

WALKING AND CYCLING UPDATE REPORT

Report of the Director of Place Management

1. PURPOSE OF REPORT

- 1.1. To advise Councillors as to the progress with the delivery of the Walking and Cycling Strategy and the wider commitment to active travel in 2024.

2. INTRODUCTION

- 2.1. Congestion is a major challenge in Stockport, impacting on residents and businesses and reducing the quality of environment for local communities. In 2019, Stockport set out an ambition to address this problem by making a commitment to deliver a high quality and fully connected walking and cycling network across the borough by 2029.
- 2.2. A joint walking and cycling plan was developed to address the need to reduce the number of journeys made by car and increase the levels of walking and cycling in Stockport through delivering step changes in line with the Stockport Active Communities Strategy 2022-2030. The progress on the walking and cycling plan has been reviewed and can be found in Appendix 1.
- 2.3. This Strategy builds on our whole system approach to support Stockport residents to become more active and enjoy the health, social and associated environmental benefits of active travel whilst aligning with Greater Manchester's overarching ambitions. Appendix 2 provides the most recent snapshot of data available for Stockport residents on mode of travel taken from the GM TRADS survey and DFT Active Lives survey 2022 and 2023.
- 2.4. Stockport continues to support the delivery of the Bee Network, a key part of which is the provision of an active travel network that links better with buses, trams and trains. It is intended that this will eventually result in Greater Manchester having the country's largest active travel network. This ambition seeks to connect every area and community in Greater Manchester with 1,800 miles of safe routes and 2,400 new crossing so that nearly all residents (95%) are within 300 metres of a high-quality walking, wheeling and cycling route.
- 2.5. Greater Manchester's vision is to deliver a joined-up transport system with the 'right mix' so that, by 2040, 50% of all journeys are made by public transport or active travel, supporting a reduction in car use to no more than 50% of daily trips. Achieving this is expected to lead to zero net growth in motor vehicle traffic in the conurbation and encourage modal shift to support the following:



2.6. The development of active travel is within the overall change in Greater Manchester that is bringing public transport provision back under local control with Bee Network buses commencing in Stockport on 5th January 2025 and rail services expected to join the Bee network by 2030. These significant changes will be supported by clearer information and fares and ticketing initiatives (with capped fares) that will make public transport more attractive to more people and easier to use for everyone. The Bee Network is also branded, therefore making Greater Manchester better integrated and identifiable as a comprehensive transport network.

2.7. It is expected that the above will help Greater Manchester provide the necessary connectivity to support housing, economic growth and provide better access to health and education whilst contributing to wider targets around air quality and the environment. The table below shows the expected health, social and environmental benefits to Stockport residents.

<p>Health Benefits of walking and cycling Increasing how much you walk or cycle increases the overall level of physical activity, with associated health benefits. These include:</p> <ul style="list-style-type: none"> • Reducing the likelihood of being overweight or obese • Reducing the risk of coronary heart disease, stroke, cancer, and type 2 diabetes. • Keeping the musculoskeletal system healthy. • Promoting mental wellbeing. • Allowing the avoidance of, and counteracting the effects of, air pollution. 	<p>Environmental Benefits Road traffic is responsible for about 70% of the three most dangerous air pollutants (nitrogen dioxide, particulates, and ozone). Levels of pollutants are reduced if car use is reduced. Short car trips contribute relatively more pollution, so switching from car to walking or cycling for shorter journeys is particularly beneficial. In addition to air quality, cycling and walking also contribute to improvements in local noise levels. Traffic noise can have a negative impact on local environmental quality, particularly in residential areas near to main roads, or in district centres with major roads passing through. Reducing the number of cars by encouraging more people to walk and cycle can help reduce local noise.</p>
<p>Social benefits of walking and cycling Walking and cycling have the potential to address social inequality and division:</p> <ul style="list-style-type: none"> • Streets with high levels of walking and cycling enable people to interact more easily. • Walking and cycling are the two most affordable means of travel and so are available to everyone. • Higher levels of walking and cycling make a neighbourhood feel safer, reducing both traffic hazards and levels of anti-social behaviour • When walking and cycling infrastructure improvements are made, there is an increase in the 'feel good' factor for the local community. • Many walking or cycling-related community projects are able to enhance social cohesion. 	

Table 1: Extract from Stockport Walking and Cycling Plan 2019-2029

- 2.8. Progress to date is expected to be reported to the Bee Network Committee in January 2025 and this is expected to also provide a refreshed active travel mission for Greater Manchester that focuses on accessibility, behaviour change and clear communications.
- 2.9. Transport for Greater Manchester has also produced a new Greater Manchester School Travel Strategy which is currently being consulted on, the consultation on this will finish at the end of January 2025 and can be seen at <https://democracy.greatermanchester-ca.gov.uk/>.
- 2.10. Stockport council also has a Rights of Way Improvement Plan (ROWIP) in which we have identified 7 focus areas to further support the ability to travel actively in the borough. The progress on the plan has been reviewed and can be found in Appendix 3.
- 2.11. Stockport has also adopted a policy statement on access controls to guide officers in how to provide the necessary access to different path users supporting the needs of residents and vulnerable users. Work is continuing to address the need to amend the access controls throughout the borough as resources allow.

3. MAKING IT A NETWORK

- 3.1. Stockport is committed to continuing to develop a comprehensive active travel network. This builds upon a range of cycle and walking schemes that have been delivered over a number of years.
- 3.2. Transport for Greater Manchester publishes two main maps of the active travel network for public use:
- 3.2.1. The cycle network maps, which are downloadable from the TfGM website [here](#), This show existing cycling infrastructure of a variety of forms and are regularly updated to include the latest constructions
- 3.2.2. The active travel network vision map [here](#) enables users to turn on different layers of projects at differing stages of delivery, from completed schemes through to the long-term network vision to connect to every community
- 3.3. However, this does not capture all of the work undertaken by Stockport Council for example the improvements being taken forward on the A34 which are detailed [here](#) or the scheme development work outlined in section 6 of this report where we are seeking to address connectivity in Hazel Grove, Marple and via a range of paths which would provide missing links.
- 3.4. A council mapping project is planned for the 2025/26 period to develop a robust and accurate map of schemes at different stages of development and subsequently know severances in the network.

4. SCHEMES AND INITIATIVES DELIVERED IN STOCKPORT

4.1. There have been a number of areas of work that have fed into the delivery of these Walking and Cycling aims.

4.2. Schemes completed 2024.

4.2.1. Stockport Interchange:

4.2.1.1. Stockport's new modern and attractive transport hub was completed in April 2024, in partnership with Transport for Greater Manchester and the Greater Manchester combined Authority and alongside construction company Wilmott Dixon.

4.2.1.2. The new Interchange provides improved connectivity and contains a new two-acre park, named as Viaduct Park, which provides walking and cycling links to the railway station and the Town Centre, and is the first phase of the transformational regeneration of Stockport Town Centre West.



Image 1: Aerial view of Stockport Interchange

4.2.2. Mayoral Challenge Fund (MCF) Urban Traffic Control (UTC) Scheme Manchester Road: improving a crossing at Manchester Road / Bourne St from a Pelican Crossing to a Toucan Crossing. This scheme is now complete providing improved connectivity to local amenities.

4.2.3. Mayoral Challenge Fund (MCF) Urban Traffic Control (UTC) Scheme Broadstone Road: to signal Broadstone Road / Broadstone Hall Rd North / South, Heaton Chapel, including Toucan crossings on all arms of the junction. This scheme is now complete. This crossing improves the walking and cycling links for Broadstone Hall Primary school situated on Broadstone hall south and the wider community of Reddish.



Image 2: New Toucan crossing on Broadstone Hall Rd

4.2.4. Turves Road: Provision of a new Puffin crossing on Turves Road, Cheadle improving access to a well-used Public Right of Way and improve connectivity for pedestrians. This scheme is now complete.



Image 4: New Puffin Crossing on Turves Road.

4.2.5. Bramhall Lane South/Holland Road, Bramhall: Upgrade for Bramhall Lane South/Holland Road Toucan crossing was delivered in Summer 2024. The works included the introduction of: an upgrade of the existing signalised pedestrian crossing to a toucan crossing (for use by pedestrians and cyclists); re-kerbing of Bramhall Lane South in conservation style kerbing; footway resurfacing and street furniture installation. This has improved the active travel facilities to Pownall Green Primary School.



Image 5: Touca Crossing upgrade on Bramhall Lane.

- 4.2.6. **Shared use route in Adswood Park:** Upgrade of a shared route through the park between Carnforth Road and Sparrow crossing on Councillor Lane was delivered in early 2024. A walking and cycling scheme to improve the connection within Adswood Park. The scheme built on the completed works providing a pedestrian and cycle crossings on Councillor Lane and Birdhall Road. The works included the introduction of: lighting within the park; widening of the existing path at the Carnforth Road entrance to 3m (one tree to be removed and replaced with two new trees); removal of the existing chicane access control at the Carnforth Road entrance to be replaced with a bollard which includes a 'shared use' sign and signs and markings along the east/west to indicate the existing path is shared use.



Image 6: Upgrade to Carnforth Road junction



Image 7: Sparrow Crossing joining Calderbrook Drive across Councillor Lane to Adswold park.

4.2.7. **Wellington St and Duke St phase of Edgeley – Stockport:** a cycle route from the Town Hall to the Market Place including crossings on Wellington St and Duke St has been put in place.

4.2.8. **Edgeley Rd / Dale St Mayoral Challenge Fund (MCF) Crossing Improvements:** Urban Traffic Control Crossing Improvements at Edgeley Rd / Dale St were completed this year as below. New pedestrian crossing on Edgeley Road making crossing to access between the district centre and the library easier for pedestrians as well as links residential areas to the local primary schools situated close by, including Alexandra Park Primary school.

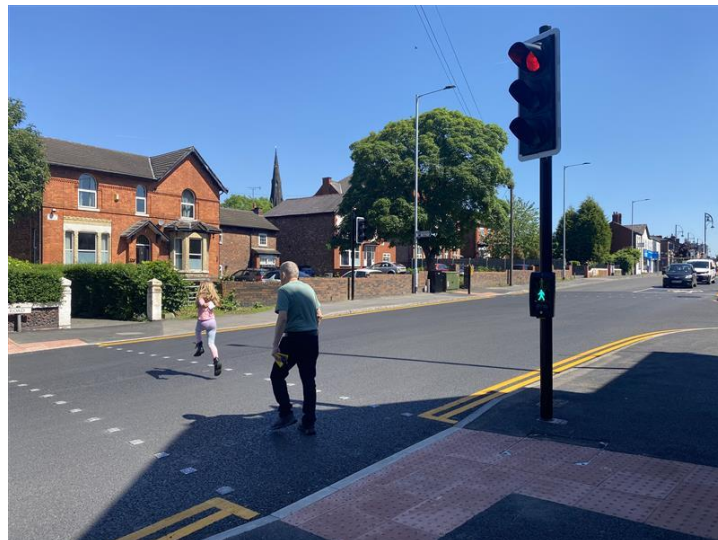


Image 8: New pedestrian crossing on Edgeley Road

- 4.2.9. **Zebra Crossing Bosden Fold, Hazel Grove** –a new zebra crossing was installed here to improve pedestrian access to St Simons Primary School Improving pedestrian safety and encouraging active travel to school. See image below.



Image 9: Bosden Fold Zebra Crossing

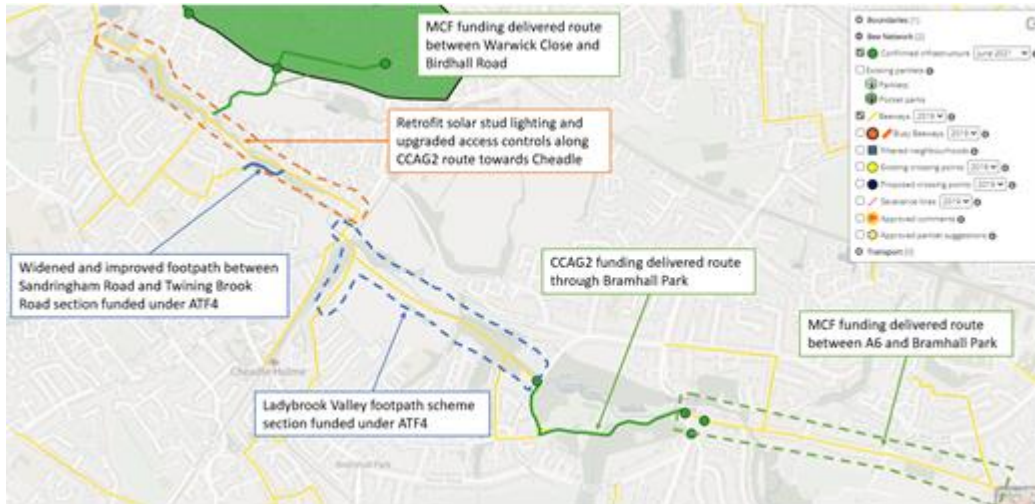
- 4.2.10. **ATF Mauldeth Road:** crossing facilities for active travel users on Mauldeth Road at its junction with Kingsleigh Road completed in June 2024
- 4.2.11. **Active Travel Fund (ATF) Marketplace and Underbanks:** the pedestrianisation scheme for the Market Place and Underbanks designed to improve the visitor experience for residents and businesses as part of the regeneration of the town centre was completed with the automated bollards and related Traffic Regulation Orders being in place from June 2024.

4.3. Schemes Under Construction 2024

4.3.1. Active Travel Fund 4 scheme - Ladybrook Valley

- 4.3.1.1. The scheme in Ladybrook Valley involves an upgrade of the walking route along the river between Bramhall Park Road and Ladybridge Road to a bridleway. This will provide a route for pedestrians, equestrians, and cyclists. This is to provide a missing link in a route between Hazel Grove and Cheadle, with spurs and connections to local destinations and the wider active travel network.

4.3.1.2. The first works are underway from the week of 11 November 2024 to early 2025 and involve an upgrade of the shared use path between Sandringham Road and Twining Brook with widening, resurfacing and additional lighting. The main works along Ladybrook Valley between Bramhall Park Road and Ladybridge Road are being planned for 2025. The chicane barrier at the end of Sandringham Road will also be replaced by a row of bollards. This will allow full access for pedestrians, cyclists, wheelchair users and pushchairs while preventing unauthorised vehicle access.



Plan of proposed works and how it relates to other works completed in the area.

4.3.2. Active Travel Fund 4 scheme - Romiley to Stockport elements,

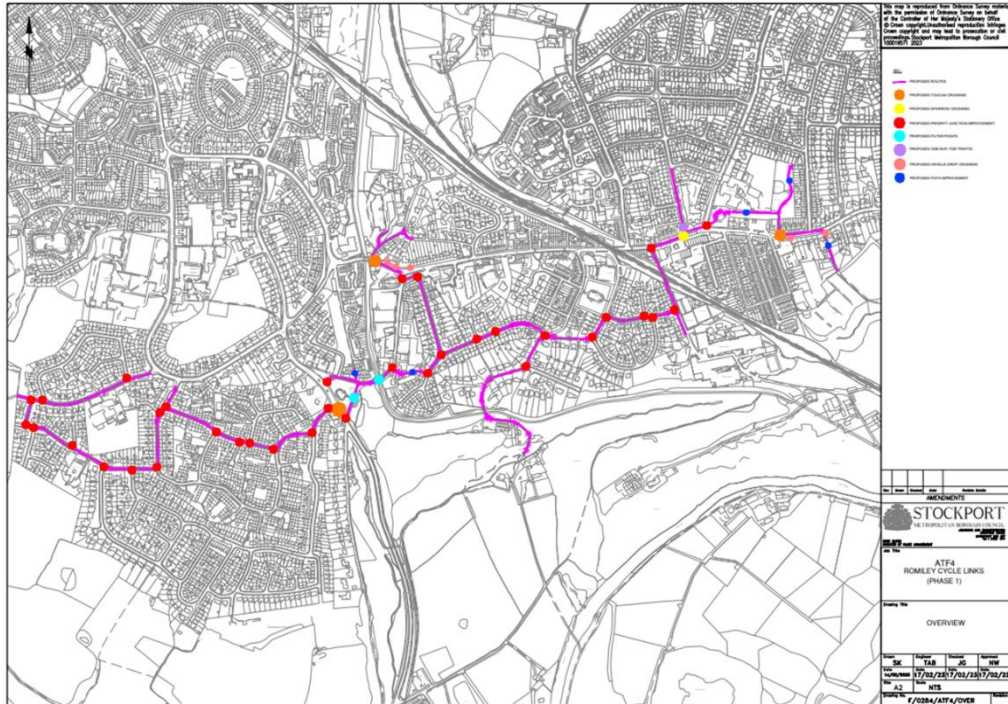
4.3.2.1. This project is primarily to connect local residential, employment, education, retail and leisure destinations across Romiley with improved active travel accessibility. It also supports existing routes to schools with new crossings and wider accessibility improvements. The project includes the installation and upgrade of several crossings on the busy Stockport Road / Compstall Road and Hatherlow, as well as an all-inclusive route along quieter residential roads between Romiley precinct and Bredbury Green.

4.3.2.2. All works are expected to be completed by the end of the summer of 2025.

4.3.2.3. The works started in July with the installation of a new crossing on Hatherlow and the closure of Green Lane to motor vehicles at the narrow canal bridge (September), this is in support of the wider route between Romiley and Bredbury Green. Works were also completed during the summer holidays to improve pedestrian facilities at the crossing recently installed at Romiley Station. Works are ongoing within Bredbury Green as part of the quiet route, these will be complete to Romiley precinct early in the new year.

4.3.2.4. Works are planned to commence in the new year to install a new crossing on Compstall Road adjacent to Birch Avenue / rear entrance to Romiley Park, followed by and co-ordinated with installation of a new

crossing on Stockport Road near Green Lane / Life Leisure, and an upgrade to the crossing at Romiley precinct.



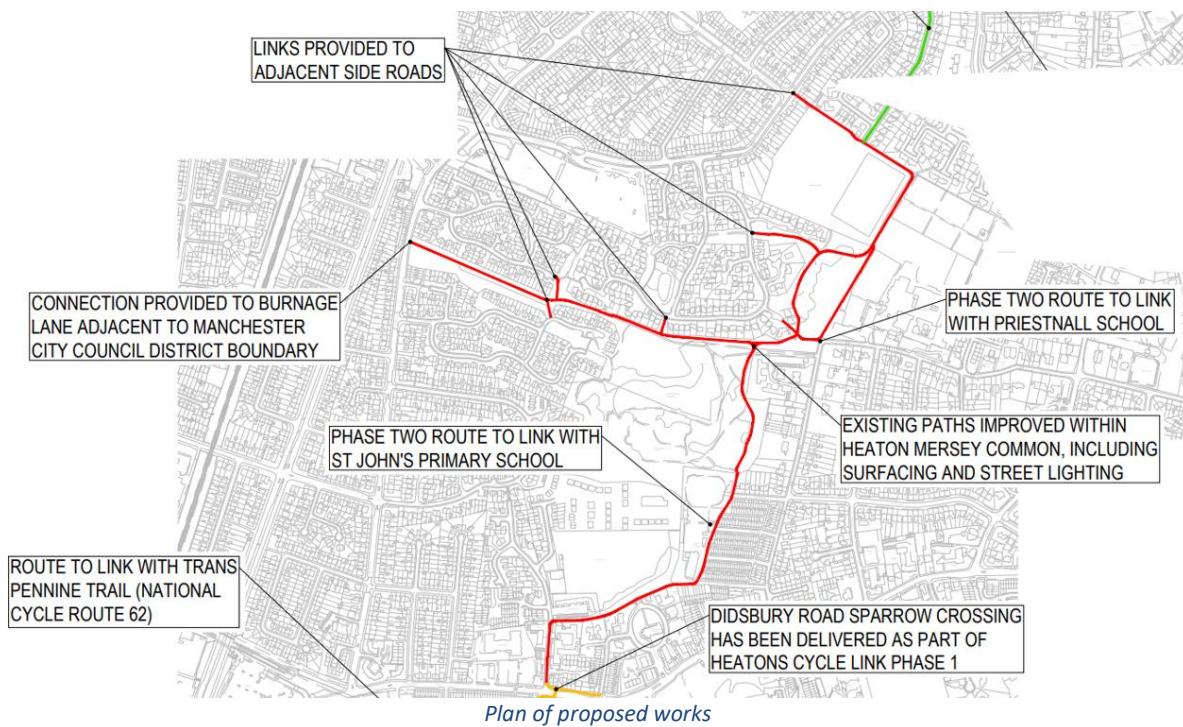
Plan of proposed works

4.3.3. Active Travel Fund 4 scheme - Heatons Link (Phase 2)

4.3.3.1. Phase 2 of our Heatons Link will provide approximately 2km of path improvements between Harwood Road and Cherry Holt Avenue, and between Burnage Lane and Priestnall Road. This will connect local areas with improved accessibility, supporting safer and more attractive sustainable travel to schools and other destinations. It also forms part of the wider 6.5km route between the Fallowfield Loop and Trans-Pennine Trail, with connections to the local active travel network. Paths are being lit and constructed to widths suitable for shared pedestrian and cyclist use.

4.3.3.2. Construction commenced in October 2024 and is in phases to summer 2025. Various path closures are required to enable the works to be carried out safely and efficiently, these are being carefully planned and co-ordinated to manage disruption within the local community as much as possible. Our first phases of works to early 2025 are around Priestnall Playing Fields and along the path between Burnage Lane and Priestnall Road.

4.3.3.3. We are working closely with the Council's Neighbourhoods team, ecology and arboriculture specialists. The design has minimised the need for tree and vegetation cut-back as much as possible, the replanting plan for the area will increase the actual tree stock in the area with appropriate species, ensuring an established wooded environment for the future. Our Arboriculture team is using the opportunity to undertake some routine maintenance, including the removal of some unhealthy trees.



4.3.4. Mayoral Challenge Fund (MCF) Crossing Improvements - Heaton Moor Road / Peel Moat Road / Broomfield Road: Introduction of a signal control crossing at the Heaton Moor Road / Peel Moat Road / Broomfield Road junction including crossing facilities for pedestrians reducing severance between residential homes and local facilities.

4.4. A34 Major Roads Network Corridor Improvement Plan: The A34 Major Roads Network improvements programme has transitioned into the delivery phase, with substantial progress across multiple schemes. Early works have now commenced for improvements to the Cheadle Royal Roundabout as of November 2024, focusing on early site activities to minimise network disruption and to facilitate full construction. Enhancements to Gatley Road and Wilmslow Road have been successfully completed, delivering improved cycling and pedestrian infrastructure, while construction of improvements along Broadway began in October 2024, with expected completion in April 2025.

4.5. Scheme development is continuing for future elements of the programme, with construction works from April 2025 onwards being coordinated with other activities on the highway network. The programme includes a 5.6km segregated pedestrian and cycle route, enhanced crossings, and connections to the Greater Manchester Cycle Bee Network. These improvements support key objectives such as sustainable travel, reduce congestion, and improve access to key employment zones such as Cheadle Royal Business Park and Stanley Green Business area.

4.6. Schemes Activated

4.7. The schemes already delivered have been or are in the process of being activated to encourage use by the public in 2024 include:

4.7.1. Stockport Interchange Activation events

4.7.2. A number of activation events have been delivered throughout the year to support the promotion and use of the new walking and cycling facilities provided by the new Stockport bus and Rail Interchange and its rooftop park 'Viaduct Park' including:

4.7.2.1. **Town of Culture Creative Weekender- 23rd and 24th March 2024** The council organised a weekend long event to take place in March to mark the end of and showcase the fact that Stockport was awarded the title of Greater Manchester 'Town of Culture' 2023. The programme for the year had 4 themes, Stockport Moves, Stockport Makes, Stockport Sounds and Stockport Tastes. Many of the activities for this celebration took place on viaduct park on the top of the Interchange. To tie in with the Stockport moves element of the theme the Active travel team provided the following for the public:

4.7.2.2. An active and sustainable travel stand with information and freebies to encourage and engage with the public on how Stockport council can support residents to travel more actively and sustainably.

4.7.2.3. A series of led walks, led by walk volunteers from one of our established walking groups 'Walk a Day'.

4.7.2.4. Supporting Life Leisure with their 'move to a mile' event as well as health walks volunteers to support those new to walking to take part in a mile long walk around the town centre.



Image 10: Photo taken on viaduct park from TOC weekender 23-24th March 2024

4.7.3. **Stockport Moves event June 2024** was a Town of Culture legacy event taking place in Viaduct Park and the town centre on Sunday 9th June. The event was to build on the legacy of the Stockport Moves events held over the

last few years. The active travel team, in order to further highlight Walking and Cycling in relation to the interchange, provided and supported the following activities:

- 4.7.3.1. A stand offering freebies, information and signposting to local walking and cycling opportunities
- 4.7.3.2. Dr bike stand offering free bike maintenance and safety checks for the public
- 4.7.3.3. A 5-mile led walk using the new interchange facilities and along the Trans Pennine Trail.
- 4.7.3.4. Accessible bikes to trial from the Seashell Trust; and
- 4.7.3.5. A historical walk led by Life Leisure and Age UK Stockport



Image 11: Programme for the event of Stockport moves 2024



Image 13: People having a go on the accessible bikes provided by the seashell trust

4.7.4. Viaduct Park Event- Helix Celebration event October 2024

4.7.5. A further event was organised to celebrate the final opening of the Helix ramp facilities, this involved a number of activities including a Dr Bike offering free bike maintenance and safety checks, two led rides and a poster competition which ran between the four geographically closest schools to the Interchange. The Cabinet Member for Parks, Highways and Transportation also awarded the Volunteers of the Trans Pennine Trail with a certificate to celebrate their work. The Trans Pennine Trail runs outside of the new interchange through the town centre.



Image 14: A Helix ride organised as part of this event



Image 15: Cyclists on helix ride using the new helix facilities

4.7.6. Broadstone Hall Crossing Activation.

4.7.6.1. A number of activities were provided to Broadstone Hall Primary school. This included a Package of measures to engage school in learning about the new facilities and interacting with their local environment. The activities delivered included, Learn to Ride Cycle training for years 3 and

4, balance bike training for reception children and a Dr Bike session to fix children's and parents bikes.



Image 16: Cycle training at Broadstone Hall Primary school

4.7.6.2. A local artist delivered a road safety art workshop for years 1 and 2 and the artwork produced on wooden roundels was attached to the school fencing for the community to see and receive the message about road safety.



Image 17: Road safety art workshop held at the school



Image 18: Road safety artwork being displayed outside the school

4.7.6.3. A map was developed for the school to educate pupils and the school community about the accessible active travel routes available to the school and highlight the time it takes to walk/cycle these routes.



Image 19: Interactive mode of travel to school map

4.7.6.4. As part of embedding the local geographical knowledge as well as reinforcing road safety messages through education, a group of year 5/6 pupils were taken for a local history walk around the area close to school.



Image 20: Year 5/6 Pupils from Broadstone Hall Primary school on their local history/road safety walk.

4.8. Behavioural Change Initiatives

- 4.8.1. In order to provide targeted promotion of walking and cycling and safety training the council continue to support a number of local, walking and cycling initiatives and national and regional walking events by the following groups: AGE UK; Life Leisure, Walkaday; Ramblers well-being walks (formally Health Walks); Living Streets Modeshift (schools), and Love to Ride.
- 4.8.2. Partnerships working with the Active communities Officers at Life Leisure has enabled some collaboration and workshops to take place to enhance the offer that Stockport are able to provide to support these groups to continue, including further walk leader training sessions along with a celebration event to celebrate the achievements of volunteers' efforts.
- 4.8.3. The South-East Manchester and Crew Manchester Community Rail Partnerships are supporting Walkaday to promote their walks by publishing the leaflet of walking opportunities through the scheme and putting the leaflet in the stations on the line. This also supports the rail partnership to promote rail as an opportunity to access places to walk for leisure.
- 4.8.4. The communications team use social media to promote Road Safety. Examples of this have been Transport for Greater Manchester's 'See the rider not the bike' campaign and the national road safety 'Think' messaging about changes to the Highway Code.
- 4.8.5. There are also Council led initiatives:

4.8.5.1. **Road Safety Team Initiatives:** A range of activities are provided in our schools these are: **Step Outside** – a pedestrian training scheme; **Headsmart** – Children learn about the importance of wearing a Bicycle helmet; **Child Speedwatch** – Children consider what may affect driver behaviour and how this relates to stopping distances. The children look at what they can do as pedestrians, passengers, and cyclists in order to keep safe; and **Bikeability** – Bike training is offered to Children in Years 5 & 6. In addition, the team contracts a company to deliver training to Years 5 & 6 as well and to Year 7. The company also delivers **Learn to ride, Balance and Family training sessions**. In addition to its own activities the Road Safety team help to promote events such as Living Streets **Wow scheme; Walk to School Week; Sustrans Big Walk and Wheel and Cycle to School week**.

4.8.5.2. **School Streets:** There are currently four school streets running in Stockport, all of which now have permanent Traffic Regulation Orders in place to allow them to continue. Three of which were funded through the Transport for Greater Manchester trials and St Thomas CE Primary School was kickstarted with ward funding. All school streets are reliant on the ability for the school being able to organise marshals for their closure points either through staff or volunteers.



4.8.5.3. Active Travel England have just published new guidance to help councils deliver school streets. We are also currently awaiting further guidance from Transport for Greater Manchester on the funding that will be provided to continue the current schemes in place and to support schools who are interested in establishing a new school street.

4.8.6. **Brinnington Active Communities Developments:** Over the last 3 years walking, wheeling, and cycling has been developed on a granular level in Brinnington, as part of the wider Stockport Moving Together work. The focus

on active travel began organically through an informally led Forum made up of residents and partner organisations where walking and cycling ideas were raised in various conversations. This gave valuable insight to understand that there is appetite to further access and coordinate walking and cycling across the ward.

4.8.6.1. This led to the formation of a Walking Forum and a Cycling Forum, specifically for Brinnington and a wide range of initiatives that have been promoting the use of walking and cycling by residents.

4.8.7. The Council also work with external groups which are seeking to promote the improvement of walking and cycling in the local area and wider. This includes: working with our nine local walk ride groups regarding proposals in their areas and suggestions they have when funding is available; our participation in the Greater Manchester Trans Pennine Trail board meetings and wider work with the Trans Pennine Trail and Sustrans to improve local Sustrans routes.

4.9. Maintenance Through Capital Funding

4.9.1. **Park Path Maintenance/ improvement:**. Paths and parks have received maintenance funding to improve the walking facilities in the following locations: So far this year of the £50,000 allocated two schemes have completed, Torkington Park Secret Garden £4,284, Grafton St Park £11,850, Grafton St Park £950, total **£17,084**.

4.9.2. A further 5 are in development, Mellor Green, £9,980 on hold as FoG are opposed to the proposal, Brabyns Park, £4000 currently out to quote, Chadkirk CP, £7,000 works currently being specified, Heaton Moor, £6,500 overlay to central area and Burliegh Steps and Path, £5,500 on order.

4.9.3. Maintenance of the highway network is supported through the Transport Capital Programme. This year we were also recipient of some extra funding to support the maintenance of the network in the form of £0.505m in pothole funding from national government.

4.9.4. Public Rights of Way have also benefited in the 2024-25 capital programme Including the repair and reopening of Footpath 64 BR and the replacement of the bridge on 86M This is on top of repairs and maintains to other unsurfaced routes including working with landowners to maintain their stiles and gates and addressing overgrowth of vegetation.

5. FUNDING

5.1. The majority of funding for walking, wheeling and cycling schemes is accessed through funding bids. The council has been successful in securing funding through a number of programmes including the Bee Network Crossings Programme, the Active Travel Programme (funding rounds 1, 2, 4 and 4e), and the City Region Sustainable Transport Settlement programme. Funding to deliver the A34 Major Route Network programme was awarded by Department for Transport following approval of the final business case, and the programme includes measures to encourage and facilitate active travel along the A34 corridor.

5.2. The vast majority of our capital funding for the transport capital programme is through funding bids, and the CRSTS funding allocations for Maintenance and Road Safety and Minor works funding are only a small proportion of the overall funding for active travel schemes.

6. FUTURE PLANS AND IMPROVEMENTS

6.1. Proposals in Development

6.1.1. There is a range of projects that are proposed for the continued development for delivery of walking and cycling improvements in the borough. Some of these are funded for delivery including:

6.1.2. **Greek Street Bridge:** replacement is within the CRSTS and the National Rail Programme but there is a proposal that the bridge replacement will also lead to the improvement of the walking and cycling facilities at this junction. The bridge will be replacement will start in 2024. Consultation is expected to start in spring 2024.

6.1.3. Some of these schemes only have the funding for development or are otherwise subject to the identification of further funding for delivery including:

6.1.4. **Active Neighbourhoods:** The Council undertook a trial/ consult on active neighbourhoods.

6.1.4.1. **Active Neighbourhood in Heaton Chapel:** The Council conducted a three-month trial from September to November 2021, delivered under the Mayoral Challenge Fund for Walking and Cycling. A pre-trial consultation informed the design of the trial scheme, and a post-trial consultation and traffic monitoring informed the scheme's results. At area committee, ward members supported the design of and consultation on a permanent Active Neighbourhood scheme in the trial area. This scheme received further development funding which will enable a consultation on the final scheme. Final delivery will depend on future funds. A consultation is expected to take place in early 2024.

6.1.4.2. The development of other Active Neighbourhood schemes including those in Romiley and Cheadle are still part of the ambition of the Council but will need successful funding bids to proceed further.

- **Romiley Active Neighbourhood:** Following public consultation and Councillor and officer discussions, the proposed trial area encompassed the primarily residential area to the east and the area to the west of Sandy Lane and the area north of Compstall Road.
- **Cheadle Active Neighbourhood:** An Active Neighbourhood Trial was proposed for the Cheadle area of Stockport. A consultation and design process took place in Spring/Summer of 2021. However, it was agreed that there is a need for further public engagement on a scheme to deliver a scheme appropriate for the needs of the area.

6.1.5. **Town Centre West Accessibility Package:** is a necessary part of the delivery of the accessible housing developments on the site.

- 6.1.6. **Marple Area Walking and Cycling:** consultation has taken place with analysis to lead the development of delivery options, which will be subject to future delivery.
- 6.1.7. **Hazel Grove to High Lane:** funding for scheme development was secured. Feasibility design underway with various routes being considered and associated data captured, to develop a package of proposals. Delivery will be subject to further funding. Hazel Grove High Lane. The feasibility team has progressed with a transport study for this area, in addition to route consideration and data capture workshops have been held with stakeholders including Transport for Greater Manchester, the planning team, parking team and councillors. Following a second workshop in December a report will be ready for the start of 2026 advising on next steps.
- 6.1.8. **Access to Non-Inclusive Paths:**
- 6.1.9. This is a scoping project to identify locations within the borough for potential improvement for walking and cycling facilities in urban areas, to help best allocate the most cost-effective locations for improvements for infrastructure.
- 6.1.10. A set of site visits were conducted to Norbury and Woodsmoor last year, and a full scoring matrix has been developed with over 300 identified pathways across Stockport, scoring them for qualities such as potential width of route with improvements and links to amenities. Delivery of developed schemes is subject to available future funding.”
- 6.1.11. Stockport is also continually working to improve last mile walking and cycling to not only public transport opportunities but also to other sites. Working with developers during the planning process to provide connectivity to their sites is an important element of this. This can include not only developers for businesses and housing but also school developments, medical facilities and new public transport locations. The physical infrastructure is supported by the requirement for a Travel Plan including behavioural change elements to support the use of the facilities.
- 6.1.12. The council as part of the Community Rail Partnership has also been supporting walking and cycling at stations. Recent improvements include cycle facilities at Stockport rail station; Romiley rail station crossing facilities; and improving access to bus stops as part of planning gain. Future schemes that we are working on delivering with our delivery partners include Reddish North rail station, Cheadle rail station and Stockport rail station and Interchange.

6.2. Wayfinding

- 6.2.1. Transport for Greater Manchester is currently undertaking a major piece of work to develop, test and adopt a wayfinding package for active travel routes within the Bee Network. They aim to undertake a trial of a proposed wayfinding approach during 2025. Stockport are keen to work with Transport for Greater Manchester to bring forward an approach that not only supports the public in being able to identify new bee network routes but also provides linkages to current useful connections which make up the wider network.

7. Future Behavioural Change

- 7.1. The launching of individual schemes using activation funding will encourage walking and cycling in local communities highlighting improvements to connectivity. Such activation will include: social media, school and community-based events and other supportive activities.
- 7.2. Greater Manchester published its Streets for All Design Guide in 2024. This is a technical street design guide for Greater Manchester setting the standard for how our streets and public spaces will look, feel and function in the years ahead. Stockport will continue to work to meet best practices such as those in the Streets for All Design Guide to support behavioural change in the borough.
- 7.3. The Council will continue to work with schools to encourage sustainable travel to school, improve road safety and address the issues of air quality and congestion in relation to the school run. Including, as relevant, the delivery of: signage, social media promotion, mapping, training, and relevant activities and events, including national and regional events, to improve understanding of issues. Transport for Greater Manchester are currently consulting on their new school travel strategy at <https://www.gmconsult.org/transport-for-greater-manchester/school-travel-strategy-consultation/> . This will help align school travel with the wider bee network programme.
 - 7.3.1. The Council will continue to work with businesses and communities to encourage sustainable travel, improve road safety and address air quality and other environmental issues. Including encouraging the development of travel plans, participation in events such as Bike to Work Week and World Car Free Day.
 - 7.3.2. The Council will also continue to support groups which want to encourage walking and cycling in other ways such as support groups which do lead walks and hosting events like Stockport Moves where they can showcase their offer to the public.
 - 7.3.3. The Council will continue to work with our own GIS team and other mapping providers to maintain the information on mapping available to the public. This includes maintaining our own and Transport for Greater Manchester's maps, as seen on the websites we and they maintain, and understanding how best to share this information with other map providers to improve their information.
 - 7.3.4. **Route Planning:** The Council is aware that many users of our network will plan their routes through the use of planners like "Google Maps". These use a combination of information to develop their routes. The council and Transport for Greater Manchester's latest opensource mapping data is maintained so that those companies seek to utilise it get the best data. We also report changes in the network to the ordinance survey to assist in their accuracy.

8. Maintenance

- 8.1. The Council is aware that there is a need to continuously maintain the infrastructure that is provided. Surfaced routes are routinely inspected. Any actionable defects are repaired in line with Council policy. There are two key elements to surfaced route maintenance:

- 8.1.1. The construction, surfacing & street furniture which is reviewed periodically and renewed if found to be in poor condition; and
- 8.1.2. The cleanliness of the routes such as sweeping of debris, litter, and leaf clearance which on highway routes.
- 8.1.3. Repair of physical assets and clearance of debris or vegetation is done where need is identified and not on a maintenance schedule.
- 8.2. The council also has a commitment under the Highways Act 1980 (England and Wales) to undertake actions to address snow and ice specifically these are:
- 8.3. Section 41(1A) – "a highway authority is under a duty to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice."
- 8.4. Section 150 puts a responsibility on the highway authority to clear snow from the highway, but only if it is causing an obstruction.
- 8.5. The council does this under its Winter Maintenance Policy and their related plans. This risk-based approach to managing winter maintenance is used to consider new routes as they are added to the highway network and where necessary these will be added to the necessary gritting routes/plan for the borough.

9. **ACHIEVEMENTS**

9.1. **Road Safety Education and Training**

9.2. In 2023/2024 school year we delivered the following road safety training:

9.2.1. A total of 1921 Primary Children attended a Road Safety Session.

- **750** Year 2 pupils received Step Outside training.
- **582** Year 4 pupils received Head Smart training.
- **128** Year 5 pupils took part in Crashed Vehicle training.
- **461** Year 6 pupils took part in Speed Watch training.

9.3. Cycle Training Sessions were delivered to:

9.3.1. 405 children in Reception and Year 1 who received Balance Bike training.

9.3.2. 192 children in Primaries who received Learn to Ride training.

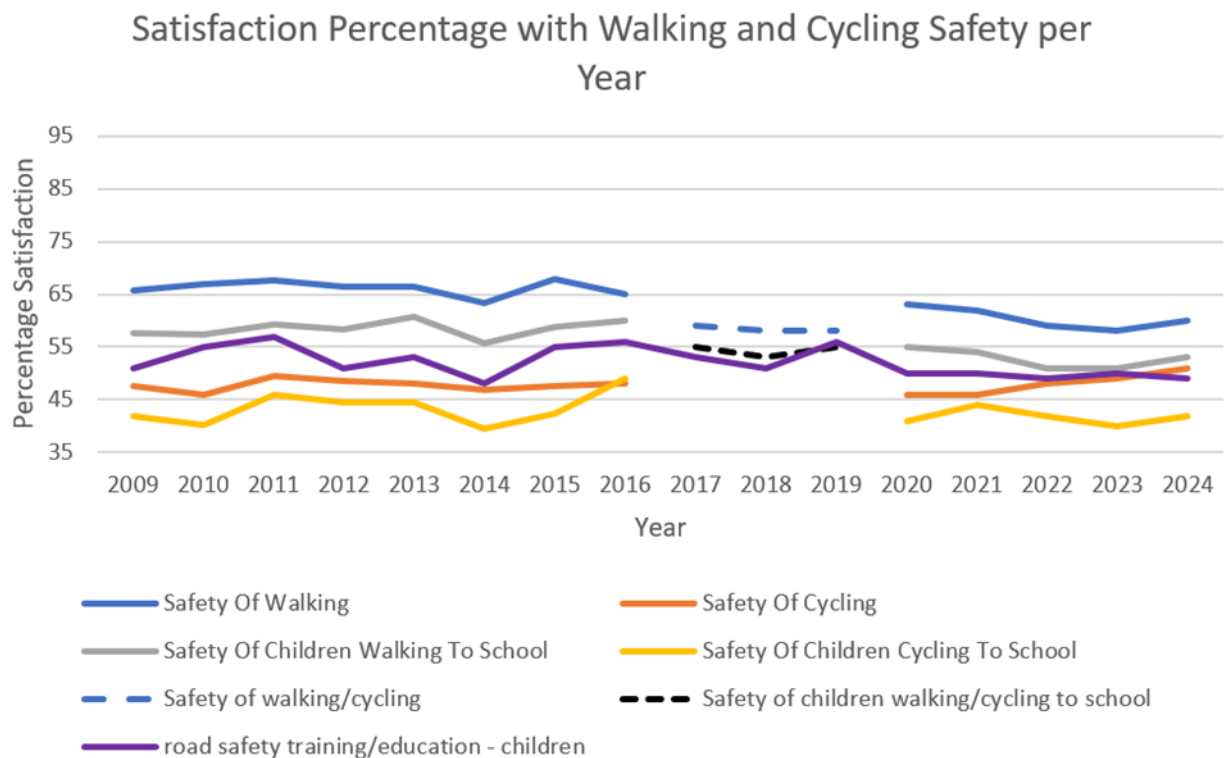
9.3.3. 2674 children in Years 5 and 6 who received Bikeability Level 1 & 2 training;
and

9.3.4. 53 children in Year 7 who received Level 3 training.

9.4. **National Highways and Transportation satisfaction survey**

9.4.1. The Council participate in the National Highways and Transportation satisfaction survey 669 residents responded to survey this year. A decrease of 59 from the previous year.

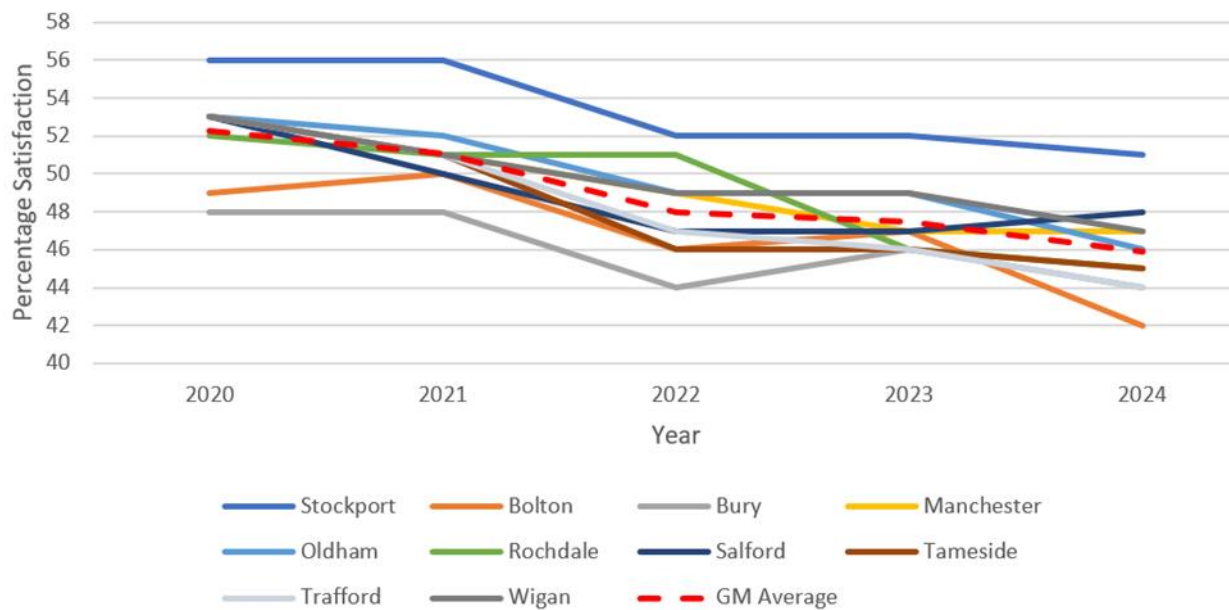
9.4.2. The below chart shows the change in satisfaction in perceptions of safety over time. The breaks in the years 2017 to 2019 are due to a change in questions asked. Cycling tends to have a lower satisfaction than walking and school travel tends to have a lower satisfaction than general walking and cycling. As can be seen this has been a stable trend across the survey reflecting the risk adverse approach to child safety when considering walking and cycling.



9.4.3. The National Highways and Transportation Survey also collects data on satisfaction with different aspects of cycling infrastructure. Between 2020 and 2022 satisfaction with different aspects of cycling infrastructure improved. We related this to the current roll out of cycle schemes in the borough. Whilst there was a drop in satisfaction levels in 2023 back to 2021 levels, the most recent satisfaction of 2024 has risen to above levels in 2022. The satisfaction with the provision of paths for walking and running has decreased in the same period. Potentially this is due to the perception that cycling is being favored in the current work being undertaken.

9.4.4. The chart below shows the change in satisfaction with Pavements & Footpaths (aspects) across the boroughs of Greater Manchester. In comparison with how the rest of Greater Manchester performs in relation to satisfaction of Pavement & Footpaths (aspects), Stockport consistently performs above the Greater Manchester average. Therefore, despite there being a decrease in satisfaction with Pavements and Footpaths (aspects) over the last five years, this is reflected across Greater Manchester as a whole.

Satisfaction Percentage with Pavements & Footpaths (aspects)
across Greater Manchester



10. FINANCIAL AND RISK ASSESSMENT CONSIDERATIONS

10.1. This update report does not lead to any increased funding or risk considerations for the council.

11. LEGAL CONSIDERATIONS

11.1. There are no legal considerations as a result of this report.

12. HUMAN RESOURCES IMPACT

12.1. The continued delivery of walking and cycling improvements in the borough has human resource requirements especially where behavioural change work is needed. These programmes are acknowledged to have a need to provide continuing communication and contact with those involved to provide an ongoing changing behaviour. However, this update report does not increase the human resource requirements for the council.

13. EQUALITIES IMPACT

13.1. The policies and programmes covered within this update report were all subject to any required equality impacts assessments.

14. ENVIRONMENTAL IMPACT

- 14.1. The Council has declared a climate emergency and agreed a target to achieve net-zero carbon emissions by 2030. Approximately a third of all the boroughs carbon emissions comes from transport so the delivery of walking and cycling initiatives is part of the delivery of the climate action now strategy which is a response to the council's climate emergency. 43% of all trips that start in Stockport are less than 2km in length, with 44% of these trips made by private car (driver and passenger) these are trips that could be reasonably walked or cycled, and the work undertaken in this report increases the opportunities for people to make this change. Also 92% of residents live within 400m of a bus stop, and 38% of residents live within 800m of a rail station making walking and cycling to public transport possible for longer journeys.

15. NEXT STEPS

- 15.1. Officers will continue to work to improve active travel opportunities within the borough as far as resources and funding allow. The continued national and regional focus upon walking and cycling as a subject will hopefully assist in ensuring that such funding continues to be made available.
- 15.2. Following the success of the cycle tour undertaken as part of the ongoing scrutiny review in to cycling we will be undertaking an annual tour of the boroughs latest cycling facilities for Councillors to better appreciate the ongoing development of the network.

16. RECOMMENDATIONS TO SCRUTINY

- 16.1. The Scrutiny Committee is requested to note the report and comment on the contents.

BACKGROUND PAPERS

Anyone wishing to inspect the above background papers or requiring further information should contact Jamie Birtles on 07356 120 423 email on Jamie.birtles@stockport.gov.uk