

Monitoring and Evaluation Overview Report

Report of the Director of Place Management

1. Introduction

- 1.1. The council undertakes monitoring and evaluation at both a borough level and an individual scheme level. Borough level monitoring provides overarching trends to guide strategy and maintenance work.
- 1.2. Scheme level monitoring is often required as part of funding requirements. Where a key outcome of the scheme is increases in the number of cycle users or the safety of cycle users this is often monitored through baseline counts and follow up post-delivery counts to evaluate the individual scheme and provide feedback for future schemes.

2. Overarching monitoring

- 2.1. The following surveys are used to provide high-level trends, allowing comparison with other areas of both Greater Manchester or at national level and can also be used to highlight common or growing issues and concerns.
- 2.2. **National Highways and Transportation Network (NHT) – Annual Survey**
 - 2.2.1. Stockport Council has been a member of the NHT Network and undertaken their annual Public Satisfaction Surveys every year since 2008 to assess how residents view the Council's performance in managing and maintaining Stockport's transport network.
 - 2.2.2. The results of the NHT survey can be compared and ranked against other authorities taking part in the survey. While the Greater Manchester comparisons are not anonymized (through mutual agreement) the national ranking system does not allow for the identification of individual authorities.
 - 2.2.3. The survey includes specific cycling-based satisfaction questions.
 - 2.2.4. [Appendix 1](#) shows the full list of survey questions relating to cycling, alongside the scores received in previous years. N.B. It should be noted that some questions were discontinued but historic data is available for review. It should also be noted that the information is based on a sample of the borough.
- 2.3. **Greater Manchester Travel Diary Survey – Annual Survey**
 - 2.3.1. Each year, the Greater Manchester Travel Diary Survey (TRADS) collects transport and travel information from every member (aged over

four) of 2,000 households (200 per local authority area); respondents provide details about all the trips they make in a 24-hour period. TRADS is not an attitudinal survey; its focus is on the details of the trips and the characteristics of the people who make those trips.

2.3.2. The GM TRADS Data for 2022 was published in April 2024 and it is expected that travel data for 2023 will be published in 2025.

2.3.3. The data help officers identify changes in modal split and journey purpose on a year-by-year basis and enable cross referencing with other data sources.

2.3.4. Below is a table comparing the modal split data in Stockport for the years 2019 and 2022

GM TRADS - Stockport Modal Split Comparison				GM TRADS – GM Average		
<u>Mode of trips in Stockport</u>	<u>2019</u>	<u>2022</u>	<u>Change</u>	<u>2019</u>	<u>2022</u>	<u>Change</u>
Walk	24%	29%	+ 5%	24%	30%	+6%
Bicycle	2%	2%	-	2%	2%	-
Motorcycle, scooter, moped	0%	0%	-	0%	0%	-
Car or van driver	45%	45%	-	45%	40%	-5%
Car or van passenger	18%	15%	-3%	18%	17%	-1%
Train	3%	1%	-2%	3%	1%	-2%
Bus, minibus, coach	6%	5%	-1%	6%	6%	-
Taxi, minicab	1%	1%	-	1%	2%	+1%
Other	0%	0%	-	0%	1%	+1%

2.4. Census 2021

2.4.1. This local data can also be compared to the UK census data. Stockport Council utilises this data as a baseline for the development of Equality Impact Assessments and for other desk-based research purposes.

2.4.2. The last Census produced Stockport-specific data on a range of transport questions such as main mode for transport to work etc. There is a range of other useful information that can be used such as index of multiple deprivation, economically active and inactive areas, physical activity levels etc.

2.4.3. The Census 2021 showed 1.6% of people aged 16 years and over in employment in Stockport travel to work by bicycle

2.5. Key Cordon Traffic Surveys

2.5.1. Transport for Greater Manchester’s Highway Forecasting and Analytical Service have carried out Key Cordon Traffic Surveys in Stockport for a

number of years to monitor and record the numbers and vehicle types at key access points/routes in the borough at different time periods in the day.

2.5.2. The most recent data made available to the Council is from the Key Cordon Survey carried out in October 2020 during the Covid-19 pandemic and, although it was outside lockdown, working from home was encouraged wherever possible and the figures shown reflect this. This data was made available in February 2023.

2.5.3. The data highlighted several things:

- Use of the A6 by cyclists
- Spring Gardens is a popular location in the morning for cyclists although the number of cyclists at this location is far lower at other times in the day
- The number of cyclists at Great Egerton Street is the lowest of all the locations in most periods throughout the day suggesting that there may be factors here which discourage cyclists. Possible part of this is the much more attractive parallel routes to that route.

2.5.4. [Appendix 2](#) provides further background on this data, the methodology used and an analysis of the data.

2.6. **Greater Manchester Walking and Cycling Index**

2.6.1. The Walking and Cycling Index reports every two years. This is the fifth report from Greater Manchester produced in partnership with Sustrans. The data used in this report is largely derived from the 2021 census data census and includes local walking, wheeling, and cycling data, modelling, and an independent survey of 1,092 residents aged 16 or above in Greater Manchester. The survey was conducted from March 2023 to June 2023.

2.6.2. The Index provides a comprehensive analysis of the responses received from across Greater Manchester, with a specific focus on protected characteristics and equality issues facing cyclists such as safety and participation.

2.6.3. Stockport Council refers to this document and the detailed analysis of responses during the development of an Equality Impact Assessment for projects/schemes involving cycling. The insights into the perceptions of those with protected characteristics can be used to highlight issues/concerns of groups that could be impacted by the Council's proposals.

2.6.4. A copy of this document can be found [here](#).

2.6.5. Key thoughts in the latest report include:

- 10% of residents cycle at least once a week
- 3% of residents cycle five or more days a week
- 45% of residents who would like to see more government spending in their local area on cycling.

2.7. **Greater Manchester Active Travel Annual Report 2023**

2.7.1. The Greater Manchester Active Travel Annual Report is used to provide an update on the active travel elements of the Bee Network across Greater Manchester along with summaries of various active travel policies, schemes and trials undertaken across the city region.

2.7.2. This report also highlights and reviews the data collected in the Travel Diary Survey (mentioned above) on active travel modal share and the number of trips/journey purpose. It also contains updated information on infrastructure delivery and associated costs.

2.7.3. In this report the work that Stockport Council was doing is referenced throughout the report such as: School Streets, Heatons Cycle Link Phase 1, Bramhall Park to A6 Walking and Cycling Route etc.

2.7.4. A copy of this document can be found [here](#).

2.8. **Scheme Based Monitoring**

2.8.1. The methodology of scheme-based monitoring has been developing over time where it relates to cycle schemes. However, all schemes (e.g. Mayoral Challenge Funding, CRSTS etc) have been monitored. Each scheme is subject to baseline counts and post-delivery counts to seek to understand the impact of the scheme. Dependent on the size of scheme, the requirements of the funding pot and other factors, these post-scheme counts could be one year, three-year, and five years post-delivery.

2.8.2. Transport for Greater Manchester have endeavoured to refine the methodology utilised for their schemes and currently they require GM Local Authorities to utilise their monitoring and evaluation toolkit.

2.9. **TfGM Monitoring and Evaluation Toolkit**

2.9.1. The Activation Team at Transport for Greater Manchester (TfGM) released a Monitoring and Evaluation Toolkit in March 2024 to aid local authorities in collecting feedback and data on various activities and materials used as part of activation of a TfGM funded scheme.

2.9.2. The Toolkit provides tools such as template surveys to measure outputs and outcomes for various activities and interventions and advice on how to share materials on social media.

2.9.3. It should be noted that several features are still under-development at TfGM. TfGM have produced [guidance](#) on the features of the Toolkit and how outputs are to be recorded.

2.10. [A6 MARR - Monitoring and Evaluation Year Five Pedestrian and Cycling Summary](#)

2.10.1. The A6 to Manchester Airport Relief Road (A6MARR) was a key part of the overall access strategy for South Manchester. The scheme, which successfully opened in autumn 2018, was primarily developed to address traffic congestion and the lack of connectivity along the south Manchester corridor. Since opening the scheme has been referred to as the A555.

2.10.2. This report summarises the final findings at Year Five for pedestrians and cycling, which provide input into the overall impact evaluation of the A555 scheme. The purpose of this pedestrian and cycling analysis is to attempt to understand: The level of pedestrian and cycling usage across the study area in Year Five; and How 2.9.3. pedestrian and cycling flows have changed across the study area since the scheme opened

2.10.3. The data collected highlighted that across the study area, that cycling flows increased by approximately 9% between Years One and Five.

2.11. **A6 to Bramhall Monitoring**

2.11.1. In order to fulfil the monitoring and evaluation commitments as stated in the scheme's business case, for Bramhall Park to A6 Hazel Grove Stockport Council contracted VivaCity Ltd to install permanent monitoring cameras at five locations along the route, to remain in place for a period of five years, in order to count the number of users, both wheeled and on foot.

2.11.2. The locations and count periods were agreed with Transport for Greater Manchester.

- Bridge Lane, east of roundabout junction with Bramhall Lane
- Bridge Lane, near junction with Headlands Road
- Jacksons Lane, east of junction with Dorchester Road
- Dean Lane/Chester Road junction
- Dean Lane, west of Five Ways junction

2.11.3. To illustrate the average of the number of cyclists utilising the route, the total number of cyclists using the route at the Dean Lane/Chester Road counter were obtained across all weekdays in July 2023 and July 2024.

2.11.4. A total of 20 weekdays were surveyed in July 2023, and a total of 23 weekdays were surveyed in July 2024 and a weekday average was calculated from the data obtained. This is illustrated in Table 1 and 2 below:

2023	TOTAL CYCLEWAY	CARRIAGEWAY	Total ALL CYCLISTS
Total over 20 weekdays	4626	576	5202
Weekday Average	231	29	260

Table 1: Snapshot Count, Dean Lane, Weekdays, July 2023

2024	TOTAL CYCLEWAY	CARRIAGEWAY	Total ALL CYCLISTS
Total over 23 weekdays	2656	1110	3766
Weekday Average	115	48	163

Table 2: Snapshot Count, Dean Lane, Weekdays, July 2024

2.11.5. The data from the July 2023 and 2024 survey on Dean Lane was then compared with the pre-scheme count undertaken in October 2020 at an adjacent site on Jacksons Lane which surveyed cycles using the carriageway and riding on the footway, as the segregated cycle facilities were not present on the alignment at that time.

2.11.6. The 2020 survey was undertaken across three weekdays and one weekend day, and the weekday average is shown in Table 3 below:

2020 Average No of Cyclists	TOTAL FOOTWAY	CARRIAGEWAY	Total ALL CYCLISTS
Total over 3 weekdays	134	361	495
Weekday Average	45	120	165

Table 3: Pre-Scheme Count, Jacksons Lane, Weekdays, October 2020

Average Weekday comparison	TOTAL CYCLEWAY	CARRIAGEWAY	Total ALL CYCLISTS
Total Increase 2020-2023	+187	-92	+ 95
Total Increase 2020-2024	+70	-72	-2

Table 4: Changes in User Numbers, 2020 vs 2023 and 2024 counts

2.11.7. The number of cyclists using the new active travel route on an average weekday in 2023 was 187 higher than when compared to the number observed using the footway on an average weekday in the pre-scheme count. This demonstrated that the new segregated facility had been successful in generating new users.

2.11.8. The number of cyclists using the new active travel route on an average weekday in 2024 was higher still than when compared to the number observed using the footway on an average weekday in the pre-scheme count. Showing that the route off the carriageway is still receiving greater

usage than previously by those wanting a off road route. However, it is noted that the usage has declined from the usage in 2023, this could be for various reasons including the poorer weather experienced in the 2024 summer period. This would be expected to discourage the less committed cycle user. The 2023 year also so a committed activation programme on the route designed to encourage users to try the new facilities.

- 2.11.9. The monitoring for 2023 also noted the average number of cyclists using the carriageway on an average weekday had declined by 92 since the 2020 count, which indicated a shift of cyclists from vehicular carriageway to active travel route. The count in 2023 also showed that the overall the average number of cyclists on a weekday on the route as a whole, both on- and off-carriageway, had increased since the 2020 count, demonstrating that the route has been successful in generating new users.
- 2.11.10. The 2024 data shows that the average number of cyclists using the carriageway use has increased since 2023 but is still lower than the pre-scheme data collected in 2020. Therefore, this still shows that the off-road active travel route continues to play a strong part in providing options for travel along the corridor.
- 2.11.11. The 2024 data however shows a slight decrease in the average weekday use over all since the pre scheme counts. This as previously noted could be due to other factors such as weather.
- 2.11.12. It was estimated that the provision of this improvement would increase usage by 50% above the then current number. While it is acknowledged that the difference in time of year for the 2 counts will have some impact on numbers the snapshot survey in July 2023 and 2024 the result is that the off-road route has resulted in an increase in usage by those cyclists not wanting to be on the carriageway. Providing a useful facility for the less confident cyclist.
- 2.11.13. It is recognised that issues on the route such as:
- vehicles being parked on the cycleway, creating an obstruction and road safety issue for cyclists and other road users; and
 - on-street parking at the side road junctions potentially obstructing movement and hindering visibility for cyclists at designated crossing points along the side roads can impact usage. Further work is proposed to address issues such as these on the route.
- 2.11.14. We expect as the route is embedded that numbers will continue to increase supported by further network expansion and a more nuanced pattern will develop regarding, the overall results from the monitoring.

3. Internal Council Reporting

- 3.1. As part of the council's internal reporting, the delivery and impact of cycling schemes are monitored. Two of the key ways this is undertaken are:

3.2. **Portfolio Performance and Resources Report**

3.2.1. Portfolio Performance and Resources Agreements (PPRAs) set out the key priorities for the year relative to each of the council's portfolios (. Each PPRA includes:

- Plan on a page – the performance-related elements of the agreement summarise on a single page (priorities, delivery projects, performance measures).
- Overall vision of the portfolio and the council services it covers.
- Separate sections for each priority – PPRAs usually have 3-5 priorities. Each priority will normally include a range of “delivery projects” key projects, programmes and other initiatives as well as a number of performance measures.

3.2.2. There are 2 reports per year – Mid-Year (Q2) reported in November and Year-End (Q4) reported in June. These reports include:

- updates on delivery reports;
- latest position measures;

3.2.3. The latest Portfolio Performance and Resources Annual Report for the Parks, Highways and Transport Services, the 2024-25 report, can be found [here](#).

3.2.4. Data is reported for all performance measures included in the portfolio agreement is in the Annual Reports. The performance measures are categorised to reflect the council's levels of influence and responsibility as a Local Authority, within a Partnership or are contextual. These categories are used to determine the type of target used as numerical, a comparator, in relation to direction of travel and highlights if no target is set.

3.2.5. Performance is measured using RAG (Red, Amber, Green) ratings with an indication of the trajectory of performance (e.g., Getting Better, Stable or Getting Worse) where applicable.

3.2.6. [The 2024-25 Portfolio Performance and Resources Agreement](#) includes an Active Travel element to Priority 3 (Sustainable Transport). This includes commitments to the delivery of the Romiley to Stockport scheme elements, Heaton's Cycle link elements and the upgrade of Bridleway on the Ladybrook Valley funded by Active Travel Fund (ATF) 4

3.3. **Stockport Annual Walking and Cycling Update Report**

3.3.1. The annual [Walking and Cycling Update](#) is used to advise Councillors as to the progress with the delivery of the Walking and Cycling Strategy and the wider commitment to active travel.

3.3.2. The Annual Walking and Cycling Update report also provides details on how walking and cycling integrates into other areas across the Highways and Transportation Service e.g. Maintenance, Public Rights of Way, Road Safety etc.

3.3.3. An example of this being the update on the numbers of children receiving Road safety and Bikeability in schools for the 2022/23 school year. The below number of Road Safety and Bikeability sessions were delivered

Road Safety Sessions	2022 - 23	2023 - 24
Step Outside - Year 2 Pupils	1998	TBC
Headsmart - Year 4 Pupils	2140	TBC
Crashed Vehicle - Year 5 Pupils	1036	TBC
Child Speedwatch - Year 6 Pupils	2099	TBC

Bikeability	2022 - 23	2023 - 24
Balance Bike Training - Reception and Year 1 Pupils	447	438
Learn to Ride - Years 3 and 4 Pupils	133	108
Bikeability Level 1 & 2 - Years 5 and 6 Pupils	1877	2182
Bikeability Level 3 - Year 7 Pupils	N/A	31

4. Site Investigation Surveys

4.1. As part of the monitoring and evaluation of a scheme, the Council will undertake site investigations to collect data before and after implementation to and identify any resulting issues or concerns.

4.2. Site investigations can be done by various means such as:

- In person site visits
- Traffic Surveys
- Speed Counters

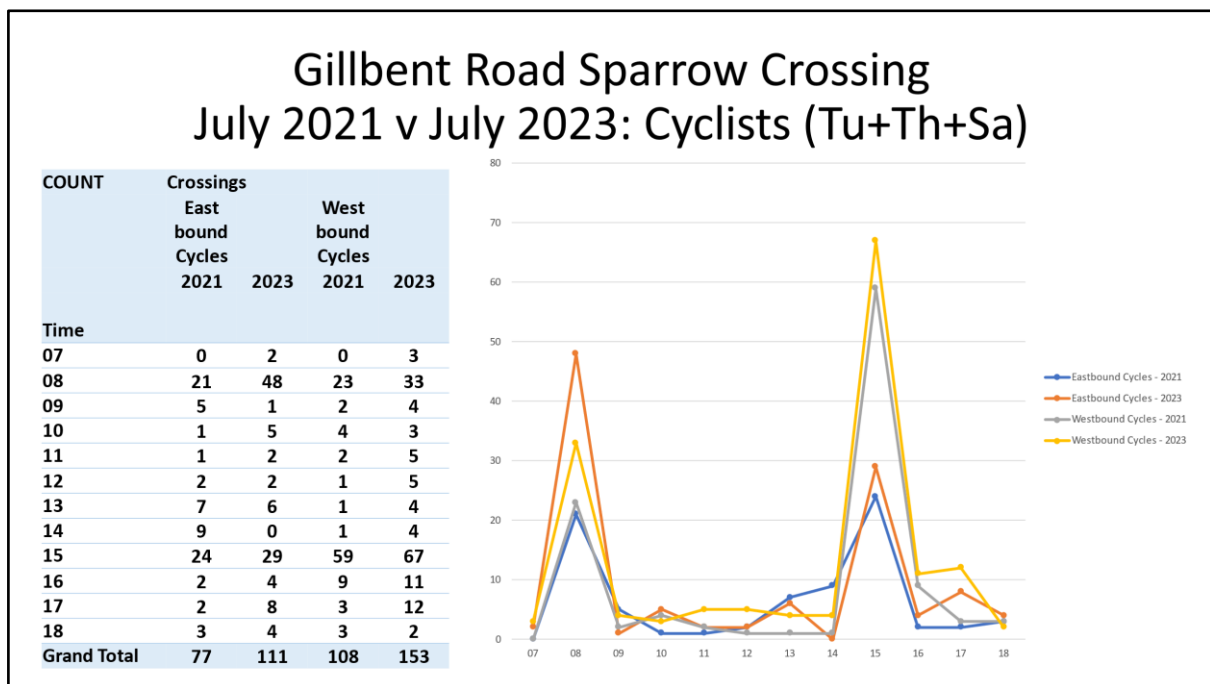
- Automated Traffic Counters

4.3. The results from the investigations are often shared with the relevant ward members via Area Committee reports. An example of this data reporting can be accessed via the below link:

[MCF Heatons to Stockport](#)

5. Scheme Evaluation

5.1. One of the key elements of the monitoring and evaluation undertaken on the schemes delivered is before and after delivery counts such as those below:



5.2. This aims to identify increases in levels of use by the expected users of the scheme as identified in the initial proposal as can be seen here with the introduction of the Sparrow Crossing on Gillbent Road.

5.3. However, they are also designed to identify if the scheme:

- operated as intended
- met its objectives and led to the desired outcomes and impacts
- had any unforeseen or unwanted consequences
- provided value for money of the scheme

5.4. The monitoring and evaluation will also look at other activities and measures which support the uptake of the public in using new facilities. Activation activities promoted can include:

Cycle training

Cycle training is made available to all Stockport residents and for cyclists of all levels via Transport for Greater Manchester, Seashell Trust, and other voluntary sectors. Activation is used as an opportunity to promote these training opportunities.

Led Rides

The Council has provided led rides of new infrastructure to local schools or members of the community to encourage exploration of the infrastructure.

Dr Bike

Mechanical issues and unsafe cycles can limit uptake of new facilities, so activation often includes free bike health checks, we have undertaken these in schools as part of cycle training as well as on public event days.

Bike Try-outs and information

Bikes come in a range of options including those for people with special needs and cargo bikes. Activation events have been used to increase awareness and to enable people to try out different types of cycle which may enable them to use the new facilities.

Maps

Activation also often includes the issuing of maps of the local area highlighting the new infrastructure as well as distributing the latest cycle map of the local area.

The success of these activation activities is monitored through collecting numbers taking part and by utilising the [questionnaires](#) for feedback and collating comments on the offer during the day.

6. Conclusion

6.1. The Council uses a variety of manual, automatic and technology monitoring and evaluation tools at local and regional level to understand the changing behaviours, preferred routes and use of infrastructure to inform Stockport's future strategy and policy development, proposed design development and future activation activities around the borough.

6.2. The Council is committed to utilise the tools (e.g. Monitoring and Evaluation Toolkit) developed by Transport for Greater for all activities funded by the Mayoral Challenge Fund and other regional funding opportunities. Detailed analysis of collated monitoring and evaluation data for all projects will be undertaken and reported where required.

BACKGROUND PAPERS

There are none

Anyone wishing to inspect the above background papers or requiring further information should contact Jamie Birtles on telephone number 07356 120 423 or alternatively email jamie.birtles@stockport.gov.uk / Sue Stevenson on telephone number Tel: 0161-474-4351 or alternatively email sue.stevenson@stockport.gov.uk