

## **SCRUTINY REVIEW PANEL - STOCKPORT CYCLING STRATEGIC REVIEW**

Meeting: 25 September 2024  
At: 6.00 pm

PRESENT

Councillor Jon Byrne (Chair) in the chair; Councillors Joe Barratt, Dominic Hardwick and Dan Oliver.

### **1. MINUTES**

The Minutes (copies of which had been circulated) of the meeting held on 18 July 2024 were approved as a correct record.

### **2. DECLARATIONS OF INTEREST**

Councillors and officers were invited to declare any interests which they had in any of the items on the agenda for the meeting.

The following interest was declared:-

Personal

<u>Councillor</u>	<u>Interest</u>
Jon Byrne	Agenda Items 3 – ‘Cycling Strategic Review Scope Report’, 4 – ‘Stockport Cycling Strategic Review’, 5 – ‘Stockport Cycling Monitoring and Evaluation’ and 6 – ‘Cycling Finance Discussion’ as a campaigner for Walk Ride Stockport.

### **3. CYCLING STRATEGIC REVIEW SCOPE REPORT**

A representative of the Director of Place Management submitted a report (copies of which had been circulated) outlining the proposed scope for reviewing the topic of active travel, in particular cycling.

The following comments were made/ issues raised:-

- Under the topic area of ‘Develop an understanding of the various roles the council undertakes to encourage cycling and the key stakeholders’ views of these roles’, the key stakeholders should include not only cyclists but other road users such as pedestrians.
- The topic area, ‘Identifying opportunities to encourage cycling in Stockport’ should be expanded to give a clear explanation of the purpose of the review, including identifying opportunities to encourage cycling in Stockport, how cycling can contribute to the net zero goal and improve air quality and public health.

- The review should also look at successful and less successful cycle route schemes; including those which have had unforeseen impacts.
- The purpose of cycling schemes was not only to improve public health, but also to improve travel times, remove obstructions and to provide opportunities for cyclists to explore new routes.

RESOLVED – That the scope of the report be agreed.

#### **4. STOCKPORT CYCLING STRATEGIC REVIEW**

A representative of the Director of Place Management submitted a report (copies of which had been circulated) setting out the development of cycle schemes which were informed by policies and strategies at national, regional and local level and included input from multiple directorates within the council, including Highways, Health and Education.

The following comments were made/ issues raised:-

- Members welcomed the report, in particular the opportunity to have all the relevant policies in one place.
- It was noted that several different policy areas contributed to the council's direction in terms of walking and cycling strategy.
- The five-year review of Stockport's 2019 to 2029 Walking and Cycling plan was underway and it was planned that the review's outcome would be reported to a future meeting of this review.
- The review had demonstrated some unexpected outcomes. For example, the benefit of e-bikes was mitigated by the safety concerns associated with charging e-bike batteries.
- A review of the Greater Manchester Delivery Plan, which included the Stockport District Local Implementation Plan (DLIP), was scheduled to take place next year.

RESOLVED – That the report be noted.

#### **5. STOCKPORT CYCLING MONITORING AND EVALUATION**

A representative of the Director of Place Management submitted a report (copies of which had been circulated) setting out the council's monitoring and evaluation procedures which were undertaken at both a borough level and an individual scheme level.

The following comments were made/ issues raised:-

- Members welcomed the report.
- Monitoring at the cycle route on Dean Road remained active; cameras were positioned on lampposts and data from the past five years could be made available to members.
- Members requested data for the cycle lane at the Five Ways and Chester Road junction; in particular data related to use of the cycle lane in both directions. Anecdotally it was noted that more cyclists appeared to use the route downhill rather than uphill.
- Data on cycle routes was collected on weekdays, not weekends as leisure users and cycle clubs could skew results. The data was collected by one team and a number of

sources of data were analysed including feedback from cyclists, conversations with interest groups and schools about their experiences and what could be improved. That data fed into the design of cycle routes.

- Data was usually collected in October or November which were considered to be neutral months. The data collection took place over several days.
- A standard for monitoring cycle routes was being developed at a GM level.
- Members requested that consideration be given to the language used in the evaluation of cycle routes. Whilst part of the success of cycle routes included segregating bikes from traffic and keeping cyclists safe, it also involved value for money, increasing the numbers of cyclists and improving traffic flow.
- In evaluating the development of a cycling scheme, it was important to understand what changes schemes went through in the development stage, and how and why those changes came about.
- The indicators of the success of any cycling scheme would be both qualitative and quantitative.
- The funding for cycle schemes was piecemeal and after 20 years Stockport still only had a partial network.
- The data included within the appendices of the report, related to residents' experience of safety, was undertaken as part of a national survey and included users' experience of transport systems outside Stockport. It was not possible, therefore, to guarantee that it reflected local experiences.
- Data was shared with other Greater Manchester Local Authorities.
- The data showed some long term trends. For example, satisfaction related to children cycling to school had risen.
- The 'Bikeability' scheme was a national scheme. Stockport bid for funding from the scheme annually and worked collaboratively with Stockport schools to implement the scheme.
- The council had data on how pupils travel to school through school travel plans. In addition, Greater Manchester had a data collection programme, 'Mode Shift' which held data related to modes of travel to school.
- Members suggested that the review should recommend that schools should encourage sustainable travel.
- Members also suggested that this review should encourage a better flow of information at a GM level.
- The impact of 20 mph zones in encouraging walking and cycling was considered. It was reported that much of the data related to 20 mph zones was London-centric where there were different powers of enforcement and higher density living. Whilst this panel could review that data, it was important to bear in mind that it should not be transplanted wholesale.
- There was a balance to be struck in creating 20 mph zones. Although they were appropriate for residential roads, if local residents were not in favour of the 20 mph zone, there was less likely to be compliance. Imposing 20 mph zones upon a community was rarely successful.

RESOLVED – That the report be noted.

## **6. CYCLING FINANCE DISCUSSION**

A representative of the Director of Place Management gave a presentation about Cycling Finance.

The following comments were made/ issues raised:-

- The Stockport 20 year cycling strategy remained in the planning stage. The strategy aimed to achieve longer cycle routes, town centre routes and neighbourhood movement. The strategy also aimed to enable people to move safely on local streets.
- There was currently a backlog of schemes which had meant that the 20 year strategy was not a priority.
- The council's long-term vision should be included in the recommendations of this review.
- Members requested a vision document to help bring the long-term strategy into focus.
- A map of cycle routes funded by various sources including the Active Travel fund and Mayor's Challenge fund would be provided to members. This would enable members to see a cohesive vision of what was happening across the borough.
- It was reported that local walk and cycle plans funded by GM had become focused on town centres.
- Members also requested guidance on how ward funding could be used to contribute to larger schemes.
- Where new schemes were being considered, officers first consulted with ward councillors in order to gain an understanding of local engagement, issues and what members were willing to support. Ward councillors were also engaged in the design process.

RESOLVED – That the presentation be noted.

## **7. REPORTS AND TOPICS FOR THE NEXT MEETING**

Members were invited to request reports and suggest topics for the next meeting of the Scrutiny Review.

The following comments were made/ issues raised:-

- Members requested case studies of cycling schemes which were complete and ones which were ongoing, looking at the initial engagement and consultation stage, design stages and an analysis of what had gone well and what could be improved.
- Members requested a review of the Bramhall to A6 cycle route, along with a site visit to that route for members of this Scrutiny Review.
- Members requested a flowchart setting out how decisions were made, how the borough set its priorities, how it decided on the allocation of funding, engagement with stakeholders and how a scheme progressed through the democratic process.
- Members also requested that stakeholders be invited to a future meeting of this Scrutiny Review and seek their views on the Stockport model; what worked and what could be improved. Officers involved in the design stage of cycle schemes should also be invited to a future meeting.

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- Members also requested that representatives from TfGM be invited to a future meeting of this Scrutiny Review to discuss cycle schemes across GM.

RESOLVED – That the suggestions for reports and topics be noted.

The meeting closed at 8.08 pm