previously (page 19), the introduction of additional town centre living will have a positive impact on Stockport and will continue the regeneration of the town.

It is therefore the opinion of TfGM, Stockport Council and the Greater Manchester Combined Authority that the overall current design of the interchange, park and residential development will best realise the full social and economic benefits of the scheme.

6.2 Next steps

A formal planning application will now be submitted for the transport interchange, town centre park and residential development. The submission will also include an outline planning application by Stockport Council for redevelopment of the area between the bus station site and Stockport rail station. This is likely to consist of office premises with the potential for retail and restaurant units and will also include outline plans for a new pedestrian link between the rail station and proposed interchange development.

A copy of this report is publicly available on the TfGM website at www.tfgm.com/stockport-interchange.

Subject to planning permission being granted, work on the interchange scheme could start on-site in autumn 2019.

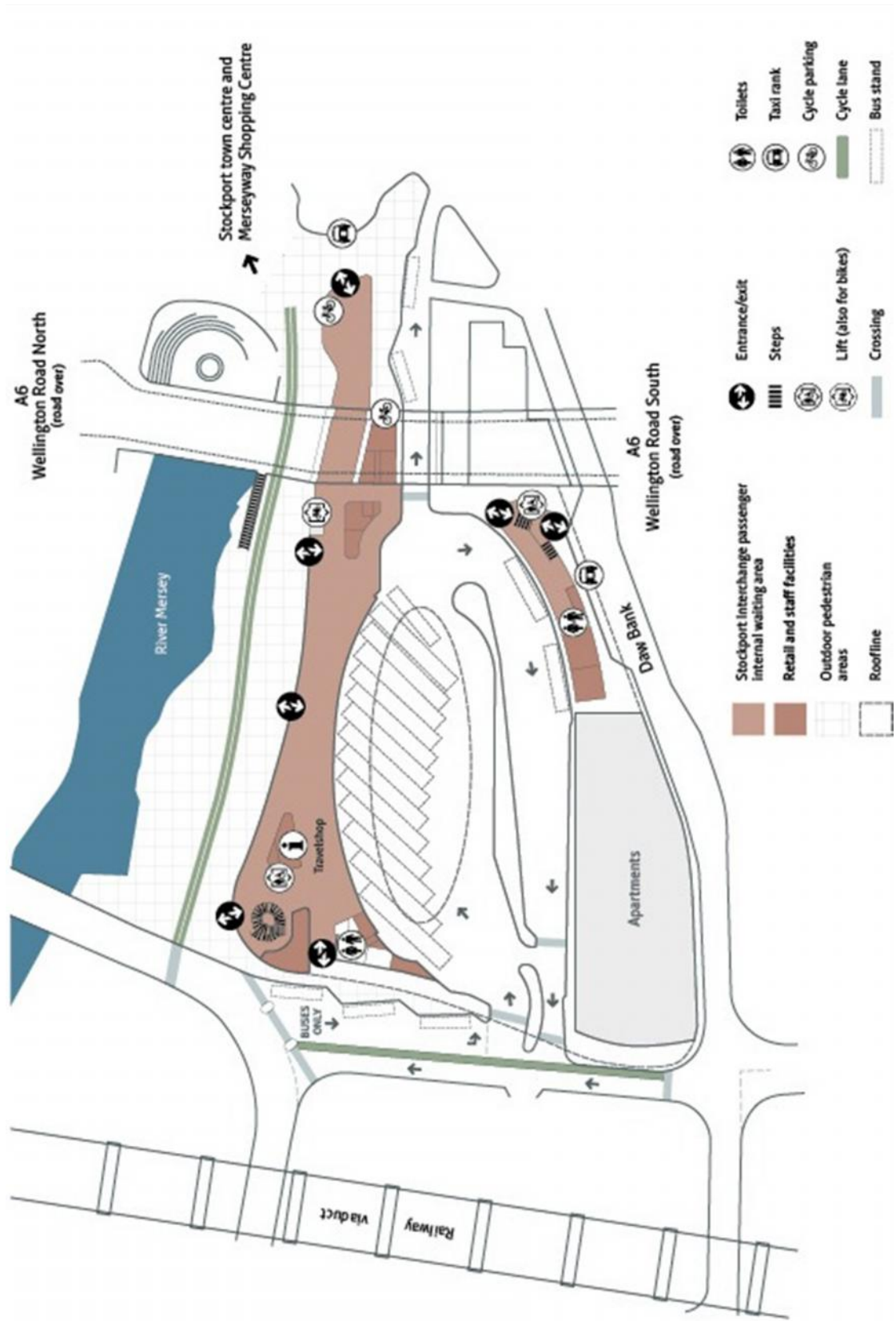
Appendix A

Stockport Interchange project artist's impressions



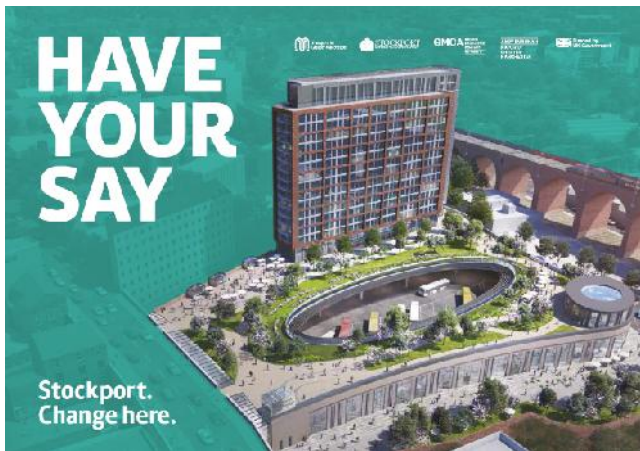
Appendix B

Interchange development layout map



Appendix C

'Have your say' engagement exercise leaflet



A new transport interchange, town centre park and residential development for Stockport

We're planning a multi-million-pound transformation of Stockport's bus station into a modern transport interchange.

Forming a state-of-the-art transport facilities — with improved links to the rail station and A6 — a new park, creating green space in the heart of Stockport town centre, and a high-quality residential development, are vital to the interchange's design.

It's all part of an exciting £1 billion investment that's under way to make Stockport an even greater place in which to live, work, play and connect.

Plans for a temporary bus station at Heath Lane car park under the new interchange in Stockport, and an application for interim planning permission for the development, submitted to Stockport Council of the area bounded by Low Bank, Exchange Street and Station Road — will also form part of the interchange development planning application (planning application number: 20/0191/1). (Stockport shown in pink)

Plans include:

- A fully accessible, covered passenger concourse in the interchange with covered waiting areas
- Better and easier routes to the town centre for pedestrians with improved links to the rail station, Merseyway and the River Mersey, as well as a lift between the interchange and the A6
- 20 bus stands, giving space for future growth in bus services
- New bus and train travel information screens, plus a Travelshop for passengers
- A new public park above the interchange, bringing more green space to Stockport town centre, with direct access from the A6
- Up to 200 new, high-quality residential apartments off Low Bank
- Fully accessible toilets in the interchange with baby changing and Changing Places facilities*
- Enhanced CCTV across the interchange
- Cycle parking

*To receive information on Changing Places facilities, visit www.changing-places.org

Images for illustrative purposes only. Design subject to change.

Why would you like my feedback?

We first asked for views on plans to build a new transport interchange in 2015, as part of Stockport Council's Town Centre Access Plan (TCAP) consultation.

Since then, our plans have changed significantly and now include proposals for a public park and a residential development.

So we'd like you to have your say on our updated plans to help us finalise our proposals before they're submitted as part of a full planning application later this year.

How can I give my views?

You can submit your views either online at: tfgm.com/stockport-interchange or you can come to one of our drop-in events:

Stockport Bus Station
Thursday 5 July & Tuesday 17 July, 10am – 2pm

Merseyway Shopping Centre entrance, Mersey Square
Saturday 14 July, 10am – 2pm

Stockport Rail Station
Tuesday 26 July, 10am – 2pm

Members of our team and Stockport Council will be available at these times to answer any questions you may have.

If you require any assistance to access this information or to complete our questionnaire online, please contact the Stockport Interchange Member's Customer Support team on 0161 244 1000 or email stockport.interchange@tfgm.com

How will bus services be maintained during construction?

Working with bus operators, we'll maintain all bus services during construction and will work to ensure any disruption to routes, passengers and local residents and businesses is kept to an absolute minimum.

Most bus services will be relocated to a temporary bus station at Heath Lane car park. Some bus services will run from Mersey Square and others, including coaches, will use their temporary stops in the town centre.

While work is under way, information on changes to services and temporary bus stop locations will be available at the bus station site, at Stockport Rail Station and online.

For further information on the Stockport Interchange project:
Phone: 0161 244 1000
Email: stockport.interchange@tfgm.com
Or visit: tfgm.com/stockport-interchange

Lines are open from 7am to 8pm, Monday to Friday, and from 8am to 5pm on Saturday, Sunday and public holidays.

Appendix E

Engagement exercise posters

Bus stop poster



HAVE YOUR SAY

A new transport interchange, town centre park and residential development for Stockport

We're planning a multi-million pound transformation of Stockport's bus station into a modern transport interchange.

Plans include:

- State-of-the-art transport facilities, with improved links to the rail station and A6
- A new two-acre park with green space in the heart of the town centre
- A high-quality residential development.

Come and find out more at one of our events:

- Stockport Bus Station
Thursday 5 July and Tuesday 17 July, 10am – 2pm
- Merseyway Shopping Centre entrance, Mersey Square
Saturday 14 July, 10am – 2pm
- Stockport Rail Station
Tuesday 24 July, 10am – 2pm

You can give us your views at:
tfgm.com/stockport-interchange

Please give your feedback by Sunday 29 July 2018.

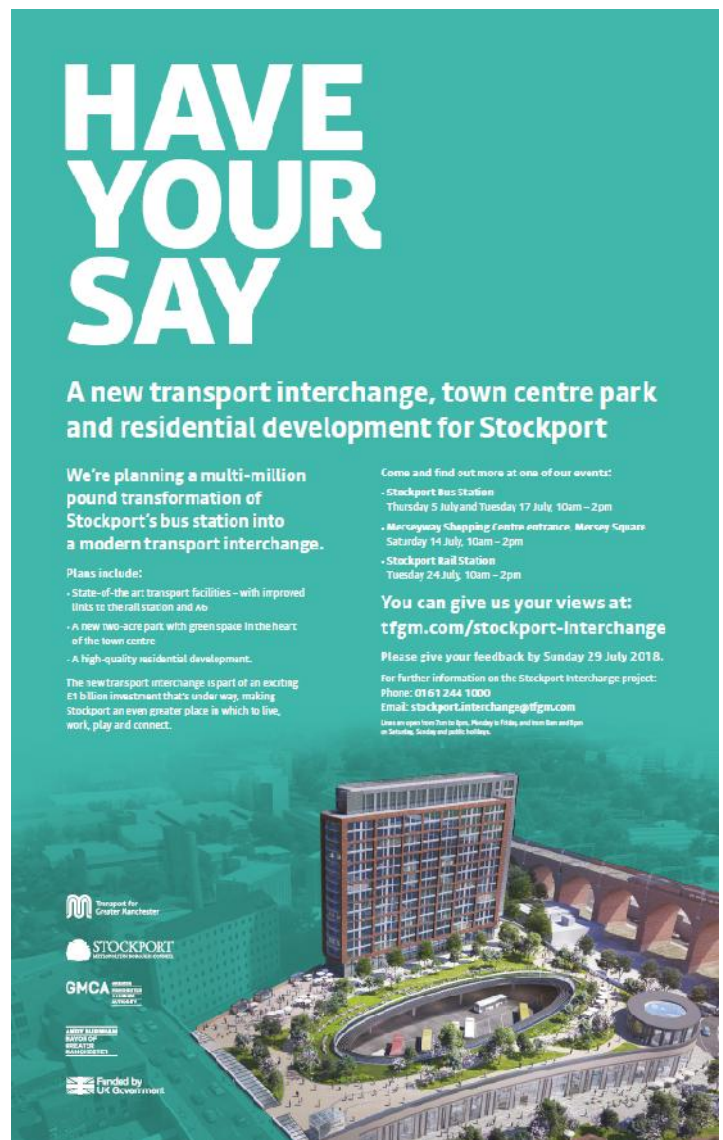
For further information on the Stockport Interchange project:
Phone: 0161 244 1000
Email: stockport.interchange@tfgm.com

Lines are open from 7am to 8pm, Monday to Friday, and from 8am and 8pm on Saturday, Sunday and public holidays.





Bus station poster



HAVE YOUR SAY

A new transport interchange, town centre park and residential development for Stockport

We're planning a multi-million pound transformation of Stockport's bus station into a modern transport interchange.

Plans include:

- State-of-the-art transport facilities - with improved links to the rail station and A6
- A new two-acre park with green space in the heart of the town centre
- A high-quality residential development.

The new transport interchange is part of an exciting £1 billion investment that's under way, making Stockport an even greater place in which to live, work, play and connect.

Come and find out more at one of our events:


- Stockport Bus Station
Thursday 5 July and Tuesday 17 July, 10am – 2pm
- Merseyway Shopping Centre entrance, Mersey Square
Saturday 14 July, 10am – 2pm
- Stockport Rail Station
Tuesday 24 July, 10am – 2pm


You can give us your views at:
tfgm.com/stockport-interchange

Please give your feedback by Sunday 29 July 2018.

For further information on the Stockport Interchange project:
Phone: 0161 244 1000
Email: stockport.interchange@tfgm.com

Lines are open from 7am to 8pm, Monday to Friday, and from 8am and 8pm on Saturday, Sunday and public holidays.





Appendix F

Opening of engagement exercise news release



29 June 2018

Innovative interchange and new town centre park for Stockport given go-ahead

Proposals for the multi-million pound redevelopment of Stockport's bus station were today (Friday 29 June) given the green light by the Greater Manchester Combined Authority (GMCA).

And now people in Stockport can give their views on plans for the state-of-the-art transport interchange in the heart of the town, featuring a two-acre public park and high-quality residential development, ahead of a planning application being submitted to Stockport Council later this year.

Funded by Transport for Greater Manchester (TfGM), Stockport Council and the GMCA, the development is planned for the site of the existing Stockport Bus Station alongside the A6 and Mersey Square in the town centre and will continue the radical £1 billion transformation under way in Stockport town centre.

Proposals include:

-) a fully accessible, covered passenger concourse in the interchange with seated waiting areas
-) better and easier routes to the town centre and rail station for pedestrians and cyclists. This includes upgrading the section of the Trans Pennine Trail alongside the River Mersey and interchange, and a lift between the interchange and A6
-) bus and train travel information screens and a new Travelshop for tickets and information

-) 20 bus stands, providing capacity for future growth in bus services
-) a new town centre park and public space, with level access directly from the A6
-) a residential development off Daw Bank with up to 200 apartments and associated car parking.
-) accessible toilets in the interchange with baby changing and 'Changing Places'* facilities
-) enhanced CCTV across the interchange
-) cycle parking

From Monday 2 July until Sunday 29 July 2018, TfGM and Stockport Council are inviting residents, businesses and community groups to tell us what they think of the plans, to help finalise proposals before they are submitted as part of a planning application.

People can give their views through an online questionnaire at www.tfgm.com/stockport-interchange or at one of a number of public information events being held in the town:

-) Thursday 5 July, 10am-2pm, Stockport Bus Station
-) Saturday 14 July, 10am-2pm, Mersey Square (outside entrance to Merseyway Shopping Centre)
-) Tuesday 17 July, 10am-2pm, Stockport Bus Station
-) Tuesday 24 July, 10am-2pm, Stockport Rail Station

The TfGM project team will be available at these events to give further information and answer any questions on the scheme.

As well as building on Stockport's already first-class connectivity, the interchange will continue the transformation begun by developments like Stockport Exchange and Redrock that have put the town on the map as a great place to live; work and visit.

Andy Burnham, Mayor of Greater Manchester, said: "Plans for a modern transport interchange, residential development and large public park demonstrate a clear ambition for Stockport to become a key urban centre in South Manchester.

"It's also a fantastic example of integrated town centre planning, with TfGM and Stockport Council working together to build something that will benefit an entire community. This is a key part of my Town Centre Challenge.

“Stockport is already an exciting place to live, work and socialise in and this new development will play an important role in making travel easier and supporting further regeneration.

“I’m now calling on train operators to free up land around rail stations across Greater Manchester so these areas can also be used for regeneration and redevelopment purposes, providing huge benefits for towns and districts.”

Councillor Alex Ganotis, Leader of Stockport Council, said: “I’m pleased that proposals for the transport interchange project have been given the go-ahead today. This is such an important project for Stockport and will take our transformation of the town centre to the next level.

“We believe that the creation of a new park, new homes for residents and modern public transport facilities will all be great additions to our town.

“I would urge everyone who lives or works in Stockport to take the opportunity to give us your views on the proposals, as your feedback will help to shape our final plans.”

Funding for the interchange project is being supported by central government through the [Greater Manchester Local Growth Deal programme](#).

For more information on Stockport Interchange, visit the dedicated webpage on the TfGM website at www.tfgm.com/stockport-interchange.

ENDS

Appendix G

Engagement exercise reminder news release



23 July 2018

One week to go for feedback on Stockport Interchange proposals

People in Stockport have until this Sunday (29 July) to have their say on plans for the multi-million pound redevelopment of Stockport Bus Station.

To date, the four-week listening exercise has seen hundreds of people give feedback on the proposals ahead of a formal planning application being submitted to Stockport Council later in the year.

Plans for the state-of-the-art transport interchange in the heart of the town feature a two-acre public park and a high-quality residential development.

Funded by Transport for Greater Manchester (TfGM), Stockport Council and the GMCA, the development is planned for the site of the existing Stockport Bus Station alongside the A6 and Mersey Square in the town centre and continues the £1 billion transformation already under way in Stockport town centre.

The proposals include:

- a fully accessible, covered passenger concourse in the interchange with seated waiting areas
- better and easier routes to the town centre and rail station for pedestrians and cyclists. This includes upgrading the section of the Trans Pennine Trail alongside the River Mersey and interchange, and a lift between the interchange and A6

- bus and train travel information screens and a new Travelshop for tickets and information
- 20 bus stands, providing capacity for future growth in bus services
- a new town centre park and public space, with level access directly from the A6
- a residential development off Daw Bank with up to 200 apartments and associated car parking.
- accessible toilets in the interchange with baby changing and [‘Changing Places’](#)* facilities
- enhanced CCTV across the interchange
- cycle parking

Funding for the interchange project is being supported by central government through the Greater Manchester Local Growth Deal programme.

Anyone wanting to view the plans and have their say should visit the dedicated [Stockport Interchange](#) page on the TfGM website at www.tfgm.com/stockport-interchange by this Sunday (29 July).

ENDS

the 1990s, the number of publications on the topic has increased steadily, and the number of authors has increased from 1 to 100.

There are a number of reasons for the increase in research on the topic. One reason is the growing awareness of the importance of the topic. Another reason is the increasing availability of data and methods for studying the topic.

The following sections discuss the current state of research on the topic, and the challenges that remain. The first section discusses the importance of the topic, and the second section discusses the challenges that remain.

The importance of the topic is that it is a major cause of global warming. The challenges that remain are that we need to develop better methods for studying the topic, and we need to develop better ways to reduce the impact of the topic.

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