

# **CAR FREE LOW CARBON TRAVEL FOR LONGDENDALE AND GLOSSOPDALE**

## **Travel Experiences - Summary of Resident Results**

### **Summary**

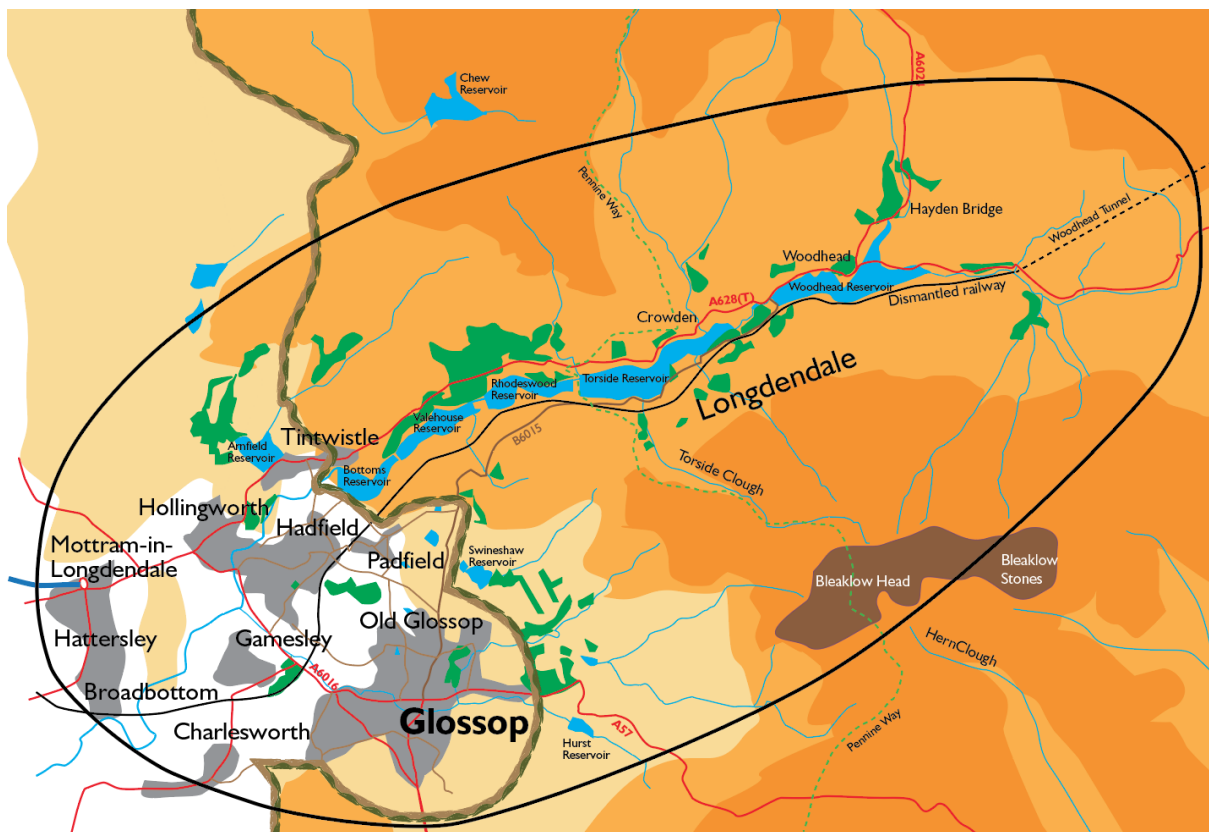
Many people in the area already walked many local journeys but their experience would benefit from reduced car and lorry movements. The most difficult journey that could be walked, but was not, was that to the local supermarket for the heavy weekly shop. Cycling was not popular (except for leisure) due to the intimidating volume of traffic, sense of danger and the hilly terrain. Segregated routes and the sharing of quieter ways known to those who cycle regularly would encourage others. E-bikes are being considered but they do not address safety concerns and there are questions about their sustainability. Public transport is costly with complex ticketing. Bus services are slow, unreliable and 'go round the houses'. The train to Manchester provides a well-used and effective service. The bus and train services to Manchester Airport were considered good. However, both Mottram and Gamesley suffered from poor access to both bus and train services, and access to Stalybridge and Ashton needs to be improved.

For private cars, journeys using the trunk road or the A57 to Glossop experienced extended peak hour congestion. The easiest journeys by car headed east and south out of the area. Car sharing with friends and use of taxis in Gamesley occurred frequently, but carpooling and car clubs were poorly supported. Electric cars are on everyone's horizon but their cost, range, lack of charging points and the sustainability of materials used in their construction were key concerns.

### **Background**

The Future of Longdendale survey (for area covered see diagram below) showed that the majority concern was with travel and reducing the impact of cars and lorries on people and the environment. In that context the travel questionnaire aimed to ascertain what changes in travel people would be prepared to make to leave the car at home for everyday local journeys to get to work or school, to shop, to have an evening out, to meet friends, or to visit the doctor or the hospital. All of the answers were collected during Covid-19 restrictions, either Tier 4 before Christmas (2020) or complete lockdown in the New Year (2021). Respondents were asked to consider their pre-Covid travel experiences, although occasionally they appeared to be talking about their pandemic experiences.

Travel experiences have been collected from 41 residents; 29 had individual phone calls, 10 filled in the questionnaire and 1 responded by email and 1 to the online survey. Every settlement in Glossopdale – Glossop, Padfield, Hadfield, Charlesworth, Simmondley and Gamesley - was represented by at least one respondent; in Longdendale, residents of Tintwistle and Mottram were represented. Eight people had no access to a car either because they couldn't drive, or their partner used the only car, or they had no car, so the questions were adjusted to their circumstances. Two respondents took a strategic overview noting the faults in local planning. How would Transport for Greater Manchester (TfGM) provide primary sustainable transport when the proposed Godley Green Garden Village would generate about 5,000 new journeys a day? The current reasonable quality of the Glossop-Manchester train travel would be overwhelmed. Similarly housebuilding in Glossopdale, with provision for 2 or 3 cars per house, also continues to put pressure on local roads and alternative means of travel.



### Issues with using a car

Which journey is most difficult by private car, what would encourage you to car share or use a car pool or car club, what would encourage you to switch to an electric car, which journey is easiest by private car?

Nearly all drivers found journeys using the A57/A628T road difficult due to congestion on Mottram Moor, particularly during peak hours. This included journeys to Manchester from anywhere in Longdendale or Glossopdale, from Mottram east to Longdendale or from Mottram to Glossop. Once through Mottram, journeys on the M67 and M60 were considered easy. Avoiding peak times and travelling early morning or late at night made the journey faster. The worst time is Sunday lunch 'when Sheffield comes to Trafford Centre and Manchester goes to Meadowhall'. There were several accounts of extreme experiences of congestion on the trunk route - one driver had abandoned the car, came home by train and returned later to collect it. North-south journeys that crossed the trunk road were also difficult due to the priority given the trunk road traffic.

Glossopdale experiences similar peak hours congestion on the single carriageway A57 as on the trunk road. To avoid long tail backs on the A57 through Glossop and the central crossroads (which take at least 3 changes of lights to get through) drivers use rat runs '*until that becomes congested and have to find another*'. One favourite is the Dinting Road rat run; another is via Simmondley, Charlesworth and Broadbottom. The latter creates issues through the Simmondley estate on Simmondley Lane where cars are parked on one side, with larger vehicles causing intimidation and hitting wing mirrors.

Other routes out of Glossop to Stockport and Marple are also difficult due to traffic jams. The A626 via Charlesworth is noted for its hazards rather than its traffic – a windy hilly road, with sheep escaping through dodgy fences and flooding at Holehouse junction. An alternative is the Hayfield, Birch Vale and Sett Valley route. If these routes are impassable, there is also a route via Mottram, Gee Cross, Woodley and Romiley which adds 4 miles but avoids sheep and floods.

The easiest car journeys were those from Mottram travelling to Stalybridge (6 minutes by car) and from Glossop travelling east or south to Charlesworth, to New Mills, or into the Peak District. '*But even on these roads we need to decide who the road is for – pedestrians or drivers? New road rules should apply 30mph speed limit if there is no central white line, and narrow roads with blind bends and hedges should be quiet lanes shared with pedestrians.*' A small proportion liked the ease of just putting the destination in the sat nav and going.

Car parking in Greater Manchester is considered expensive but generally in Glossopdale was not considered to be an issue.

Most people were willing to give/take lifts to/from friends or someone from work if they were working the same shift, 'bearing in mind safety and timings'. *'I don't know if I would ever feel comfortable to share cars with those I don't know'*. Several people share taxis for example with a friend to return from Glossop to Gamesley with shopping. Ease of organising the arrangements is important.

One or two people had considered car sharing as 'the car is parked a lot' but they had decided against it. Sharing the same values is important – people need to feel safe and comfortable, and know that there is proper insurance in place; one would car share especially if it's an EV (electric car). Several people thought car sharing too restrictive. *'I don't think anything would encourage me. I want to go out when I want, for the amount of time that I want.'* *'Not against the idea but not relevant to our circumstances'*. However *'in 30yrs time even 10yrs it will be a shared car, parked waiting for next person, self-drive that integrates with everything...'*

There was less support for car pooling and car clubs, perhaps because there is little opportunity to try it out locally. *'A car pool has to be extremely well run and very user friendly with flexible arrangements, able to cope with an emergency, regular trips, holidays... It can be done.'* Car clubs were considered [2]<sup>1</sup> to work poorly in rural areas such as Mottram compared to high density settlements such as Didsbury or Hattersley where they would work well.

People are seriously considering getting an EV but are deterred by the cost [7] which for some is prohibitive; by the embodied carbon [2]; by the sustainability of the batteries which have a limited life, are expensive to replace and consume precious metals – 'are there enough for all to have an EV?' [4]; by the range of travel [2] and the lack of charging points [8]. Several people wanted charging points outside the house on the drive. Mostly people were waiting for technology to develop and become affordable, choosing a hybrid vehicle for their next car or not buying EV at all 'as they will go to hydrogen'. But their lack of impact on congestion was noted. *'I think electric cars are hardly going to be the future, and the talk of them is somewhat dishonest really, to fudge the real need to deal with the saturation of modern life and planning by car travel.'* One person had switched to EV for environmental reasons.

Several people loved driving to see the scenery and were most comfortable in their car for safety and health reasons.

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<sup>1</sup> [figure] indicate numbers of the sample giving that answer

## Switching to walking

### Which journey is most difficult to walk, what stops you from walking, what would encourage you to walk more, which journey is easiest to walk?

Many people already walked into Glossop (all residential areas are within 1 mile of the centre), despite having a good local bus service. Shopping at the greengrocer and butcher were frequent mentions; others walked to small local shops for top up shopping in their local settlements e.g. to collect eggs from the farm. The limited range of some of these shops forced people to shop elsewhere and once the journey is being made the local offer was ignored. More local shops would help although the cost compared to the supermarket was noted. A number of people are having deliveries from local shops (veggie boxes, fish, butcher and greengrocer) during the Covid pandemic and wanted this to continue. Perhaps buses could be used as a courier service for last mile journeys of goods and packages. Several [4] people walked children to school.

The most frequent journey that would be difficult to walk locally is the weekly trip to the supermarket due the volume and weight of packages. Others had trips requiring bulk delivery or collection of food or garden/building materials. Most people when walking locally noticed the busy main roads making walking *'deeply unpleasant with noise and fumes in places; lorries on the A628T through Hollingworth; the sheer number of cars and HGVs make Cemetery Road (between Hadfield and Glossop) like a motorway.'* *'The amount of emissions on the main road currently are very off putting'*. Also the industrial estates are not nice places to walk, nor is the trunk road easy to cross. The easiest journey to walk for many is the journey to work.

There were several discouragements to walking. The hilly terrain limited some walking – *'I can walk down to Glossop but not back up to Gamesley'*. *'It is a 20% gradient down to Broadbottom'*. *'Walking from Mottram to Morrisons in Hyde or Hattersley is very difficult as you have to negotiate the M67.'* Safety is very important. Pavements north of Roe Cross deteriorate as you travel towards Stalybridge and are only on one side of the road. Along Dinting Road in Glossop the pavements are narrow, sometimes with parked cars on them – *'you have to walk single file, can't see round vans so you have to step out in road.'* Similarly *'Walking from Simmondley to Glossop is also a little dangerous for a 5 yr old due to the roads especially the main road that splits these areas - Turnlee Road.'* Illegal cycling by adult cyclists (up to 20mph) endangers those using the pavements particularly outside terrace houses whose doors open directly onto the pavement.

The weather (lack of gritting on the pavements) and the time of day (twilight on main road through Glossop) infrequently interfered with walking. One or two people were limited by the health of a partner or a dependent family member. Several journeys were too long to walk and cycle e.g. a 3 mile journey to school or travelling to see relatives.

Alternative off-road routes avoiding traffic and fumes are important but inadequate. The road between Charlesworth to Simmondley which has blind bends and no pavements no longer has a clear public footpath past Hargate Hill Stables. From Gamesley, people cut through the woods to get to Glossop using a right of way but it's *'not lit, it's muddy underfoot and there's fly tipping of black plastic bags (worse in pandemic)'*. Resurfacing the track and lighting would encourage walking. Providing a convenient crossing point and a pavement on the left hand side for the descent of Glossop Road would make the walk from Gamesley to Glossop safer. Better signage of rights of way should indicate where they are and who can use them.

#### **Suggestions to encourage walking included:**

- Maps to increase profile of routes;
- Chicanes on roads to slow traffic;
- Local community complicit in parking on road to narrow it and force speed reductions;
- Really wide pavements - on Glossop High Street these had made social distancing easy;
- Provision of pavements;
- Better footpaths - widening of some footpaths and adoption of 'Miles without Stiles' walking routes for easier access for those with mobility problems, wheelchairs or push chairs;
- Stop cars parking on pavements;
- Traffic-free (or mostly traffic-free) routes between settlements.

However, time and convenience, the willpower to walk, and sometimes life just gets in the way and the kids get bundled into the car rather than walking to school.

#### **Switching to cycling**

**Which journey is most difficult to cycle, what stops you from cycling, what would encourage you to cycle more, which journey is easiest to cycle?**

This was a much less popular as a mode, as expected. The few dedicated cyclists who cycled regularly locally or longer distances knew all the routes, shortcuts and quiet

alternatives. *'It is an important part of my lifestyle choice and physical exercise programme.'*

Those who cycled to work in Manchester knew a number of routes to avoid Mottram Moor e.g. by going via Broadbottom which takes longer and there are lots of different routes once inside the M60. Most important is the directness and the quietness of the routes; TfGM's plans for the segregated Bee network are thought to be good.

The reasons given for not cycling, in descending order of frequency given, are:

- Dangerous busy roads (cycling on Sett Valley Trail was given as an example of a safe ride) with polluting environments. The A57 through Glossop and Dinting Vale was particularly avoided *'I cycle along the pavement along the A57 – don't feel safe not enough space, parked cars, big lorries – speed OK. It's the volume'*. There is no easy route to Longdendale down Mottram Moor – *'traffic is too dangerous on A628T with 42 tonne lorries passing very close'*. *'I would never use the A626 between Dinting Vale and Charlesworth;'* *'the easiest ride would be Charlesworth to Marple Bridge, if I were wicked enough to ride on the pavement all the way.'* *'Glossop to Marple has dangerous roads and fast cars' – 'extremely dangerous on a Sunday morning'* - and *'cycling into the Peak District is not for the fainthearted'*.
- Narrow winding roads – *'I'd never cycle Charlesworth to Glossop on High Lane.'*
- No cycle lanes – those put in by Tameside Council on the A560 to get to Gee Cross are all parked on and disappear after 200m – and no priority given to cyclists;
- Barriers on off-road routes (a) can't bike a back way via Hobson Moor Road, residents stop you using Cow Lane; (b) can't cycle on bridleway past Hollingworth Farm as signs saying no cycling; (b) using the trans-Pennine Trail through Hattersley and Gee Cross you have to negotiate the M67 roundabout.
- The terrain – Glossop is spread over a series of hills. Chunal Hill provides a steep ascent going south out of Glossop and is a show stopper for cycling; similarly there is a massive hill to negotiate from Glossop or Broadbottom to Mottram; and it's difficult between Glossop and Hadfield.
- Parked cars choke Victorian streets of terrace houses in the town centre – almost impossible to solve because people have 2 cars with no alternatives but to park on-street;
- Life circumstances - don't use the bike because of walking the dog, having young kids, so risky with a family; *'have to be on guard for hazards so I don't enjoy it'*; or the inability to mend a puncture. One or two people had health issues which prevented them from considering cycling. One person daily cycled the round trip

of 14 miles to Bredbury until a new job in New Mills with 12 hour shifts meant he had to get a car.

- Weather is not a big deterrent – as one cyclist said, *'it's never as wet as you think, you rarely get soaked.'*
- Several people disliked cycling immensely – *'I haven't enjoyed it since I was 12'.*

A number of people are thinking about e-bikes [9] although they haven't had the opportunity to try one and *'they don't get round the safety problems of heavy traffic.'* *'An e-bike yes would use it to go to Hayfield up Chunal Hill.'* One person noted that e-bikes are very heavy so you can't transport them e.g. in a motorhome. Several were concerned about the use of precious metals in batteries, and about cost and ecological impacts as the majority are made in China.

One advocate for e-bikes provided robust evidence of their benefits. Door to door from home to the rail station and then train to work in Manchester (plus walk) took about 1hr. Discouraged from taking his bike on the crowded train with cyclists jostling for the disabled space he discovered that cycling the whole way adds only 5minutes. The initial outlay for an e-bike was £2000 and £150 pa insurance but now he is saving money – the £150/month spent on train fares - so he has been able to invest in waterproof kit and socks. *'Travel has become super cheap.'* The security cycle lock up at work is OK but there are no showers for which he had to join a gym.

E-scooters were suggested as an alternative to e-bikes. In San Diego many people used them and there were less cars on the road. They were simple to use with a phone app, cheap at 50p for 30-60 mins, and convenient. You could leave them outside people's houses, and people would charge them in their own houses and leave them for others to collect and use.

### **Suggestions to encourage people to cycle included:**

- Off-road segregated safe routes [6] or quiet lanes away from fumes, well mapped for both radial and orbital routes. Potential key routes out of the area were identified
  - A57 all the way to Denton;
  - Matley Lane, Dukinfield to Stalybridge. The bridleway to Roe Cross is not passable on a bike but could easily be repurposed to allow it; from Stalybridge the canal towpath and back roads could be followed all the way to Ashton;
  - Stockport partly on/beside trans-Pennine Trail
  - A624 to Hayfield.



- However not everywhere could have a segregated route - where would you put one in Hadfield? - and proper bike lanes on Woodhead Road or Cemetery Road would destroy the countryside;
- Ensuring existing off road routes are fit for purpose, well signed, with no hazards such as crossing main roads; the Trans-Pennine Trail, Longdendale Trail and other cycle ways need joining up as a network;
- Showers at work;
- Good security wherever parked;
- Easy access to trials of e-bikes;
- Cycle hire on local estates *'on Gamesley – lots of people would use it'*
- Less cars on the road and slower speeds;
- Better policing of parking on double yellow lines.

### **Using public transport instead**

**Which journey is most difficult by public transport, what stops you from using the bus or train, what would encourage you to use the bus and train more, which journey is easiest by public transport?**

The overall impression given is that it's difficult getting about by bus or train in Glossopdale and Longdendale, or travelling out of the area to other Derbyshire settlements. The services are unreliable, travellers are not sure of the routes, there is no one app that gives you all the information needed, buses are full in commuting hours and services are disappearing. *'I use the bus to get to work but due to the unreliable and infrequent service (now the 236) has gone I am planning to get a car. I wouldn't get a car if the bus services were more frequent and you could actually get on a bus at commuting hours.'*

**The buses are inconvenient**, never go where you want them to go; frequency and reliability are poor; there are few shelters which makes waiting in winter miserable; there's nowhere to sit, and no electronic signing to assist. Even living within Glossopdale a change of bus is required for some destinations.

**Public transport is unreliable** – there was frustration with Northern's performance running the trains and with cancelled buses. *'Once per week the train would be cancelled, so I was late, all the time savings from using the train were lost and it cost £40 taxi to get home...'*

**Buses are very slow** 'they crawl' and with no designated lanes get stuck in traffic. *'Bus to Manchester felt like a European tour...'* *'Catch the 201 from John Kennedy Rd*

*(in Mottram) it goes round the houses, takes an hour much slower than using the train.’ ‘If I wanted to go from Glossop to Buxton or Chapel, or New Mills it would make little sense currently not to use a car, unless I wanted to spend half the day travelling. Denton from Glossop would take 3 hours by bus [2] because it’s going round the houses’.* However an express bus from Glossop to Manchester would be in direct competition with the train. Some long journeys to work by public transport were impossible - to Droylsden, to Old Trafford and to Rochdale/Ashton – *‘I used to take train to Manchester, tram to Rochdale then walk 30mins –I was exhausted...’*

Bus services **early morning and in the evening** are non-existent. *‘There are no buses at 0600 to get to work; I would need 2 separate buses one from Hollingworth to Glossop then Glossop to New Mills plus a walk between stops and at the other end.’* The last bus to Hayfield is at 7pm. There are poor evening services and no buses at all at the weekend between Charlesworth and Marple. There is no bus to Hazel Grove from Glossop.

**Tortuous journeys** were required to travel out of the area. Glossop’s single connection to Manchester by train was compared to those of Stalybridge from where it was easy to get by train all over the north – York, Atherton, Oldham. To make those connections from Glossopdale people have to go into Manchester or catch the bus to Stalybridge or *‘to get to Shaw I have to have to catch bus 237 Hadfield to Stalybridge then change for another to Shaw. Yet lots of people living in Glossopdale want to make the same sort of connections’...*; Stockport is difficult [4] *‘Using the train I would have had to go from Glossop station, change at Piccadilly to catch the Stockport train laden with books etc impossible!’* To get to Urmston in South Manchester requires three trains and a fairly long walk.

There were several **very difficult journeys**:

- To Manchester Royal Eye Hospital – there is no specific bus. There is one to east Stockport, change at Piccadilly, change at Deansgate...
- Tameside Hospital is a nightmare [5] have to get a taxi – the buses are too slow. *‘There’s the 237 Glossop to Ashton – I’m amazed that it doesn’t go close to hospital it’s a 15-20 mins walk! And it takes so long’ [2]* although the 237 to Ashton is generally a brilliant service.
- Sheffield – *‘to go by train you have to go into Manchester it takes hours – so we drive 8 miles to Chinley to catch the Hope Valley train there; or we could catch the bus to New Mills and catch the train from there.’*
- Hattersley from Broadbottom – *‘the bus journey is very expensive and infrequent’.*

**Bus and train fares** are expensive and ticketing is considered complex. The county boundary with Greater Manchester is also the boundary of subsidised fares – those living in High Peak drive to within the Greater Manchester boundary to take advantage of cheaper fares. *'It's always cheaper to use the car except to go into Manchester'*, although one respondent noted the car into Manchester is cheaper - £3 petrol and £2 parking whereas the train is £6 each return. Within Glossopdale the cost of a taxi is not much more than using a bus – *'£4 Glossop to Gamesley and it drops you at the door and where you want to go'*. Travelling to Stalybridge by taxi costs £7-8 for two, whereas the bus fare is £3-80 each.

For those whose **mobility** was impaired and who needed to be picked up on the doorstep and dropped at the destination public transport was not possible. A few had made **the lifestyle choice** to never use public transport *'it's not what we do'*. Another was stopped by anti-social behaviour and inconvenience in rural areas.

On the positive side the buses that circled the residential areas of Glossop and took people short journeys to the centre of Glossop were considered the easiest journeys. *'The 237 from Tintwistle to Hadfield takes 15 minutes and is equivalent to using the car.'*

The new X57 Sheffield to Manchester express via Glossop (90mins journey time) launched in November is considered a brilliant direct connection. Several people had already used it and once safe from Covid many would use it to visit the Peak District and to get to Sheffield.

The Glossop/Hadfield to Manchester half hourly rail service taking 33 minutes is considered good value (with the equivalent journey on the bus taking 1-1.5 hours going around the houses). Difficult and expensive parking in Greater Manchester was a strong incentive to use the train. *'It is a little rough and ready, and too crowded at peak times, but not a bad service.'* It provides the easiest journey to Manchester [5] – for shopping, evening events, but *'if the last train is a bus I would use the car.'* Generally people felt safe on the train but two did not feel safe walking round Piccadilly. Two people expressed concern about safety on trains and buses late at night with no conductors. Once off the train there were other safety concerns – the walk along Dinting Road from Dinting station is poorly lit and people often use a taxi. Several people did not feel safe using Hattersley station and instead drive to Broadbottom to use the well-lit free car park.

Access to Manchester Airport was considered good. The Manchester airport bus takes 30 mins from Glossop, the charges are extremely reasonable for the usually reliable service and the convenience. By train with one change in Manchester is a good price and saves parking charges.

Residents from two of the settlements, Gamesley and Mottram, emphasised the issues with access to public transport and its provision - the weather, lack of gritting on the pavements, the time of day, twilight on the main road through Glossop - and one or two people were limited by the health of a partner or a dependent family member.

In Gamesley, nearly 50% of households have no access to a car. With the bus service from Gamesley described by some as terrible, there is strong reliance on taxis for local journeys – *'The 341 is so unreliable; there's only one bus to Glossop Train station too far away, cheaper to get a taxi. There is an hourly service to Ashton which is good and stops on the estate so it's not far to walk wherever you live. To get to Manchester you have to catch the bus at the bottom of the hill in Dinting Vale, go to Ashton and change buses – it takes 2 hrs. The alternative is to walk to Dinting station which is 20 mins uphill then catch a train which reduces the journey to an hour. A direct express bus from Gamesley to Manchester would help. The bus is good to Stalybridge (on its way to Ashton) and stops at Glossop Caravans on the A57 but it's a fair walk. It would add only 10 mins if it were to go round the Gamesley estate. There is a short cut to the bus stop on A57 but it's an unsurfaced C road past the tip and through Gamesley woods - it's dark with overhanging vegetation so you have to walk in the road and cars use the road...'*

Mottram is particularly poorly served by public transport as it falls between two travel corridors – Glossop-Manchester rail corridor through Broadbottom and Stalybridge bus corridor. From Mottram there are only 2 buses per hour to Stalybridge or Hyde or Glossop with the 237 going round the houses (Hadfield) to get to Stalybridge via Mottram. To catch a train to Manchester, Mottram residents have to drive either to Hattersley/Broadbottom/Glossop stations to go to Piccadilly or to Stalybridge station to go to Victoria. The latter is easier for parts of Manchester but there is no parking at the station and the bus to Stalybridge can't be relied on to make the connection. The other alternative is to drive to Ashton-under-Lyne and catch the tram. By contrast Tintwistle, the other settlement in Longdendale, has good access either by walking or by bus to Hadfield station.

Integration of public transport with cycling is particularly poor. There is a lack of space for bikes – *‘I find it difficult to get to the National Cycling Centre by public transport due to the amount of transfers and lack of space for equipment such as BMXs and kit’*. On crowded trains cyclists jostle for the disabled space.

**Suggestions to encourage greater use of public transport included:**

- Reliability of the service has to equal that of using the car;
- Bus services shaped to serve the community e.g. a single decker vehicle that was filled rather than empty double deckers; or minibuses, small vehicles that dash all over the place and are full; demand responsive flexible buses;
- Regular frequent cheap or free bus services during commuting hours;
- Better bus services in the evenings – a night time service from outlying villages such as Hayfield (and other rural villages) to Glossop would support Glossop nightlife: arts, music concerts, hospitality;
- Specific services (a) Bus from Glossop to Lyme Park - as it is you have to get to New Mills station via Manchester, and catch a bus from New Mills; (b) Express bus between Simmondley and Manchester with few stops; (c) A better service to Marple/Stockport; (d) reinstatement of the 236 and buses to the hospital.
- A railway station at Gamesley;
- Well-lit stations with free parking;
- A later train from Manchester;
- Popular routes to rail stations and bus stops that are better lit and safer;
- There were mixed views on a Metro extension between Ashton and Glossop. One person put it as their *‘number 1 encourager’*. *‘Tram to Stalybridge would be good’*. *‘It would be great. There are strong links with Ashton – regular hospital appointments, colleges, schools, are all popular in Glossopdale – but what about the pain of disruption to construct.’* Others *‘can’t justify an extension from Stalybridge – what would it add?’* *‘Metro to Glossop wouldn’t help outlying villages...’*
- More services to different locations;
- Better links with other modes;
- Linking all modes of transport, cycling, walking, buses, trains, trams with one app for the whole country that works with the efficiency of Google. One pass that allows you to use whichever transport method you like – an Oyster card like London’s.