

Appendix 1

A Plan for Walking and Cycling in Stockport 2019-29 Review:

Introduction

The Plan for Walking and Cycling in Stockport 2019-29 was established to address congestion in Stockport by reducing the number of journeys made by car and increasing the levels of walking and cycling in Stockport. The plan was created as a response to national and regional strategy promoting walking and cycling to be delivered by funding opportunities such as the Mayoral Challenge Fund. The plan set out a new vision for walking and cycling in Stockport and created an action plan including short-term, medium-term and long-term actions to deliver change in walking and cycling across the borough. By 2029, the goal is to deliver a high quality and fully connected walking and cycling network and to promote walking and cycling as regular and accessible forms of transport for all age groups and ability levels.

From 2019 to November 2024, the Council has made significant progress in delivering the plan including: delivering the Town Centre Access Plan active travel improvements; the construction and delivery of the Stockport Interchange as well as improvements to the walking and cycling network such as the Heatons Cycle Links (phases), A6 to Bramhall Park cycle link, A555 links and Offerton to Town Centre Cycle link.

This review of the Plan for Walking and Cycling will identify the progress that has been made towards the actions set out in the plan so far.

Background

Since 2019, a number of improvements to the transport network have been carried out by the Council to deliver the Plan for Walking and Cycling 2019-29. However, progress towards the plan has been impacted by the COVID-19 pandemic.

To deliver the plan the Council has taken funding opportunities from various funds to help deliver progress towards the plan's actions. This includes Mayoral Challenge Funding and Active Travel Fund funding (1, 2, 3, 4 and 4e).

The council is continuing to bid for funding to develop and deliver walking and cycling improvements to support the delivery of the plan.

Review of plan

Key achievements in the short-term actions to progress the plan include: the provision of the A6 MARR scheme where local links have been provided, completion of the A6 to Bramhall Cycle Link, delivery of several sections of the Heatons Cycle Link and completion of the Stockport Interchange.

Progress can also be seen in the medium-term and long-term actions such as improving segregated walking and cycling routes through the delivery of the previously mentioned schemes. However, it is expected that further progress on these actions, particularly an increase in the levels of cycling, will be seen in the next

5 years following the delivery major schemes including the A34 MRN and ATF4 projects. A detailed update of progress is shown in the tables below.

Short-Term Actions

Ref	Action	Summary of Progress
Objective 1: Create and maintain high quality and fully connected cycling and walking networks within Stockport		
S1.1	Undertake and complete a network infrastructure review and agree frequency of refresh, consistent with established Asset Management code of practice and recognised guidance as agreed with the GM Walking and Cycling Commissioner	The information about the network in terms of walking and cycling is recorded on the Councils Asset Management System Confirm and QGIS. This enables inspection and maintenance control. A process is in place which updates QGIS when we implement new schemes to record what has been built and share this information with TfGM.
S1.2	Continue to support work of national Trans Pennine Trail office	The council has recently re-signed the memorandum of understanding with the Trans Pennie Trail and have agreed its terms. The Council also pay the annual funding requirement to support the Trans Pennie Trail Team.
S1.3	Address long-standing signage issues on Trans Pennine Trail (TPT) in partnership with TPT office and local volunteers	<p>The Trans Pennine Trail (TPT) is not a public right of way for the whole length in the borough. Signage has been amended but it is recognised that improvements are still needed especially where the TPT goes through the town centre. Development in the Town Centre has slowed the delivery of a comprehensive signage scheme.</p> <p>Work on signage on the TPT related to the development at Weir Mill and Town Centre West going towards the pyramid has been undertaken.</p> <p>Signage also installed for TPT section along the interchange and for the new crossing on Astely St.</p> <p>Temporary and diversion signage was implemented and needs to be kept under review as does other diversions.</p>
S1.4	Review requirements in partnership with the TPT office for improvements to sections of the Trans Pennine Trail.	Stockport in partnership with the TPT office maintain and regularly review the excel spreadsheet identifying all desirable improvements on the TPT in Stockport. When possible, this is used to identify when funding bids can support TPT improvement.
S1.5	Review requirements for existing strategic routes and undertake more detailed analysis of route	<p>The Bee Network vision developed as part of TfGM LCWIP has focused on Stockport Town centre.</p> <p>A6 Bus Radials passed by Cabinet in June 2024 for</p>

	<p>improvement options via the Local Cycling and Walking Infrastructure Plan (LCWIP) and the Greater Manchester “Beelines” network development processes, to include a review of routes such as:</p> <ul style="list-style-type: none"> • A6 corridor • Existing canal network • East and west A34 parallel routes • Local links to the A6MARR shared user path • Brinnington to Stockport Town Centre • Heaton Cycle Link 	<p>route north of town centre, includes principles for future schemes along this corridor.</p> <p>Stockport Council remains committed to implementing improvements to our canal side routes. This canal-based opportunity would link to improvements which have already been undertaken in authorities beyond the GM boundary.</p> <p>A34 MRN scheme is in delivery and will provide high quality East West connections across the A34 in addition to upgraded north & south routes.</p> <p>A6 MARR -local links have been provided such as: Macclesfield Rd, Woodford Rec Ground, Stanley Green Trading Estate A34MRN, Crossing nr Lakeland Shop</p> <p>A significant amount of the Heaton's Cycle Link has been delivered with work ongoing. This includes the delivery of routes at Nelstrop, Blackbrook Bridge, A6 Crossing, Mauldeth Roundabout, and the section at Heaton Mersey under construction and the section at Leegate Rd where further conversations with landowners are ongoing.</p> <p>Aspirations to undertake a detailed review of the route from Brinnington to Stockport remain, however, this is yet to be undertaken.</p>
S1.6	<p>Develop programme with Highways England (HE) to identify improvements to walking and cycling networks where they cross, motorways, including Heaton Norris Park to Redrock over the M60 and Great Egerton Street</p>	<p>Stockport council has worked with Highways England where possible to highlight out desires for any funding allocations that are available. We retain an aspiration to improve access for walkers and cyclists to cross the motorway was possible.</p>
S1.7	<p>In consultation with TfGM, review the principal of ‘pedestrian countdown’ signals</p>	<p>The provision of Pedestrian Countdown signals has not expanded as was expected when the plan was written. Should an appropriate location become evident the Council will investigate the option.</p>
S1.8	<p>Review potential impact of walking and cycling signs showing times (instead of or as well as distances) as part of Town Centre wayfinding strategy</p>	<p>TfGM is developing a comprehensive wayfinding proposal as part of Bee Network and Stockport will continue to work with them to deliver any final proposal.</p>
S1.9	<p>Identify those Public Rights of Way for which a change in status will</p>	<p>Stockport has been working to identify and act on appropriate sites including: Ladybrook Valley between Bramhall Park and Ladybridge Road and</p>

	better support both cycling and walking networks, noting that historical categorisation may not always best support contemporary car-free network needs	the upgrade of Footpath 97 to bridleway as part of the A34 scheme. Further work is being undertaken to review a range of sites in the borough to identify how best to increase accessibility for users.
S1.10	Provide directional signing for principal cycle parking locations	Directional signing for principal cycle parking locations will be implemented as required as part of wider signage.
S1.11	Develop a guide to the most appropriate surfacing materials for all route categories and consult with key stakeholder groups	<p>The Council has a clearly developed standard detail which is used as a basis for designs. The desire to look more closely at the appropriate surfacing in specific locations is ongoing. All designs which are funded through specific funding from TfGM must pass their design review.</p> <p>A design has been developed for steeper slopes using a flexi pave centre for routes where vehicle access is required on bridleways.</p> <p>A specification which takes on board guidance from the British Horse Society for surfacing on flatter bridleways has also been developed.</p> <p>There is also work being undertaken on ways to make the specification for pedestrian routes more environmentally friendly.</p>
Objective 2: Encourage 'last mile' cycling and walking to enable interconnection with public transport		
S2.1	Support introduction of bike share opportunities in Stockport	<p>Transport for Greater Manchester are continuing to roll out their bike hire offer - Bee Bikes / Starling Bikes. Councils' officers attend Bee Bike review meetings when appropriate to stay informed of scheme.</p> <p>Council does remain committed to supporting the expansion of Bee Bikes to the borough should this be made available. No proposed date for future expansion is available at this time.</p>
S2.2	Review opportunities for cargo bike pilot in Town Centre	Pilot of Cargoroo bikes in South-West Manchester was not sustainable in the long term. The council remains open to exploring new opportunities for exploring cargo bike pilots in the town centre when available.
S2.3	Deliver walking and cycling facilities, including disabled access, at new Stockport Interchange, to include a new cycling and walking link to Stockport Rail Station.	The interchange is complete. The bridgescape provides an accessible connection from the train station through viaduct park to the Trans Pennine Trail, Mersey Square and town centre via the helix ramp and the two lifts. Further works to improve onward connectivity are also being developed.

S2.4	Support the implementation and monitoring of school and business travel plans	<p>The Council continues to support the provision and monitoring of Travel Plans. TfGM and the Council are supporting the roll out of Modeshift STARS. The scheme encourages schools across the country to join in a major effort to increase levels of sustainable and active travel in order to improve the health and well-being of children and young people. This can form part of a schools travel planning system. Modeshift is currently monitored by TfGM. TfGM, supported by the Council, provides grants to support schools to record their work on school and travel data.</p> <p>When planning applications need a business travel plan, they are produced using TfGM's online toolkit. Transport Assessment or Transport Statements and Travel Plans are required to be submitted by developments that have significant transport implications.</p>
S2.5	Continue to improve infrastructure to enable the accommodation of a wide range of users e.g. cargo bikes, trailers, buggies and the partially sighted	<p>All council policy and infrastructure development are subject to an equality impact assessment which considers the needs of all protected characteristics. As part of work looking specifically at active travel the council put in place an Access Control Policy Statement in 2022 which identifies how access points should be designed to be more accessible. Since the policy was approved a process to map access controls in the borough and on GIS layer has begun. The Council have developed a matrix to assess controls and prioritise amendments. Twelve controls have been approved by Cllrs for amendments and works have commenced at some locations with further work to commence soon.</p> <p>The Council also mapped some paths in the borough, assess and identify those which could be upgraded to make them more accessible. A GIS layer has been created and combined with Access Control layer. This data will enable future bids to be made for works.</p>
Objective 3: Use targeted promotion and training to encourage all groups to consider cycling and walking, and to improve safety		
S3.1	Maintain Stockport Council / other provider Bikeability and road safety training in relevant community hubs. and education facilities	<p>The council offers four different levels of Bikeability training to primary and secondary schools. The four different levels are: Balance- which is aimed for infants in primary, Learn - which is aimed at any age in primary, Level 1/2 - which for Years 5 & 6 and Level 3 - which is for year 7 in secondary. Since 2019 the number of schools that have received training on the various levels are:</p>

		<p>Balance- 27 schools Learn- 15 schools Level 1/2- 241 schools Level 3- 12 schools.</p> <p>The number of schools trained has been impacted by the COVID-19 lockdowns. Wider cycling training provided by TfGM is also promoted by the council.</p> <p>Park cycling opportunities have also been improved with not only cycle routes being made available to access parks but also within parks providing a safe space for younger cyclist to learn. BMX tracks in the parks at Bruntwood, Europa Way (Adswood) and Brabyns also support opportunities to practice cycling as a sport. Wheels for All Supportability Wheelers event at Woodbank Park also opens cycling up to those who need access to specialist equipment.</p>
S3.2	Promote all aspects, including for drivers, of adult cycle training available via TfGM	<p>Through activation events and council events such as Stockport Moves, council signposts residents to training provided by TfGM.</p> <p>Updates on training session are cascaded through the Council networks and communications channels.</p>
S3.3	Co-ordinate with TfGM to keep published cycle map up to date	<p>Council have provided extensive updates to the TfGM mapping team covering all completed schemes and schemes under construction.</p> <p>A new revision of the TfGM map will be available in early 2025.</p>
S3.4	Promote events such as Walk A Day, Bike Week and other active travel events.	<p>The Council continues to provide administrative support for walk-a-day and wellbeing walks. Online and paper calendars detailing walk information are provided by the Council and its partners.</p> <p>Council promotes Bike Week and Love to Ride initiative via employee network and relevant stakeholder networks.</p>
S3.5	Trial examples of temporary highway layout with enhanced pedestrian, cycle and disability access facilities	<p>The Council has trialled a route from Heaton Moor in Stockport Town Centre. This is now being developed into a permanent route as part of the CRSTS A6 Radials programme.</p>
S3.6	Develop agreed standard of Walking & Cycling measures to be used during roadworks	<p>The Council uses the Code of Practice for Safety at Street Works and Road Works and Chapter 8 with regards to walking and cycling provision at roadworks. The need to work in line with these are communicated to contractors receiving licences to work on the Highway.</p>
S3.7	Work with enforcement opportunities to tackle unlawful parking that blocks footways and cycle routes	<p>Stockport's civil enforcement officers work with the public and network management to enforce unlawful parking as the current traffic regulation orders allow. TfGM / GMCA are waiting for central government to provide powers to LHA's to enforce pavement parking restrictions.</p>

		Currently the Council is waiting for a report from central government to be produced following a pavement parking consultation conducted by DfT in 2020
S3.8	Support Greater Manchester Police educational programmes to improve compliance with the Highway Code and law by all highway users, for example dealing with cyclists jumping red lights, driver encroachment into advanced stop lines (ASLs) and close passing by motorists	Stockport is part of the GM vision zero strategy and plan. This includes supporting educational programmes by sharing information via our communication channels and where appropriate signage.
Objective 4: Ensure that neighbourhoods and district centres are "cycling and walking friendly" to encourage local trips by bike and on foot		
Objective 5: Ensure that employment, residential, retail and leisure activities in the town centre are accessible by bike and on foot		
S4/5.1	Map and audit existing infrastructure in order to create filtered neighbourhoods: these may include the local centres and may include cycle parking.	As funding has been available for scheme development areas of the borough have been reviewed to identify where improvements can be made to support active travel. All proposed schemes are subject to the "streets for all" assessment to identify where improvements are needed.
S4/5.2	Consult on how infrastructure may be improved within one pilot walking and cycling friendly neighbourhood	The council undertook a consultation and trial of an active neighbourhood in the Heaton. Information from this process has been fed into the development of schemes in this location. Following the trial a consultation exercise was carried out and some elements of the trial scheme were retained including a 20mph speed limit area and one way operation on a residential street. A permanent scheme has been designed; however, further work is awaiting appropriate funding. Elements of the proposal have been included in other projects included a signal junction (implemented by MCF) and three Toucan crossings (proposed to be implemented as part of CRSTS projects).
S4/5.3	Tabulate existing Traffic Regulation Orders (TROs) which prohibit cycling whose repeal would potentially enhance Walking and Cycling Friendly Neighbourhoods	GIS have a table of TRO's that relate to prohibition of cycling and can utilise the GIS system to share this information as appropriate. We are continuing to investigate the opportunities to repeal or amend TROs where appropriate
S4/5.4	With communities, review opportunities for introducing a Borough-wide 20mph policy	A report was taken to cabinet in 2022 which recommended "the introduction of 20mph speed limits/zones/quiet lanes in residential areas where this was supported by local councillors, residents,

		and businesses, the assumption being that 20mph limits/zones would be identified by Councillors and officers to either add to existing schemes or introduce new ones as soon as possible, either through external additional funds or incorporated as part of other significant highway investment”
S4/5.5	Finalise mapping of cycle parking opportunities in all localities	Cycle parking facilities are available for GIS mapping using open data from TFGM.
S4/5.6	Identify any one- way streets where contraflow cycling should be permitted and identify a programme to introduce contraflow cycling including driver education.	One-way streets appropriate for contraflow cycling are identified as part of the development of cycling schemes in the borough. Where practicable contra flow cycling on one-way streets has been introduced for example the changes made to Petersgate in the town centre.
S4/5.7	Audit, and possibly trial, cycling in ‘pedestrian only spaces’ to agree if any may provide additional effective cycle links	A scheme has been implemented that includes cycling in a previously pedestrian only area of St Peters Square. This has only recently been completed however so monitoring is yet to be undertaken.
Objective 6: Improve and maintain high quality cycling and walking connections with local networks, ensuring that adjacent areas of Stockport are fully integrated		
S6.1	Design and implement improvements to existing ‘Stockport Gateway’ links. Priority may be given to those identified in the Rights of Way Improvement Plan (ROWIP), GM Springboard Action Plan, Beelines document and/or by the Local Cycling and Walking Infrastructure Plan (LCWIP) process. This will potentially include such links as: 1. A6: 2. Trans Pennine Trail : 3.Arden Bridge : 4.A560/ Stockport Road East 5.Peak Forest and Macclesfield Canal towpaths 6.Middlewood Way: 7.A523/Macclesfield Road: 8.A34 : 9.B5358/Wilmslow Road : 10.A555 (A6MARR): 11.Finney Lane/NCN558 12.Manchester Rd,	Stockport continues to work with the neighbouring authorities to improve active travel facilities where they cross boundaries. Examples of improvement include the A555 and the linking Poynton Relief Road. Current work on the A34 where it links to the A555 will also further improve the experience of arriving in Stockport from Cheshire East. Work has also been undertaken through the Heaton Cycle link project to improve the connection to the Fallowfield Loop in Manchester. Work will continue as funding opportunities arise.

Cheadle :	
13. Didsbury Rd :	

Medium-Term Actions

Ref	Action	Summary of progress
Objective 1: Create and maintain high quality and fully connected cycling and walking networks within Stockport		
M1.1	Cost and design strategic cycle and walking networks enhancement schemes as may be identified in consultation. Priority may be given to those identified in the Beelines document and/or by the Local Cycling and Walking Infrastructure Plan (LCWIP) process.	<p>Following the publication of GM wide LCWIP Change a Region Change a Nation and Made to Move Report in 2017, the council and TfGM have worked together to identify network improvements which support the Bee Network Strategy.</p> <p>The initial round of funding (Mayors Challenge Fund) lead to a consultation on a number of proposed schemes in 2019. Subsequently the council developed many schemes and planned delivery, with the focus on routes connecting district centres to the town centre and helping residents move around the borough.</p> <p>The Council has delivered many schemes as detailed in the short-term objectives.</p> <p>Where schemes remain undelivered the Council is committed to identifying funding opportunities. There is also an ongoing commitment to identifying and developing schemes to deliver a comprehensive active travel network.</p>
M1.2	Following S1.13, identify those Public Rights of Way (PRoWs) for which provision of an agreed 'all-weather' surface will better support both cycling and walking networks, but which will also not 'urbanise' rural locations and is maintainable with regards to asset management.	<p>All PRowW and surface types have been mapped.</p> <p>Capability funding has been used to identify and map short paths that can be improved to support walking and cycling subject to funding being made available.</p> <p>The Council has a clearly developed standard detail which is used as a basis for designs as detailed in S1.11</p> <p>As funding is secured for these schemes the Council will utilise appropriate surfacing to deliver cycling and walking networks.</p> <p>Completed schemes achieved to date are: Alan Newton Way, Nelstrop Road, Happy Valley.</p> <p>Schemes under construction: Ladybrook Valley Heaton Mersey Common</p>
M1.3	Agree measures to highlight carriageway and pavement pinch points	The schemes delivered by the Council ensure that carriageway lane width discourages inappropriate overtaking. Where schemes are delivered this

	affecting cyclists and/or pedestrians; also to address narrow facilities	includes addressing pinchpoints which would impact cyclists. New schemes also use the streets for all audit to identify and minimise avoidable pinchpoints on pedestrian facilities.
Objective 2: Encourage 'last mile' cycling and walking to enable interconnection with public transport		
M2.1	Support further expansion of bike share scheme in Stockport	<p>Following the review of private dockless bikes (Mobikes), GM has decided to pursue a public docking bike share scheme, Bee Bikes.</p> <p>The Council continues to monitor the Bee Bike scheme and attend project meetings.</p> <p>Expansion of the Bee Bike service area has been halted since 2023 when bike availability was heavily impacted by vandalism and theft of bikes. A recovery plan was agreed and has been implemented during 2024 to resolve these issues</p> <p>The Council continues to express interest in the service area expanding to Stockport.</p>
M2.2	Cargo bike project expanded dependent on success of pilot	<p>The Council still supports a trial of cargobikes and other last mile deliver options should funding become available.</p> <p>From 2021 to 2022 there was a trial of public cargobikes that could be hired by the hour ('Cargoroo Bikes'). Despite the service area centring around an area of south Manchester with the highest levels of cycling the scheme was not sustainable and had to be discontinued.</p>
M2.3	Ensure any wider Metrolink and rapid transit proposals are audited for walking and cycling opportunities as they develop	<p>The Council remains committed to the delivery of Metrolink to the borough in a way that also supports active travel. Current schemes in the borough such as Greek Street Bridge replacement are being delivered in a way to support Metrolink in the future. The Council and TfGM influenced Network Rail's plans to replace the bridge structure crossing the WCML to future proof the bridge for tram-train. The Council have taken the opportunity presented by the bridge replacement to improve pedestrian and cyclist safety on and around Greek St roundabout by developing a scheme to formalising a network of safer cycling routes to complete a 'box' around the roundabout and implementing new zebra crossings on the arms of the roundabout which currently do not have provision. TfGM are currently reviewing the results of its trial of bikes on trams.</p>
Objective 3: Use targeted promotion and training to encourage all groups to consider cycling and walking, and to improve safety		
M3.1	Review effectiveness of W&C measures provided during roadworks, modify	The requirements on road works to meet Code of Practice for Safety at Streetworks and Road Works is still being monitored based on satisfaction in the

	practice accordingly, and implement.	NHT survey and feedback from the public to the Streetworks team.
M3.2	Review opportunities for Stockport Town Centre car-free event, which may also align with any future GM-scaled events	To make best effect of resources available, we have sort to combine active travel promotion with surrounding council events such as Stockport Moves. Enabling limited funding to achieve the best impact.
<p>Objective 4: Ensure that neighbourhoods and district centres are "cycling and walking friendly" to encourage short, local trips by bike and on foot</p> <p>Objective 5: Ensure that employment, residential, retail and leisure activities in the town centre are accessible by bike and on foot</p>		
M4/5.1	Referencing contemporary design guides, consult on how infrastructure may be improved within Walking and Cycling Friendly Neighbourhoods	The council continues to work with TfGM in line with their latest Streets for All Design Guidance when developing all infrastructure including when looking at walking and cycling infrastructure in neighbourhoods.
M4/5.2	Provide experimental layout within first Walking and Cycling Friendly Neighbourhood – with potential to make permanent following secondary consultation, including with disability groups	The Council consulted on and trialed an active neighbourhood in the Heaton Chapel area. Following secondary consultation elements are being brought forward as part of future schemes when funding becomes available.
M4/5.3	Consider opportunities for residential 'bike hanger' cycle parking	The Council continues to monitor opportunities to provide cycle parking in residential areas in a sustainable way, however, current resources mean that a suitable method of operation has not been identified.
M4/5.4	Provide standard of cycle parking in agreed further number of localities to match community response expectations	The Council continues to implement cycle parking as part of wider transport schemes, in line with planning and community requirements. We have also supported successful bids with community groups for cycle parking funding from TfGM.
M4/5.5	Develop community-led proposals /undertake community consultation in order to map which crossings are the most appropriate in order to give W&C priority over motor traffic. Priority may be given to those identified in the Beelines document and/or by the LCWIP process.	Crossings have been improved regarding walking and cycling priority and capacity as part of schemes brought forward in line with bee network standards and plans. This will continue as funding allows.
M4/5.6	Deliver s5.3.	As previously identified, this is still an aspiration of the Council.
<p>Objective 6: Improve and maintain high quality cycling and walking connections with local networks, ensuring that adjacent areas of Stockport are fully integrated</p>		

M6.1	Design and deliver on and off highway 'gateway' links, as identified via the LCWIP and Beelines processes in partnership with neighbouring authorities	<p>The Council has delivered links into Manchester via the Nelstrop Rd scheme and to Cheshire East via links into the Poynton Relief Road.</p> <p>We continue to work with our neighbours to further improve linkages, recently we have contributed to Cheshire East's work to develop a proposal for the Bollington Valley Trail and with the Peak District Authority regarding their LCWIP.</p>
M6.2	Integrate segregated walking and cycling routes as part of Rapid Transit proposals.	<p>The Council has delivered the new interchange which features walking and cycling connectivity from the train station entrance to the new interchange and onwards to the TPT.</p> <p>Plans for Greek St bridge include futureproofing for any extension of the Metrolink and walking cycling connections to support access to this transport mode. The Council will continue to work with TfGM to develop the boroughs rapid transit offer in a way which also supports active travel.</p>

Long-term Actions

Objective	Outcome	How it will be assessed	Summary of Progress
Use targeted promotion and training to encourage all groups to consider cycling and walking, and to improve safety	<p>There will be an improvement in the perception of cycling and walking as viable travel options</p> <p>There will be an increase in the numbers of children cycling or walking to school</p>	<p>Bike Life report</p> <p>NHT survey</p> <p>National Travel Survey</p> <p>Active Lives Survey</p>	<p>The Council promote active travel and works with TfGM's active travel team to promote walking and cycling for transport.</p> <p>NHT Survey results show a mixed picture with KBIs related to cycling provision satisfaction reduced between 2% and 4% from 2022 to 2023 results. However, Stockport remains above average for walking and cycling satisfaction in comparison to other authorities participating in the survey.</p> <p>As the cycle schemes in delivery are completed, we are anticipating increased satisfaction.</p> <p>Stockport's adult activity levels have now recovered to pre-pandemic levels.</p>
Create and maintain high quality and fully connected cycling and walking networks within	There will be an increase in the length of high quality cycling and walking infrastructure and an improvement in satisfaction with	NHT survey GIS/Asset management Stakeholder feedback"	<p>Waiting on Map from GIS**</p> <p>The Council has delivered schemes in line with the TfGM design requirements. Completed Schemes include:</p> <p>Heatons Cycle Link Phases</p> <p>Nelstrop Road</p> <p>Cheadle Crossings Package</p> <p>Cheadle Towns Fund Schemes</p> <p>Market Place Improvement</p>

Stockport	walking and cycling infrastructure		<p>Petersgate Link Interchange Bridgescape, Viaduct Park & Helix Ramp Underbanks A6-Bramhall Link Booth St to Moscow Rd E Path Poynton Relief Road Link</p> <p>The following schemes under Construction will further increase the length of facilities: Romiley ATF4 Ladybrook Valley ATF4 A34 MRN</p>
Ensure that neighbourhoods and district centres are "cycling and walking friendly" to encourage local trips by bike and on foot	There will be an increase in numbers of people undertaking utility and leisure walking and cycling, and in numbers of children cycling or walking to school.	NHT Survey Census data Active Lives Survey	<p>2021 Census records 1.6% of residents over 16yrs travelling to work by bicycle. Pandemic distorts results.</p> <p>2011 did not record active travel modes. The TRADS data for 2022 shows that nearly a 3rd of trips were made by active travel (29% walking and 2% cycling) This is an increase on the 2017-19 data but the intervening COVID pandemic makes comparison difficult.</p> <p>NHT results covered in objective 1</p>
Improve and maintain high quality cycling and walking connections with local networks, ensuring that adjacent areas of Stockport are fully integrated	There will be an improvement in satisfaction with walking and cycling infrastructure	NHT survey Stakeholder feedback GIS measurement and mapping Town Centre Cordon count.	<p>NHT results covered in objective 1</p> <p>HFAS Key Centre Cordon Count conducted by TfGM monitors traffic movement into and out of the town centre. Results only available up to 2020, with 2019 being more reliable due to the pandemic.</p> <p>Percentage of trips walked in 2014 was 10.1% (2299) and in 2019 was 11.2% (2393).</p> <p>Percentage of trips cycled in 2014 was 1.5% (350) and in 2019 was 1.4% (307).</p> <p>Following the completion of MCF schemes and schemes in delivery we anticipate and increase in the proportion of trips into the town centre to increase.</p>
Encourage 'last mile' cycling and	There will be an increase in walking and	National Travel Survey Census	2021 Census records 1.6% of residents over 16yrs travelling to work by bicycle. Pandemic distorts results.

walking to enable interconnection with public transport	cycling rates for short journeys	travel to work data"	<p>2011 did not record active travel modes. TRADS Data for GM shows that short (under 2km) Neighbourhood trips accounted for 6% of distance Travelled and 80% of all walking trips and around a 3rd of all cycle trips. The trend data to show improved connectivity will improve these figures is still to be collated.</p> <p>NHT results covered in objective 1</p>
Ensure that employment , residential, retail and leisure activities in the town centre are accessible by bike and on foot	There will be an increase in the number of journeys being undertaken by bike and on foot in the town centre	"National Travel Survey Town Centre Survey Active Lives Survey"	<p>HFAS Key Centre Cordon Count conducted by TfGM monitors traffic movement into and out of the town centre. Results only available up to 2020, with 2019 being more reliable due to the pandemic.</p> <p>Percentage of trips walked in 2014 was 10.1% (2299) and in 2019 was 11.2% (2393).</p> <p>Percentage of trips cycled in 2014 was 1.5% (350) and in 2019 was 1.4% (307) TRADS data shows 7% of all walking trips are in the Town Centre areas of GM. Again, only further data collection will identify if improved facilities result in an increase in the utilisation of active travel for these journeys.</p>