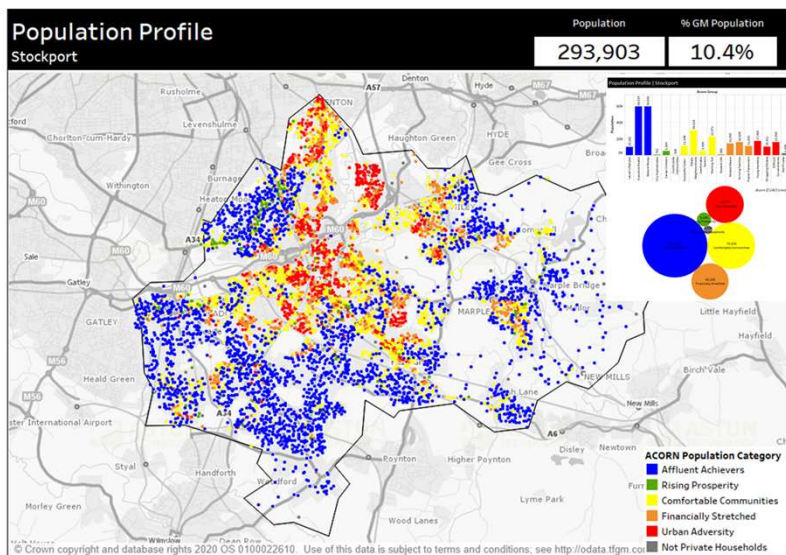Changes To Public Transport

Scrutiny 14/01/2021

# This Presentation Will Include:

- Pre Covid (Feb 2020) travel patterns

- Changes in travel during the first (March) lockdown and during the recovery after that lockdown

- The impact on potential passenger capacity due to social distancing rules

- All data is only indicative as much of the data can only be considered as best estimates and covers an extremely volatile period

- The latest update from some rail operators

## Stockport – Population Profile

**Population Profile**
Stockport

| Population | % GM Population |
|---|---|
| 293,903 | 10.4% |



**ACORN Population Category**
- ■ Affluent Achievers
- ■ Rising Prosperity
- ■ Comfortable Communities
- ■ Financially Stretched
- ■ Urban Adversity
- ■ Not Private Households

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## Stockport – What We Know Pre-Lockdown

**Trip generators (why and when are people travelling)?**

Of all trips that start in Stockport, **Neighbourhood** (short and local) and **Wider City Region** (trips across the area, between centres or to other major destinations) are the most frequent type, both accounting for 94% of all trips and both are higher than the GM average for these kinds of trips.
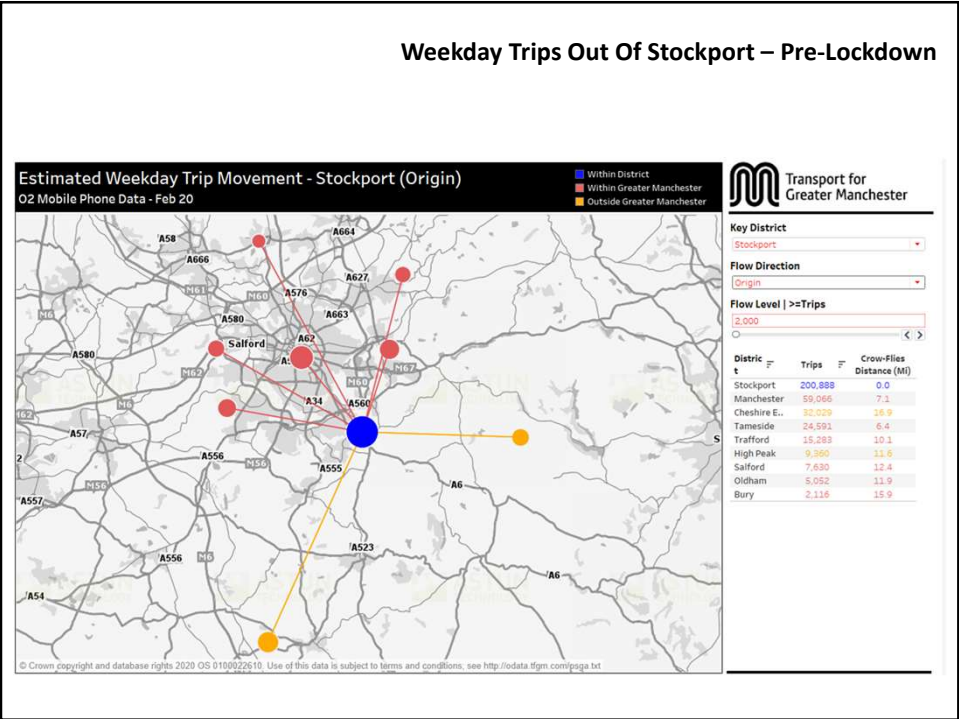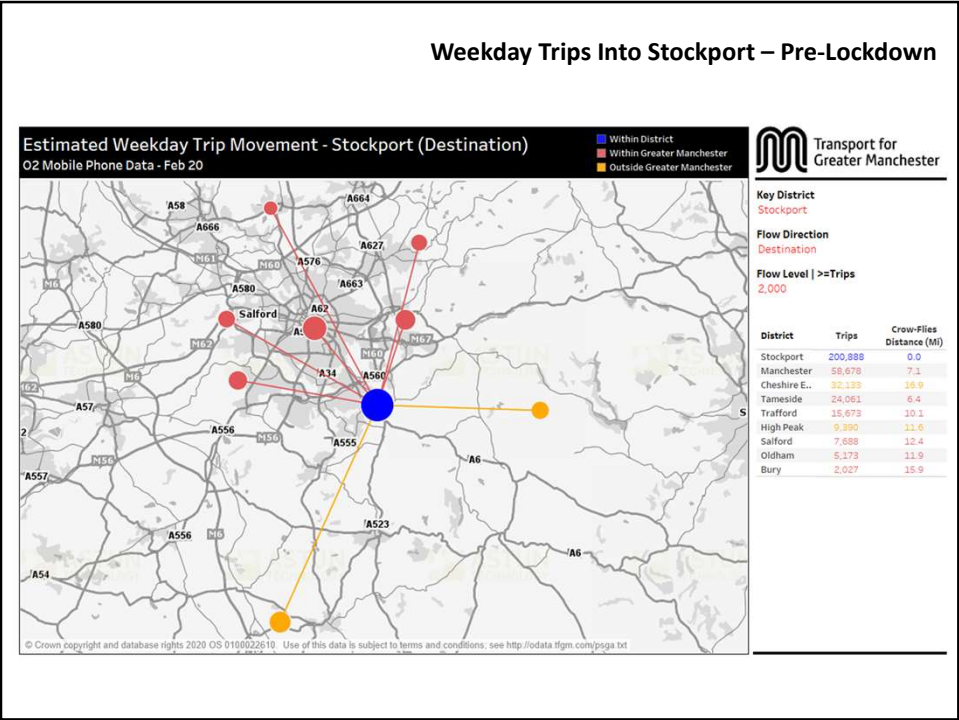
In comparison, there are fewer **Regional Centre** trips (trips from Stockport into Manchester or Salford city centre, or the Etihad Campus area) than the GM average (3% vs. 15%.

70% of daily commute trips made by Stockport residents are made by car or van (as either driver or passenger) compared to 62% across GM, 17% by public transport and 12% are by active modes (both below the GM average of 17% and 19% respectively).
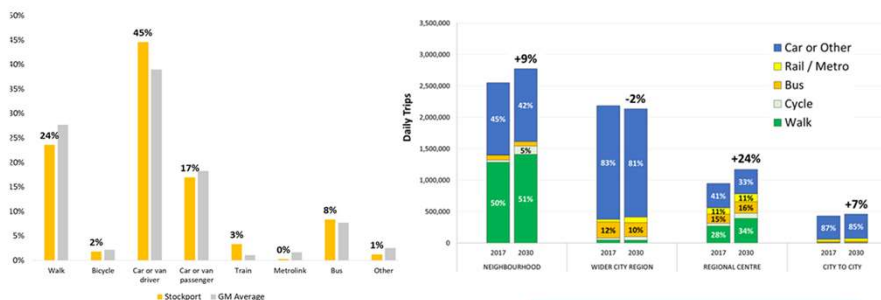
**Demographics (who is travelling)?**

- Post travel restrictions the number of trips being made to, from and within Stockport bottomed out at 33% or pre CV19 levels.
- Following the return on non-essential retail approximately 66% CV19 trips are being made.
- An estimated 2% of trips are commute trips for NHS and service staff and a further 4% or commute trips are for essential retail. This is in line with the GM and UK average.
- An estimated 32% of trips currently being made relate to daily exercise or accessing essential healthcare.

## Weekday Trips Into Stockport – Pre-Lockdown

Estimated Weekday Trip Movement - Stockport (Destination)
O2 Mobile Phone Data - Feb 20

■ Within District
■ Within Greater Manchester
■ Outside Greater Manchester

**Transport for Greater Manchester**

**Key District**
Stockport

**Flow Direction**
Destination

**Flow Level | >=Trips**
2,000

| District | Trips | Crow-Flies Distance (Mi) |
|---|---|---|
| Stockport | 200,888 | 0.0 |
| Manchester | 58,678 | 7.1 |
| Cheshire E.. | 32,133 | 16.9 |
| Tameside | 24,061 | 6.4 |
| Trafford | 15,673 | 10.1 |
| High Peak | 9,390 | 11.6 |
| Salford | 7,688 | 12.4 |
| Oldham | 5,173 | 11.9 |
| Bury | 2,027 | 15.9 |

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## Weekday Trips Out Of Stockport – Pre-Lockdown

Estimated Weekday Trip Movement - Stockport (Origin)
O2 Mobile Phone Data - Feb 20

■ Within District
■ Within Greater Manchester
■ Outside Greater Manchester

**Transport for Greater Manchester**

**Key District**
Stockport

**Flow Direction**
Origin

**Flow Level | >=Trips**
2,000

| District | Trips | Crow-Flies Distance (Mi) |
|---|---|---|
| Stockport | 200,888 | 0.0 |
| Manchester | 59,066 | 7.1 |
| Cheshire E.. | 32,029 | 16.9 |
| Tameside | 24,591 | 6.4 |
| Trafford | 15,283 | 10.1 |
| High Peak | 9,380 | 11.6 |
| Salford | 7,630 | 12.4 |
| Oldham | 5,052 | 11.9 |
| Bury | 2,116 | 15.9 |

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## Stockport – Pre-Lockdown Transport



**Place make up (how can people travel)?**

**Transport Options**
- Train
- Bus
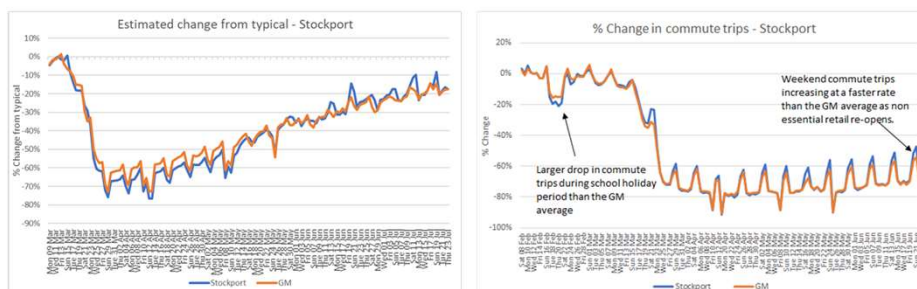- Car
- Active Modes (Cycling and Walking)

**Pre-Covid Transport Splits (TRADS Yrs 567: 2016-2018)**
Of all daily trips made by Stockport residents:
- 62% are made by car or van
- 11% are made by public transport
- 26% are made by active modes
- Car, bus and train trips are higher than the GM average, whereas active mode trips are lower

## Stockport – Trips & Commuting – Mar-Jul 2020



**COVID-19 changes?**

- Mobile phone data shows that the level of trips to, from and within Stockport are in line with the GM average on weekdays, but above the GM average on weekends. In Stockport the average daily number of trips being made is only 38% below the pre COVID-19 level. The average for GM is 41%.
- This dataset also shows that around 32% of those who made a regular commute tips in Stockport are still making that trip. This is marginally above the GM average of 31%.
- The higher rate of weekend mobility for Stockport in the Mobile Phone data is also reflected in the traffic count data. Weekend traffic volumes in Stockport are 16% below typical. The average for GM is 24% below typical.

**Stockport – Traffic Volumes – 13 Sep**

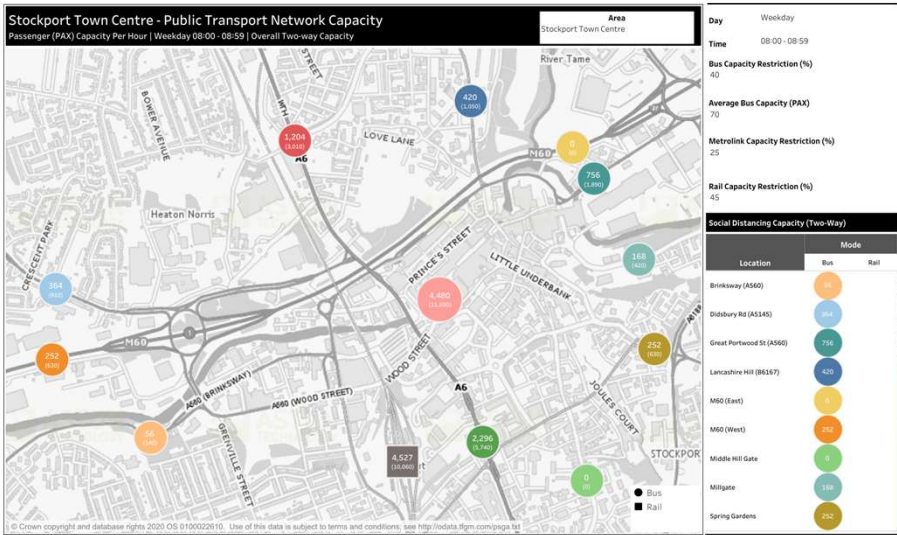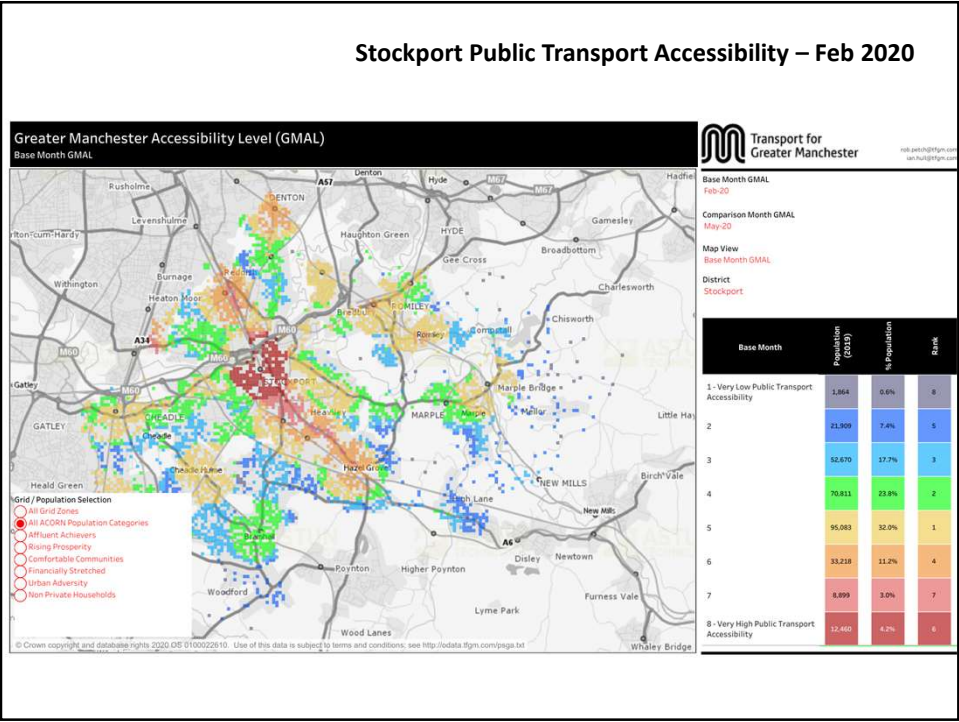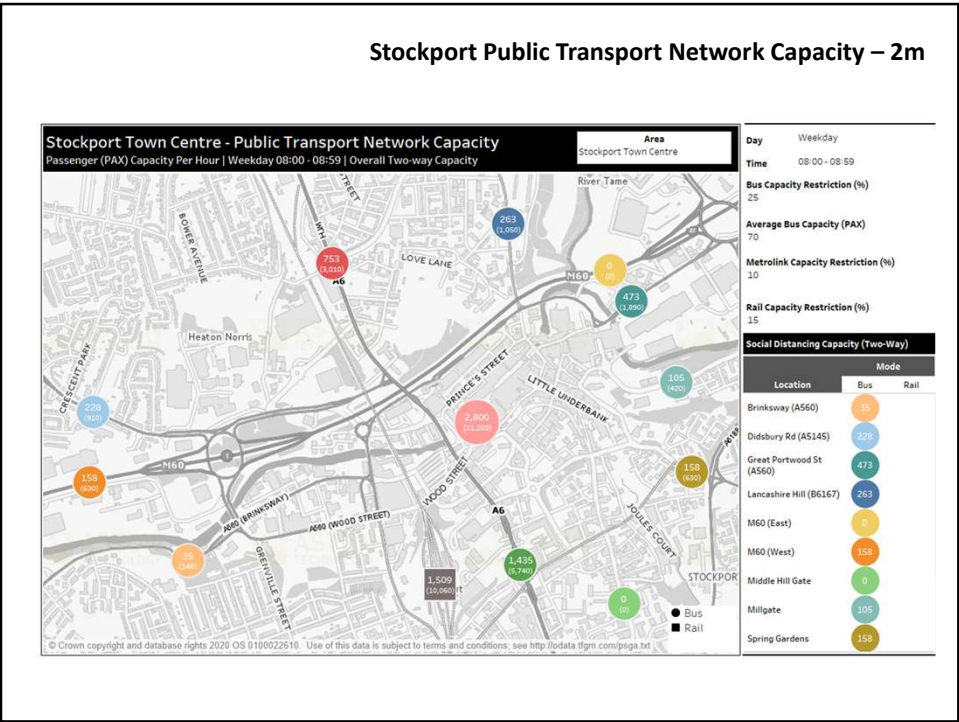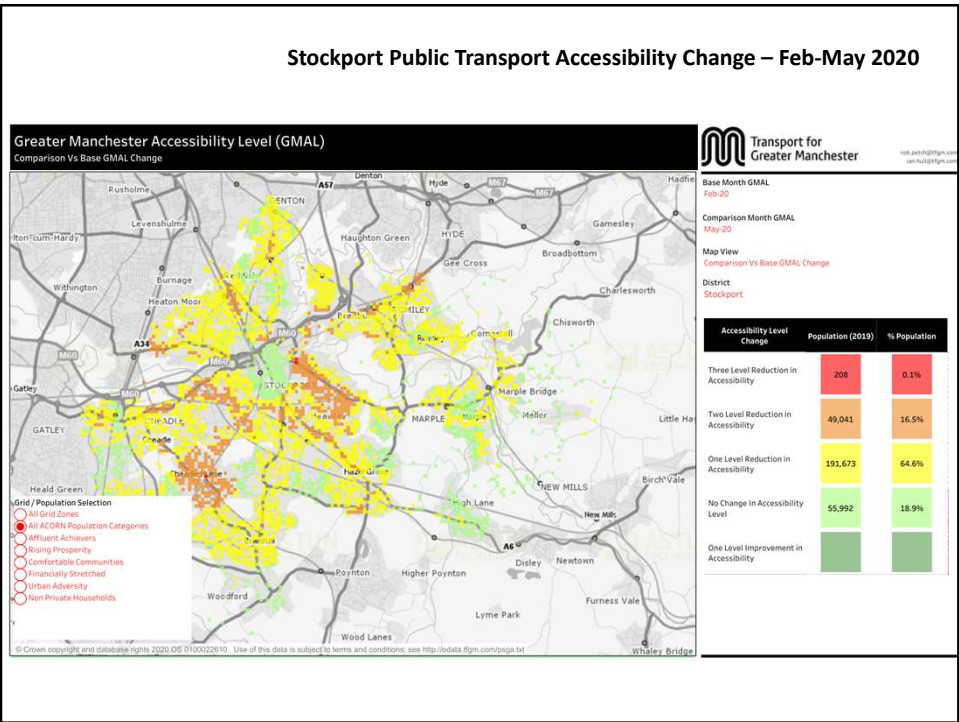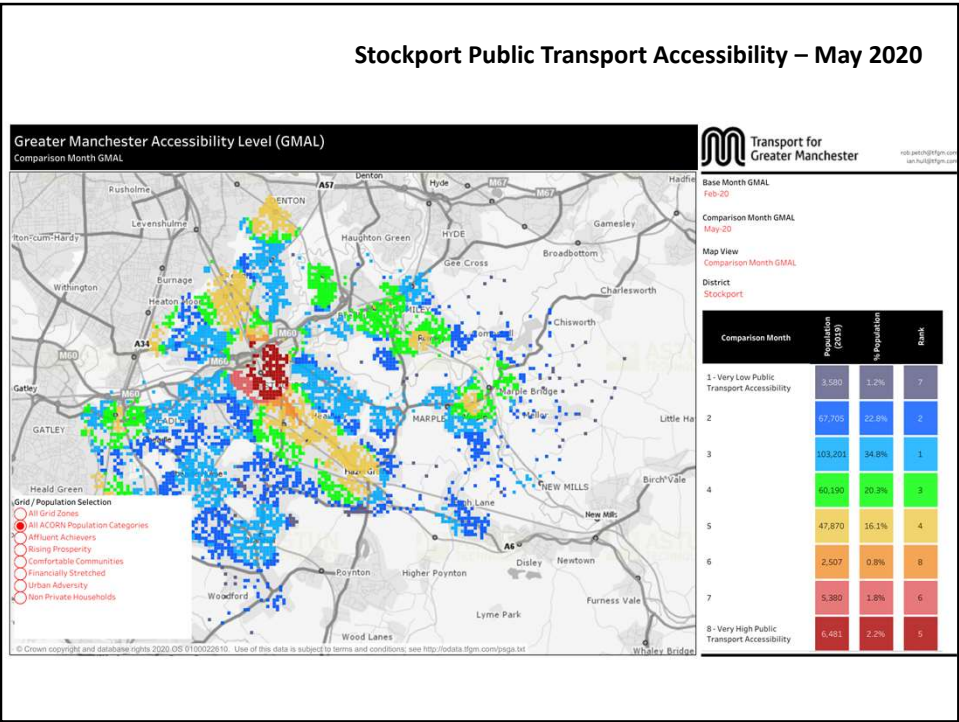Stockport Vs Greater Manchester Profile
% Change from Base

# SUMMARY OF IMPACTS

- Mobile phone data shows that the level of trips to, from and within Stockport are in line with the GM average on weekdays, but above the GM average on weekends. In Stockport the average daily number of trips being made is only 38% below the pre COVID-19 level. The average for GM is 41%.

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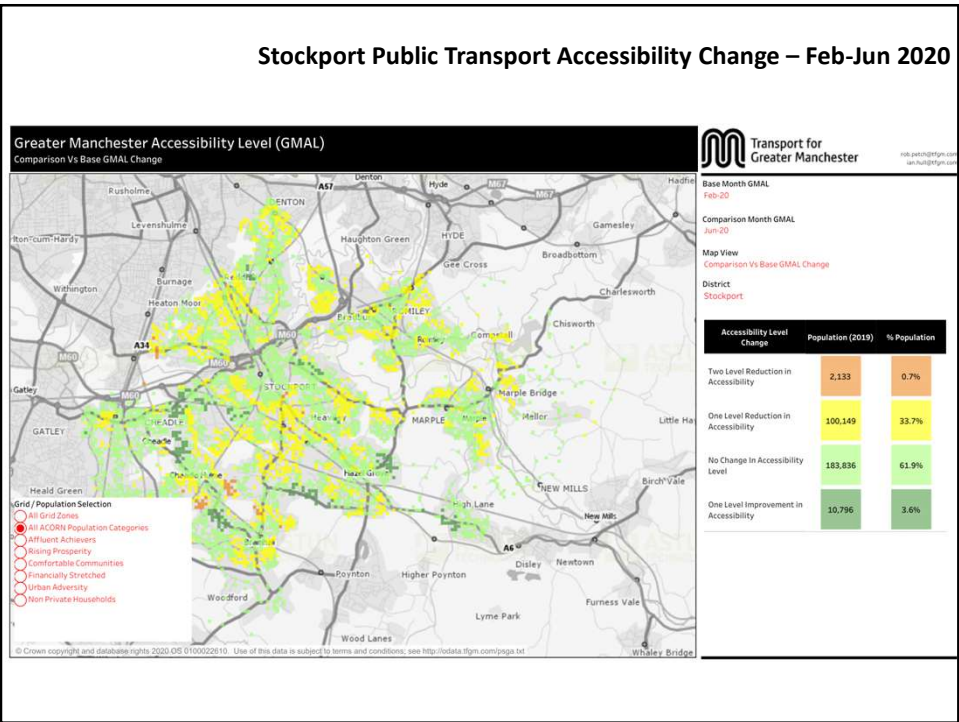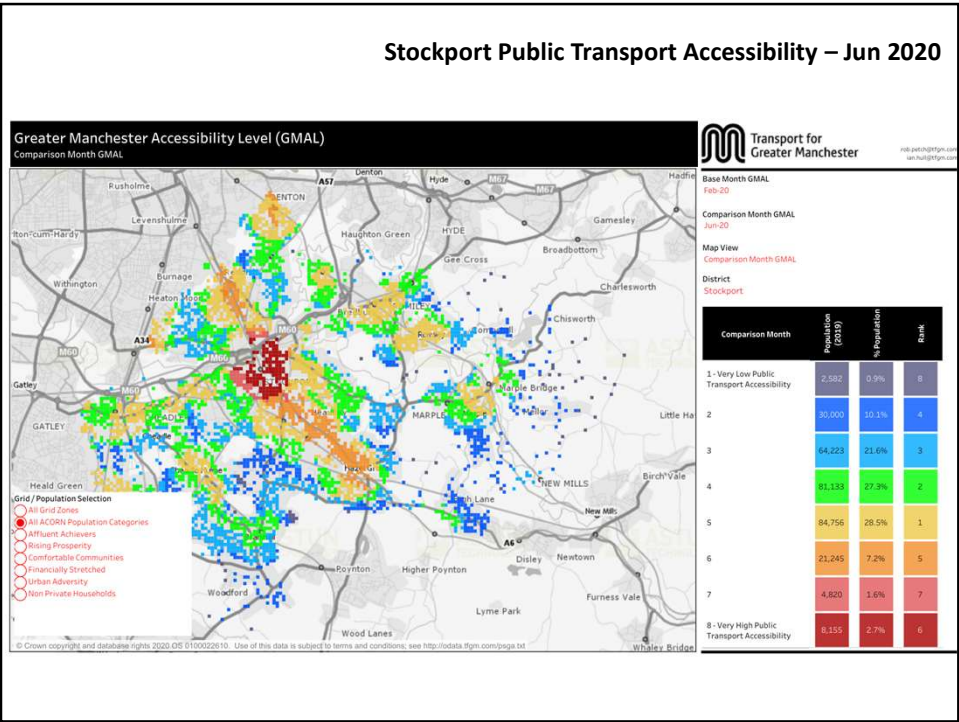
Impact of Social Distancing, Changes to Capacity of
Public Transport and Access to Public Transport

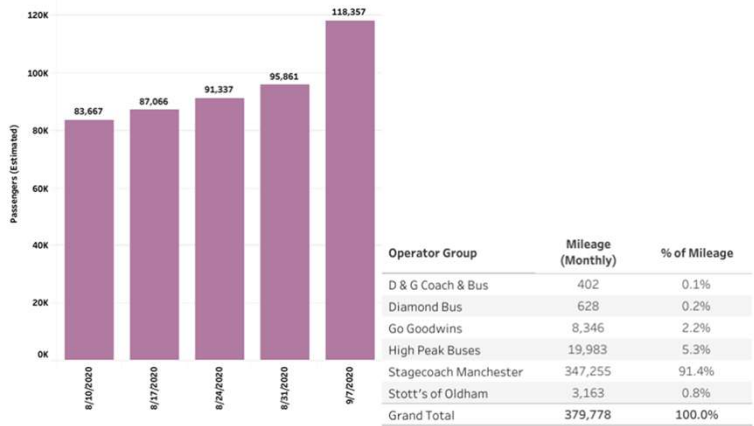**Stockport Public Transport Network Capacity – 1m+**

Stockport Public Transport Network Capacity – 2m



Stockport Public Transport Accessibility – Feb 2020

Stockport Public Transport Accessibility – May 2020



Stockport Public Transport Accessibility Change – Feb-May 2020

Stockport Public Transport Accessibility – Jun 2020



Stockport Public Transport Accessibility Change – Feb-Jun 2020

**Stockport Public Transport Accessibility Change – May-Jun 2020**
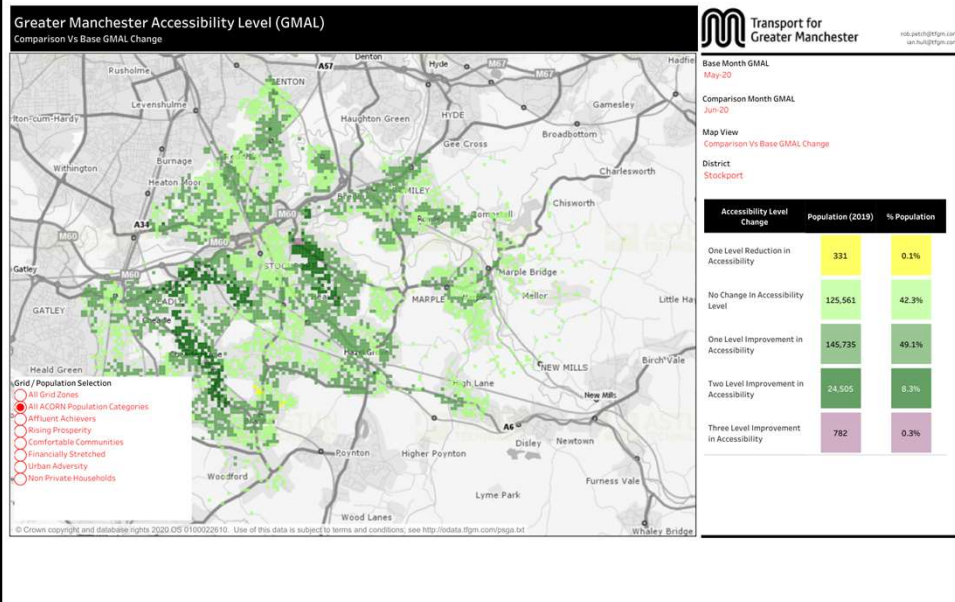


**Stockport – Bus Patronage – to 13 Sep**

# SUMMARY OF IMPACTS

- Mobile phone data shows that the level of trips to, from and within Stockport are in line with the GM average on weekdays, but above the GM average on weekends. In Stockport the average daily number of trips being made is only 38% below the pre COVID-19 level. The average for GM is 41%.
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# Changes To The Bus Network

In terms of overall geographical coverage there have been relatively few changes to the network.

The most notable within the borough was the service that operated through the Nelstrop Road area in Heaton Chapel / South Reddish. In the north east a direct link from Bredbury to Houghton Green and Denton have been lost

Other services lost that crossed borough boundaries included; the service from Hazel Grove, through High Lane and on to and beyond Disley This service was supported by Derbyshire CC.

In the south west a service though Heald Green, this was supported by Cheshire East.

Stockport Bus Network – March vs. June 2020
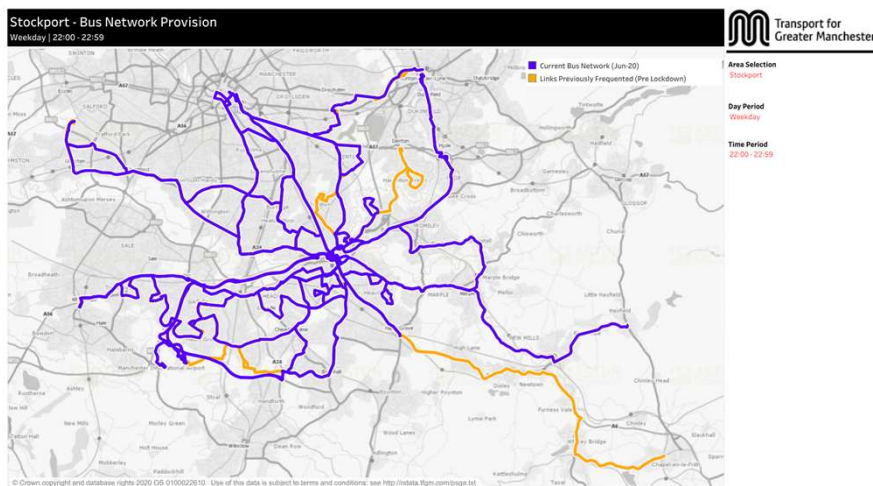
- Minor reductions in the 'local' network coverage to/from Stockport town centre during the weekday evening period.
- Direct links are no longer provided to the residential areas of Haughton Green and Reddish.
- The settlements of High Lane, Disley, Newtown, Furness Vale and Whaley Bridge and Chapel-en-le-Firth, located outside the Greater Manchester region are no longer connected (direct bus services).
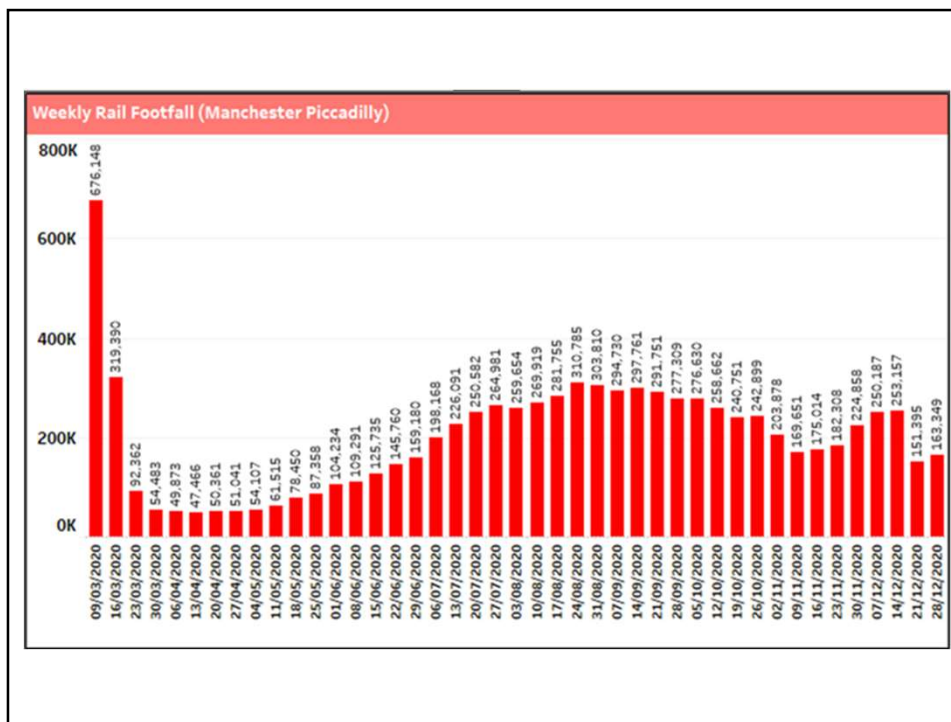
# Changes to Rail Services

The first lockdown saw the rail industry move to a Sunday service plus.

Operators are currently announcing reductions in service that mirror services provided during the first recovery period (June 2020)

Pre lockdown briefing from the industry saw a common theme across operators using the same message: 'Fewer Bigger Trains'.

Staff shortages creating short notice disruption.

## Changes to Rail Services 18th January

Northern are operating approximately 70% of pre Covid services

| Stoke - Manchester Piccadilly | Hourly |
|---|---|
| Blackpool North - Hazel Grove | Hourly |
| Manchester Piccadilly - Chester via Altrincham | Two Hourly (from hourly) |
| Manchester Piccadilly - Buxton | Hourly, with some peak additional |
| Manchester Piccadilly - Sheffield via New Mills Central | Hourly to Sheffield |
| Manchester Piccadilly - Rose Hill | Hourly |
| Manchester Piccadilly - Crewe via Stockport | Hourly |

Avanti 33%

| London - Manchester Piccadilly | Hourly |
|---|---|

# Future Challenge

- It's unclear what the level of demand rebound will be, how much of the footfall drop is reflecting a new attitude to working patterns.

- Potential requirement for high levels of state support for the short and medium term and possibly permanently.

- Rail tends to serve passengers with greater levels of choice than busses, so is likely to be hit more by changing working patterns.

- Outcomes of GMCA Bus review unknown.