

STOCKPORT CYCLING STRATEGIC REVIEW PROGRESS TO DATE

Report of the Director of Place Management

1. Introduction

1.1. The first meeting of the Stockport cycling strategic review scrutiny panel was held on the 18th of July. Following the first meeting where a range of issues were discussed it was ultimately recommended that the Strategic Cycling Scrutiny Review considers the following topic areas:

- Develop an understanding of the various roles the Council undertakes to encourage cycling and the key stakeholders', including none cyclists, views of these roles.
- Understand the policy background, and review the actions taken to encourage cycling and progress to date, including schemes of different impacts.
- Understand the potential financial implications for Stockport for both capital and revenue financing to support these activities,
- Identifying opportunities to encourage cycling in Stockport identifying opportunities to encourage cycling in Stockport, how cycling can contribute to the net zero goal and improve air quality, improved travel times, cycle accessibility, and public health.
- Understand and comment on the process for delivering cycling infrastructure.

2. Progress so Far

2.1. In order to deliver the above the following information has been provided to the committee.

2.2. A Strategy and Policy Overview which sets out the development of cycle schemes which are informed by policies and strategies at national, regional and local level and include input from multiple directorates within the Council, including Highways, Health and Education.

2.3. A Monitoring and Evaluation Overview providing a range of different monitoring information including national satisfaction surveys, regional traffic data collection, regional travel diary surveys, information from the census, the Greater Manchester walking and cycling index, the monitoring of schemes, internal Stockport reporting on delivery off the Council's plan and different monitoring elements worked to capture the changing landscape of cycling. Further monitoring data from the Active Lives Survey and the Travel Diaries Survey (TRADS), released by Transport for Greater Manchester (TFGM) is appended to this report (Appendix 1).

2.4. A overview of the funding and financial constraints on the delivery of schemes at different stages of development as part of bringing forward the cycle strategy. Including an overview of the different funding types involved.

- 2.5. Representatives of Transport for Greater Manchester (TfGM) to give a presentation about their role and working with Stockport. Including an overview of their developing strategy for the bee network.
- 2.6. A site visit to the Bramhall to A6 cycle route was organised and discussed by councillors.
- 2.7. A overview of how schemes are developed and the sign off processes involved to get political and financial approval to deliver them.
- 2.8. A understanding of the consultation process and the reporting that comes from these consultations.
- 2.9. The outcome of the 20mph review and the proposed approach to rolling out 20mph zones.
- 2.10. It should also be noted that during the time of the scrutiny review the latest [Walking and Cycling Update Report](#) was published and presented at the Communities and Transport Scrutiny committee of the 20th of January.

3. Next Elements

- 3.1. In the meeting of the committee on the 5th of February a range of local groups connected with cycling or stakeholder groups related to cycling have been invited to share their views with the committee. The written representation are included in the agenda.
- 3.2. After this meeting the final report of the committee will be submitted to the 3rd of March Communities and Transport Scrutiny Committee and the Cabinet will be asked to consider the recommendations of that report.

BACKGROUND PAPERS

There are none

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

Walking and Cycling Statistics, Stockport

Introduction

This report provides an analysis of walking and cycling statistics in Stockport compared to the Greater Manchester average. It draws on data from two key sources. The first is the Active Lives Survey, which details the proportion of adults who walk or cycle at least once a week, categorised by any purpose, leisure purposes, and travel purposes. The second source is the Travel Diaries Survey (TRADS), released by Transport for Greater Manchester (TFGM), highlighting the modes of transport that individuals in Stockport choose, along with data on frequency and age distribution. Data from both sources will be compared to the Greater Manchester average to highlight any variations or trends. It should be noted that both sets of data are based on samples of the population and administered by a questionnaire.

Active Lives Survey

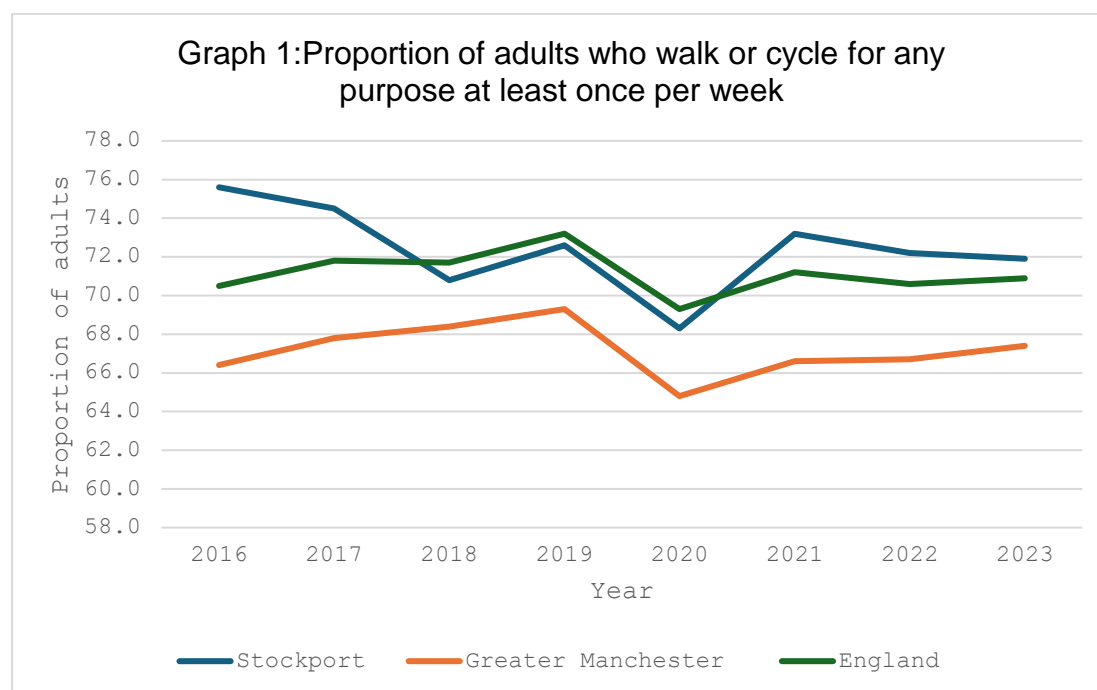
The Active Lives Survey is collated by Sports England and is collected from November to November each year. The data used in this report is from November 2015 to November 2023. The Active Lives Survey collects data from local authorities in England and aims to understand participation in sports and physical activity. The survey goes to a sample of the overall population. The survey is measured by the proportion of adults who report that they participate in an activity. This report looks at the proportion of adults who report that they walk or cycle at least once a week, categorised by any purpose, leisure purposes, and travel purposes.

Limitations of the data

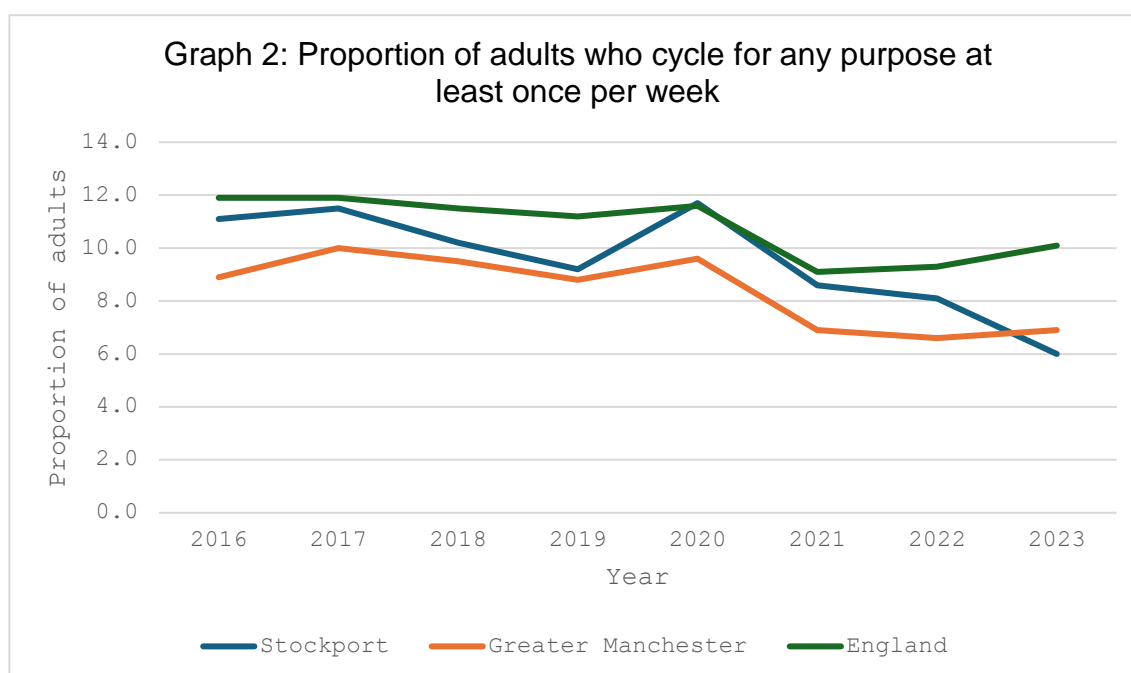
The Active Lives Survey has a standard sample size of at least 500 individuals per local authority. However, certain cycling related measures are based on a smaller number of respondents, leading to gaps in the data because the survey suppresses data with fewer than 30 responses. Additionally, cycling has a lower prevalence compared to walking both nationally and locally for leisure and travel purposes. As a result, changes in cycling rates are typically minor however, the percentage difference of these changes look greater than they are. Therefore, this report focuses on percentage point changes rather than percentage differences to provide a more accurate analysis.

Proportion of adults who walk and cycle at least once a week for any purpose

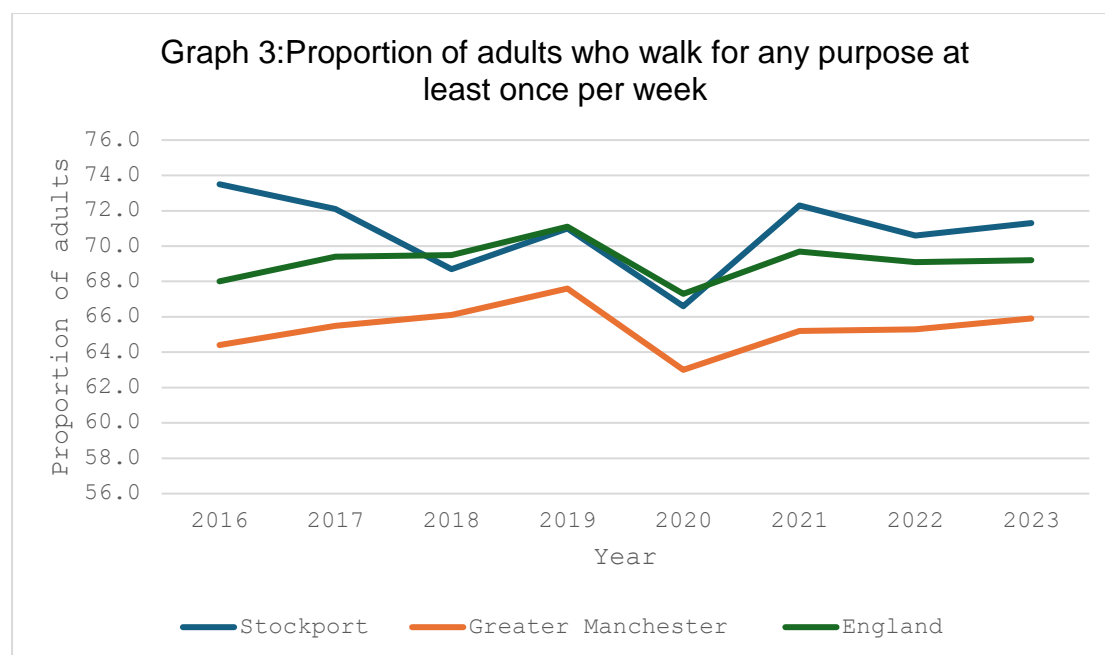
This section will outline the data for the proportion of adults who walk or cycle for any purpose in Stockport at least once a week and compare this to the average for local authorities in England and Greater Manchester.



Graph 1 shows the proportion of adults who walk or cycle for any purpose at least once per week. The graph highlights that since 2020 there has been a higher proportion of adults who walk or cycle in Stockport in comparison to Greater Manchester and England. The graph also shows how there was a decline in walking and cycling for any purpose between 2019 and 2020. However, between 2020 and 2021 there was a sharp increase in the proportion of adults who walked or cycled for any purpose highlighting how the pandemic increased the amount that people walked or cycled. Since 2021, there has been a small decrease in the proportion of adults who walk or cycle for any purpose however these levels remain higher than before 2020. In 2023, 71.9% of adults in Stockport said that they walked or cycled for any purpose at least once per week.



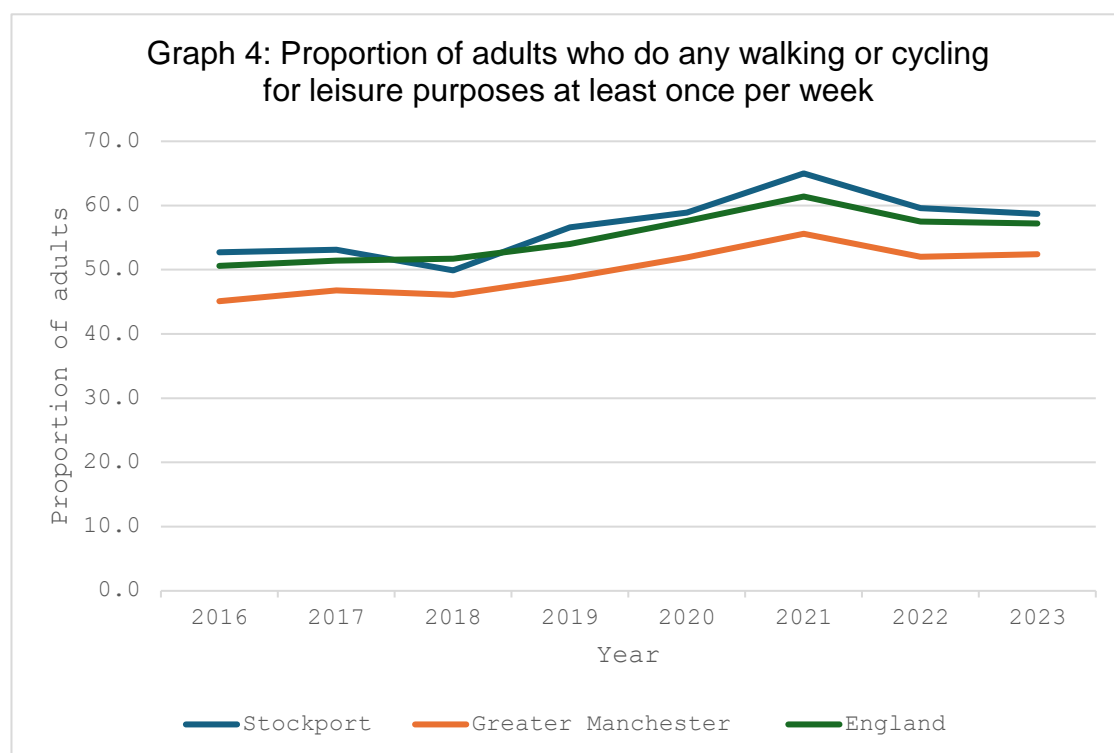
Graph 2 shows the proportion of adults who cycle for any purpose at least once per week in Stockport in comparison to local authorities in England and Greater Manchester. The graph highlights that until 2023 Stockport had a higher proportion compared to Greater Manchester. However, Stockport is now reporting that it has a lower proportion of adults cycling for any purpose than the average for local authorities in England. The proportion of adults cycling for any purpose in Stockport has decreased since 2016 from 11.1% to 6%. However, there was an increase between 2019 and 2020 where the proportion of adults cycling for any reason in Stockport rose to 11.7% reflecting how the pandemic increased levels of cycling. The proportion of adults who cycle for any reason in Stockport has decreased since the pandemic and in 2023 6% of adults said that they cycled at least once a week for any purpose. This downward trend is of concern, but further monitoring is needed to see if this will persist. It should be remembered the data is based on a sample population and data is collated by questionnaire which can impact data quality.



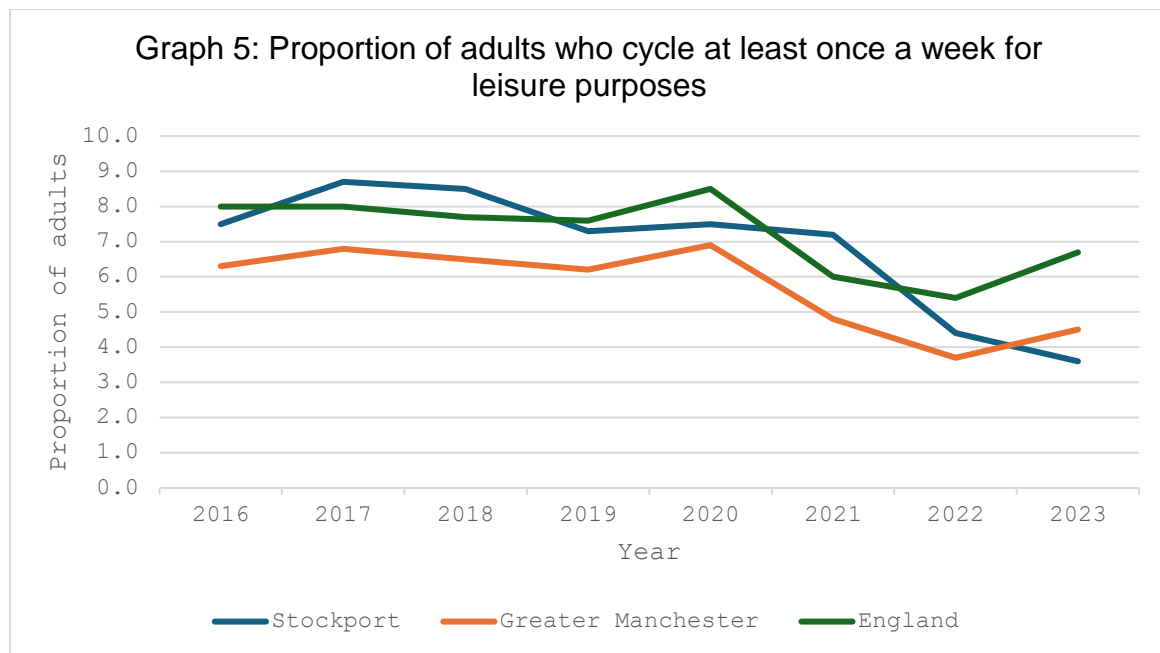
Graph 3 shows that since 2020, Stockport has had a higher proportion of adults walking for any purpose than the average for local authorities in England and Greater Manchester. The graph shows how there was an overall decline in the proportion of adults who walk at least once per week in Stockport between 2016 and 2020. However, between 2020 and 2021 there was a sharp increase in the proportion of adults who walk at least once a week which could reflect the COVID-19 pandemic and how this led to higher rates of walking. Between 2021 and 2022 there was a slight decrease in the proportion of adults who walk for any purpose however this increased again between 2022 and 2023. In 2023 71.3% of adults said that they walk at least once a week for any purpose. This may be a result of the change in the way many people work giving opportunities to undertake local journeys by foot. However, future monitoring as post pandemic travel behaviours continue to settle is still needed. As walking is a more ubiquitous form of travel the data in a survey is likely to be included in more responses from the sample.

Proportion of adults who walk or cycle at least once a week for leisure purposes

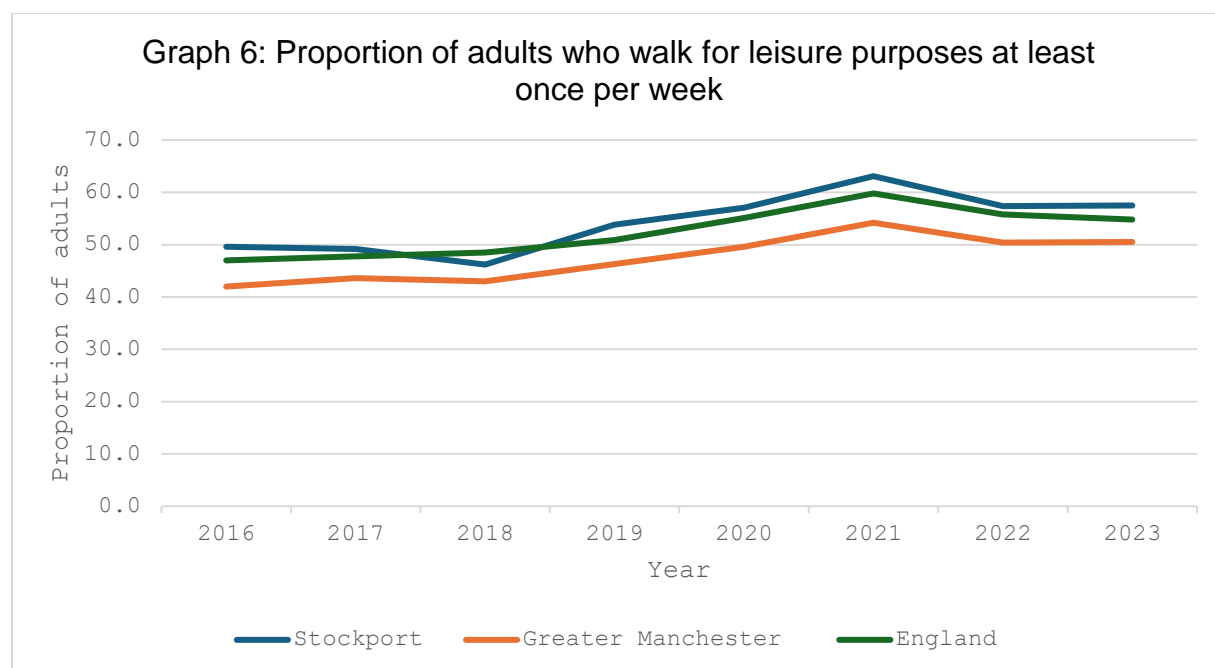
This section shows the proportion of people walk or cycle for leisure purposes in Stockport at least once per week and compares this to the average of local authorities in England and Greater Manchester. Walking and cycling for leisure is for the purpose of recreation, health, competition, or training.



Graph 4 shows the proportion of adults who walk or cycle for leisure purposes in Stockport in comparison to local authorities in England and Greater Manchester. The graph highlights how Stockport has a higher proportion of adults who walk or cycle for leisure purposes than the average for local authorities in England and Greater Manchester. The graph also shows that from 2018 to 2021 the proportion who walk or cycle for leisure purposes increased with the highest increase for Stockport being between 2018 and 2019 and then 2020 and 2021. The increase between 2020 and 2021 highlights the COVID-19 pandemic where there were higher rates of walking and cycling for leisure purposes. Since 2021, the proportion of adults walking and cycling for leisure purposes at least once a week has decreased, however levels remain higher than before the COVID-19 pandemic. In 2023, 58.7% of adults in Stockport said that they walked or cycled for leisure purposes at least once per week.



Graph 5 shows the proportion of adults who cycle at least once a week for leisure purposes. The graph highlights how the overall proportion of adults who cycle for leisure purposes in Stockport has decreased from 2017 to 2023. The graph also shows how Stockport deviated from the trend seen for England and Greater Manchester between 2019 and 2020 where there was an increase in cycling due to the pandemic. However, in Stockport the proportion of adults who cycle for leisure purposes at least once per week did not increase at the same rate. Furthermore, Stockport has seen a sharper decline in the proportion of adults cycling for leisure purposes since the pandemic and in 2023 Stockport fell below the Greater Manchester average. In 2023 3.6% of adults in Stockport responding to the questionnaire said that they cycled for leisure purposes at least once per week which has been a decrease of 3.9% since 2020. It should be noted that the work on cycling promotion and network improvement has been focused on utility trips in recent years which may also impact on the leisure response seen to these questionnaires. This would be on top of the lower representation of cyclist seen in the sample.

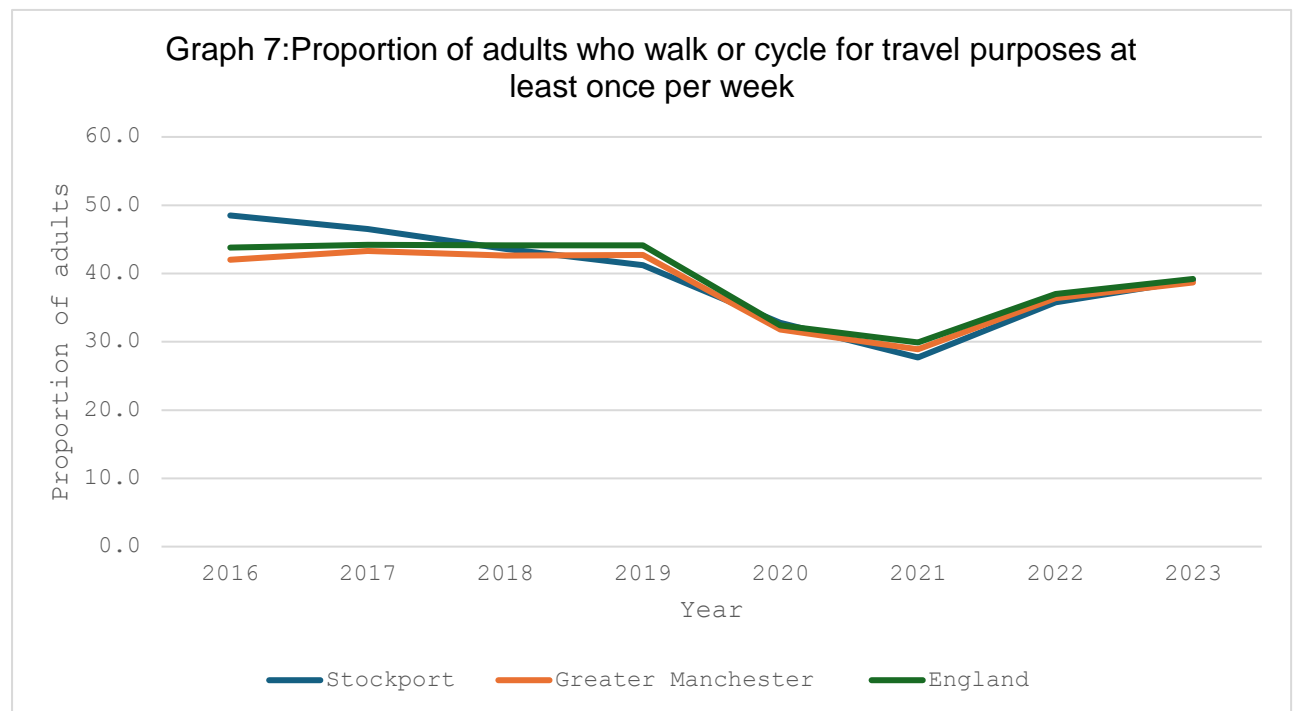


Graph 6 shows the proportion of adults who walk for leisure purposes at least once per week in Stockport and shows the average for local authorities in England and Greater Manchester. The graph shows that since 2019 Stockport has had a higher proportion of adults walking at least once per week compared to local authorities in England and Greater Manchester. Reflecting the overall trend of the data there was an increase in the proportion of adults walking for leisure between 2020 and 2021 highlighting how the pandemic increased the proportion of adults who walked for leisure. Whilst there has been a decrease in the proportion of adults walking at least once per week for leisure purposes since 2021, these levels remain higher than before 2020, with levels rising between 2022 and 2023 for Stockport. In 2023 57.5% of adults in Stockport said that they walked for leisure purposes at least once per week. In recent years the council has undertaken a lot of work to develop and maintain its leisure walking offer as part of its physical activity promotion to reduce inactivity and improve health in the residents. Some of this work may be showing in these results. Projects include: WalkaDay, Wellbeing walks and Confidence Walk projects. These programmes also can be more accessible to our aging population and those recovering from health related issues.

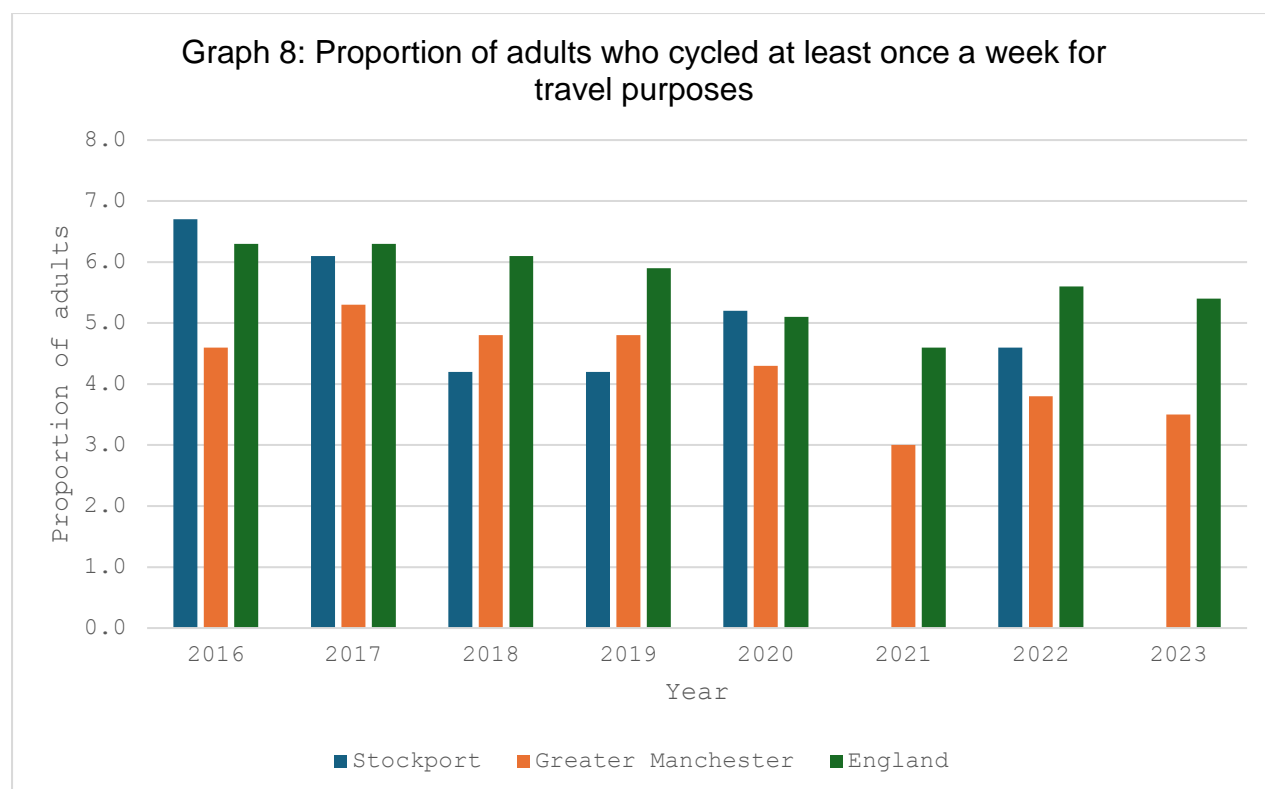
Proportion of adults who walk or cycle at least once a week for travel purposes

This section shows the proportion of adults who walk or cycle for travel purposes at least once per week in Stockport and compares this to the average for local authorities in England and Greater Manchester. Walking and cycling for travel

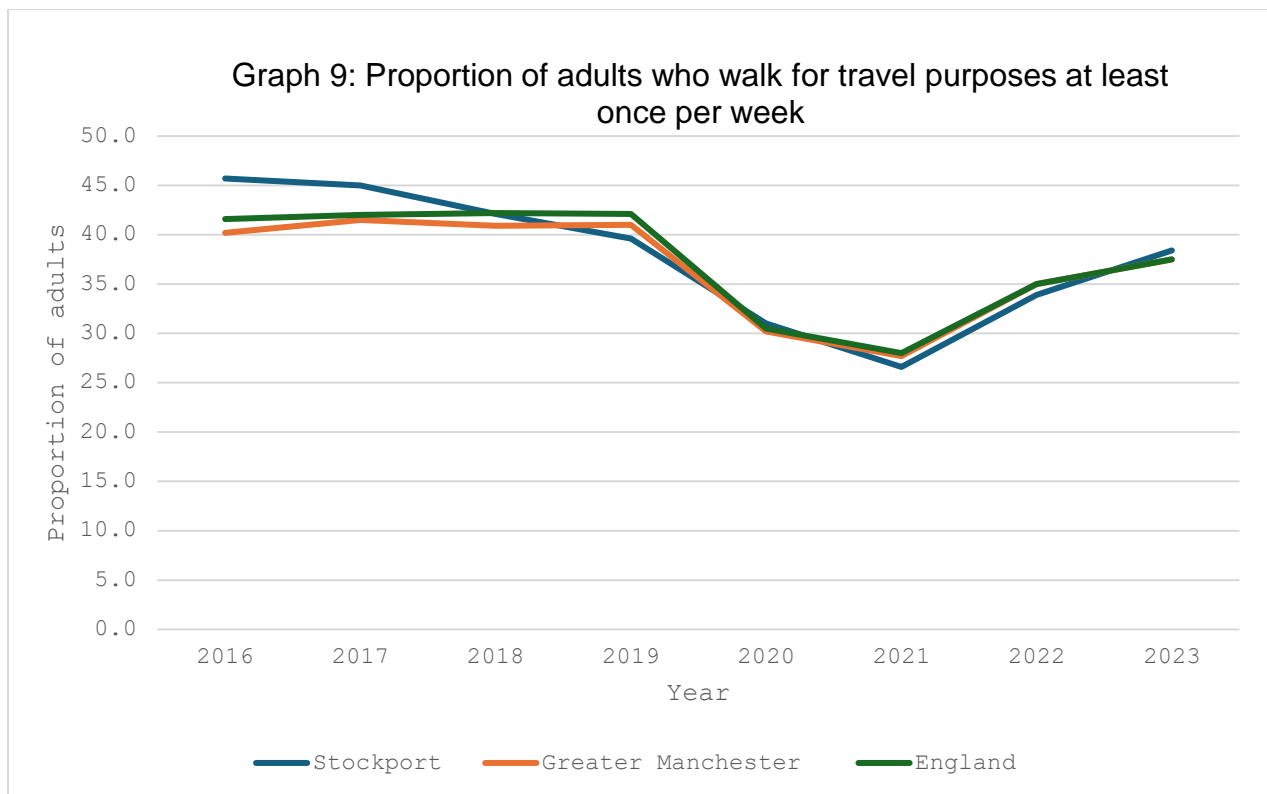
include journeys to get to place-to-place, for example, commuting, visiting a friend, or going to the supermarket.



Graph 7 shows the proportion of adults who walk or cycle for travel purposes at least once per week in Stockport in comparison to the average of local authorities in England and Greater Manchester. While the pattern of usage does mirror that of other areas, the graph shows how Stockport has a lower proportion of adults who walk or cycle for travel purposes in comparison to Greater Manchester and England. The graph also highlights how there was a decrease in the proportion of adults who walk or cycle for travel purposes between 2019 and 2021. This could reflect the travel restrictions implemented due to COVID-19. Since 2021, the proportion of adults who walk or cycle for travel purposes at least once per week has increased. In Stockport, there has been an increase of 11.3% since 2021. In 2023, 39% of adults in Stockport said that they walked or cycled at least once per week for travel reasons.



Graph 8 shows the proportion of adults who cycle at least once a week for travel purposes in comparison to the averages for local authorities in England and Greater Manchester. Limited response numbers to this question for Stockport in the years 2021 and 2023 means there is no data available for the proportion of adults who cycle for travel purposes in these years. However, the graph shows that the proportion of adults who cycle for travel purposes in Stockport has decreased from 2016 to 2019 with a small increase in 2020. In 2022 Stockport was higher than the average for Greater Manchester but lower than the average for England. The overall trend for local authorities in England and Greater Manchester shows how there was an increase in the proportion of adults who cycle for travel purposes between 2021 and 2022, however there was a slight decrease in 2023. Due to the issues with responses to the question the information specific to Stockport should be viewed with caution as even when there has been a large enough response to calculate a proportion it has been done with limited responses.



Graph 9 shows the proportion of adults who walk for travel purposes at least once per week in comparison to the average for local authorities in England and Greater Manchester. The graph shows how there has been a decline from 2016 to 2021 in the proportion of adults who walked for travel purposes. The steepest decline was between 2019 and 2021 highlighting the impact of the travel restrictions implemented due to COVID-19. Since 2021 there has been an increase in the proportion of adults who walk at least once per week for travel purposes. However, in 2023 the proportion of adults who walk for travel purposes is 1.2% lower than in 2019. In 2023 Stockport had a higher proportion of adults who walk for travel purposes than the average for local authorities in England and Greater Manchester.

Travel Diaries Survey

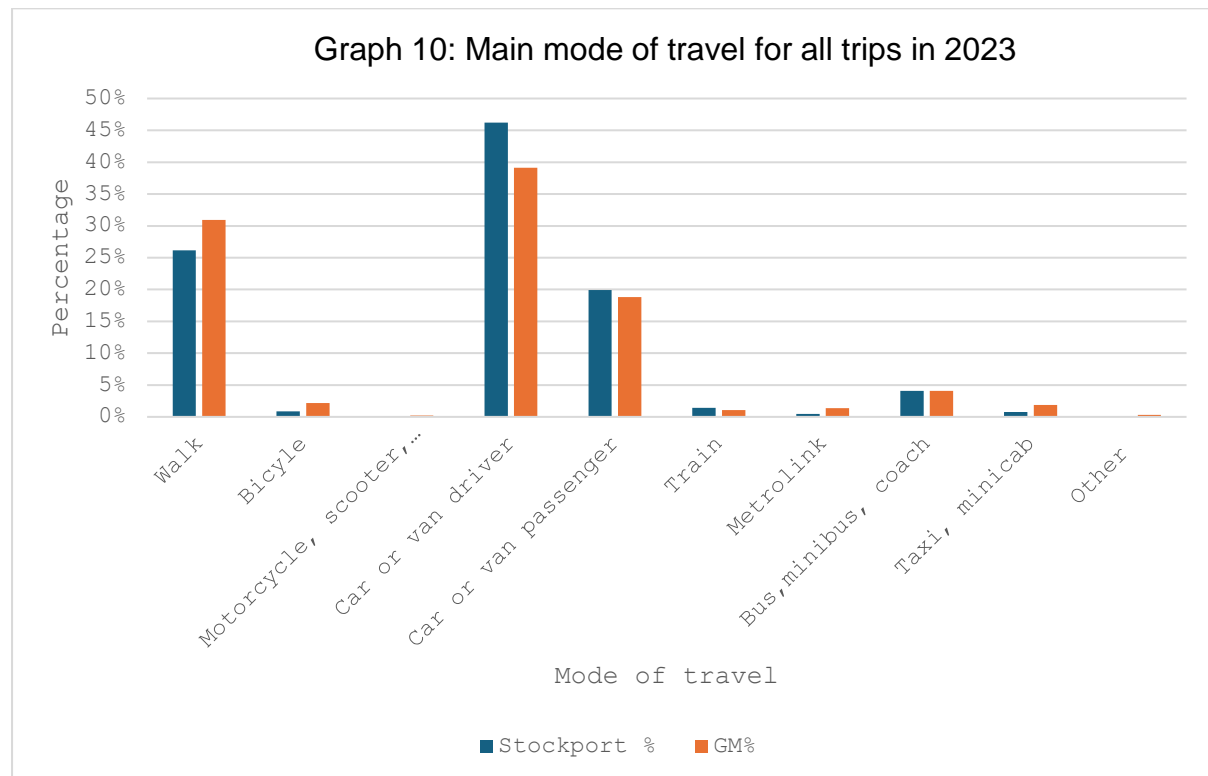
This section uses data for Stockport and Greater Manchester collated in the Travel Diary Surveys (TRADS) from the years 2022 and 2023. TRADS provides an overview of travel patterns among Greater Manchester residents by gathering transport and travel information from members of 2000 households annually. The survey collects data on all trips made within a 24-hour period by residents aged five and older. The sample is designed to represent each GM district proportionally based upon the demographics of the resident population. The survey programme covers the duration of a full year (beginning of February until the end of January the following year).

This survey draws on data showing the proportion of respondents who use walking or cycling as their main mode of transport, the frequency that respondents used these modes, and the age distribution of these modes.

Limitations of data

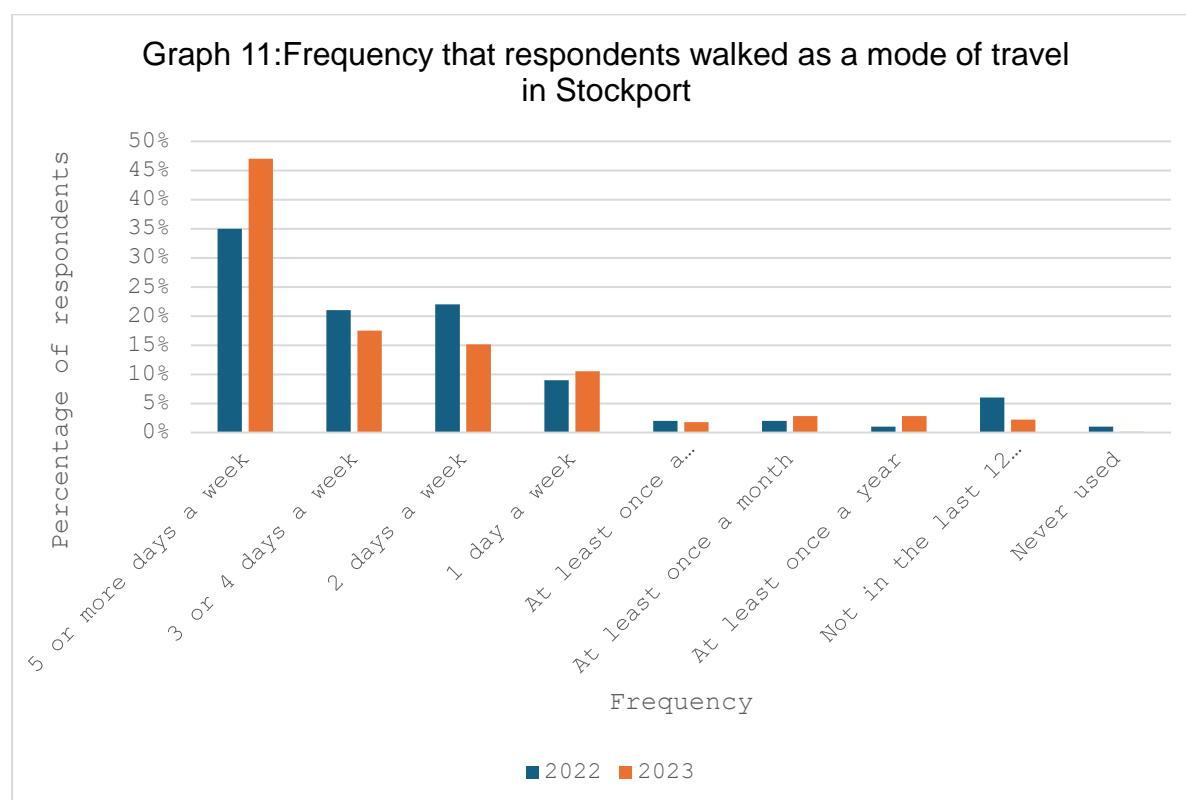
Prior to the pandemic trip estimates were based on data collected over a three-year period which were able to be collected because people's travel habits were relatively stable over the short-term. However, since the start of the pandemic in 2020, people's travel habits have not been stable enough for this approach to be used, so the estimates are based on survey data from a single year. Estimates of travel behaviour from TRADS for 2022 and 2023 were still influenced by the pandemic. Both years are 'atypical' in that residents' travel behaviours were changing significantly over the survey period. Furthermore, the continued rapid growth in trips has led to some irregularities, as TRADS approximates a 'typical day' across the year.

Main mode of travel for all trips in Stockport



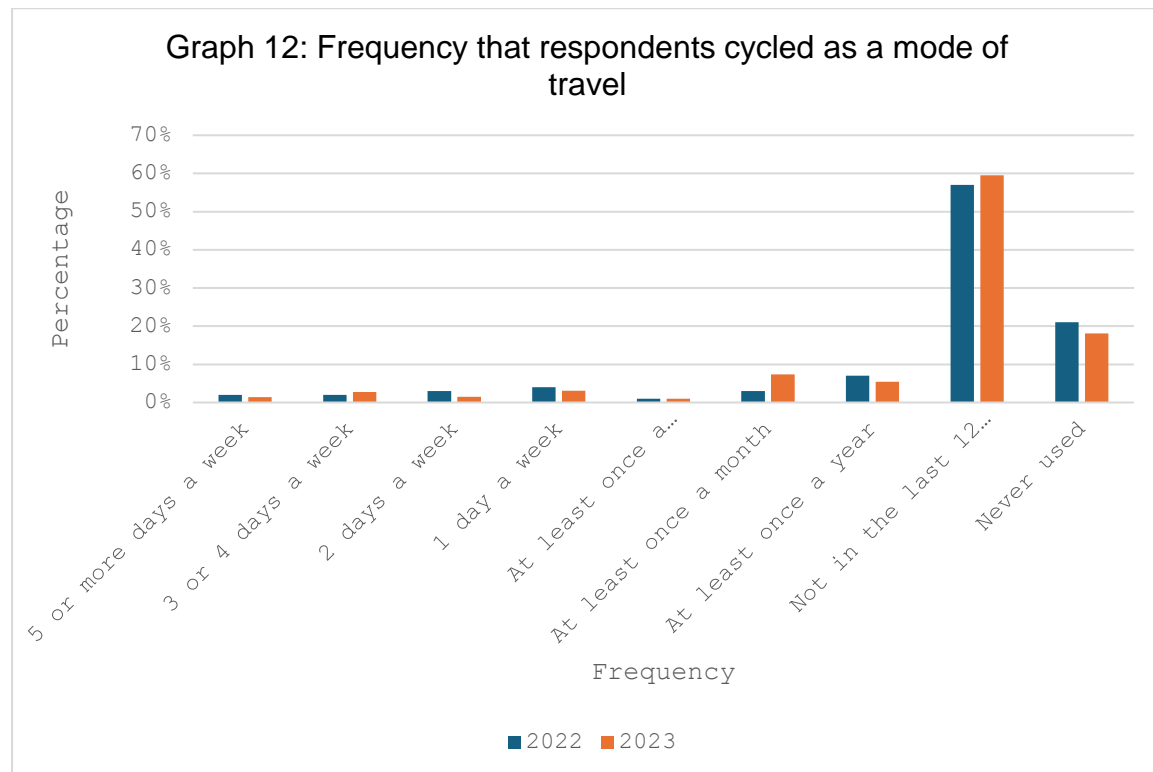
Graph 10 shows the main mode of travel for all trips in Stockport and the average across Greater Manchester. The graph shows that in both Stockport and Greater Manchester the most common mode of travel is driving a car or van followed by walking. In Stockport 26% of individuals use walking as their main mode of travel, which is 5% lower than the Greater Manchester average in the TRADS data. The graph also shows that only 1% of respondents to the survey in Stockport use cycling as their main mode of travel, compared to 2% across Greater Manchester. While Stockport has slightly lower cycling rates, this aligns with the overall trend of low cycling rates throughout Greater Manchester.

Frequency of walking in Stockport



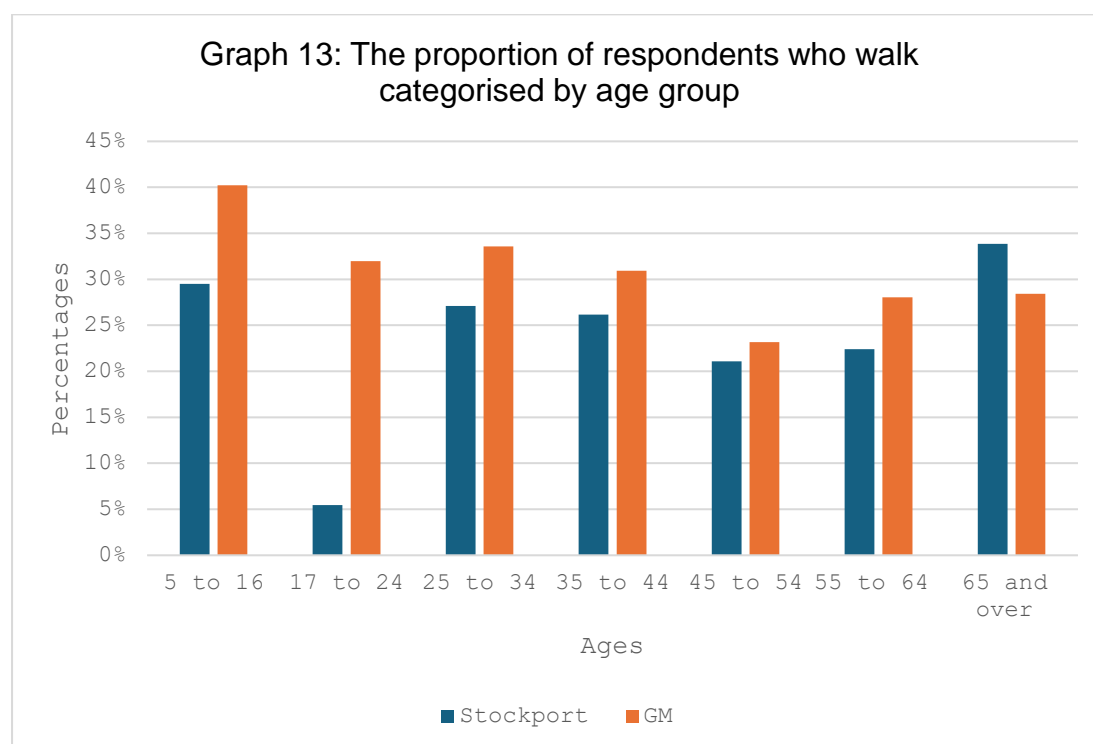
Graph 11 shows the frequency of walking as a mode of transport in Stockport in the years 2022 and 2023. It is important to note that the survey question changed between these years. In 2022, respondents were instructed to report walking trips lasting 20 minutes or longer, whereas in 2023 this requirement was removed. Despite this change, the graph highlights that in both years the highest proportion of respondents walked 5 days or more a week. A sharp increase in this category was observed between 2022 and 2023, likely influenced by the revised question format. Additionally, the proportion of individuals in Stockport who walk infrequently is very low, indicating that the majority of residents walk at least once a week.

Frequency of cycling in Stockport



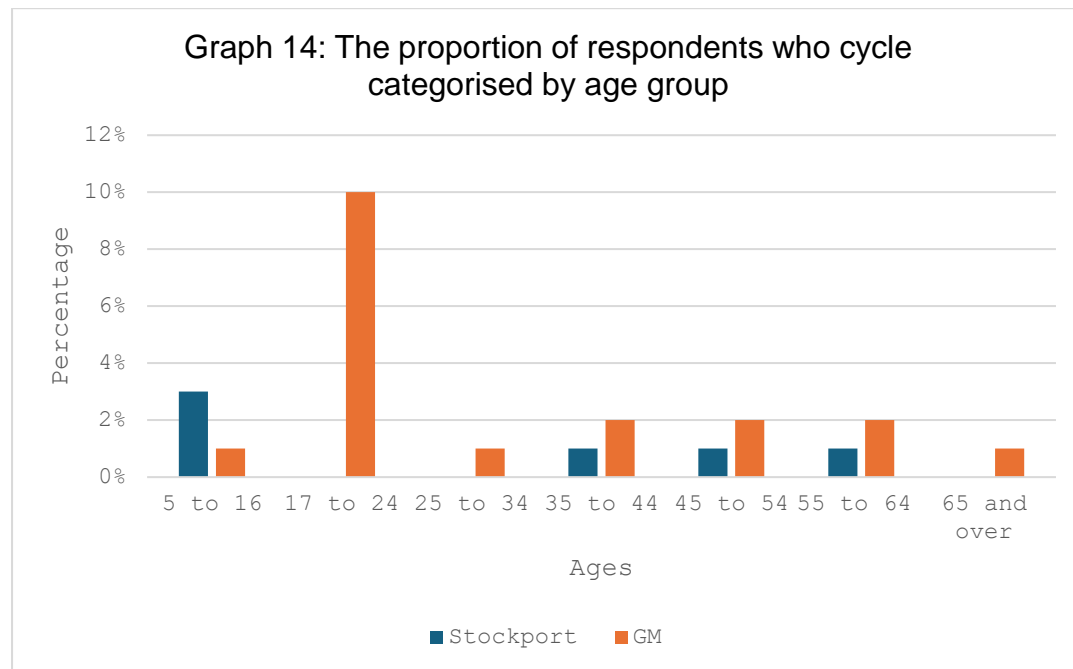
Graph 12 shows the frequency that people cycled as a mode of travel in 2022 and 2023. In contrast to graph 11 which showed high rates of walking, the frequency of cycling is extremely low for both years. In 2023 only 1% of respondents said that they cycle 5 days or more a week and this has decreased by 1% since 2022. There is a slightly higher proportion of respondents who cycle infrequently with 7% of respondents in 2023 cycling at least once a month. However, most respondents do not engage with cycling as a mode of travel, with 60% of respondents having not cycled in the past year and 18% of respondents having never of cycled.

The proportion of respondents who walk categorised by age group



Graph 13 shows the proportion of respondents who walk categorised by age group. The graph shows how for Stockport the highest proportion of people who walk are in the 65 and over category with 34% of respondents in this category saying they walk as a mode of travel. This contrasts the Greater Manchester average as the highest proportion is the category 5 to 16 with 40% of this age group walking as a mode of travel. The graph also shows that the age category 17 to 24 in Stockport has a significantly lower proportion of individuals walking as a mode of travel than the Greater Manchester average. Only 5% of 17- to 24-year-olds in Stockport said that they walked as a mode of travel compared to 32% for the Greater Manchester average. This highlights potentially that there is the need to encourage uptake in walking in this age category or potentially that we need to understand how to improve access to the TRADS for this age group.

The proportion of respondents who cycle categorised by age group



Graph 14 shows the proportion of respondents who cycle categorised by age group. The graph highlights how the proportion of respondents who cycle across all the age categories is low for both Stockport and Greater Manchester. In Stockport the age category with the highest proportion of people who cycle is the 5 to 16 age category where 3% of respondents said they cycled. This is 2% higher than the Greater Manchester average. However, in the other age categories Stockport has lower rates of cycling in comparison to the average for Greater Manchester. The most striking example of this is in the 17 to 24 age category where the Greater Manchester average is 10%. However, in Stockport 0% of respondents who were aged 17-24 said that they cycled as a mode of transport. This highlights potentially that there is the need to encourage uptake in cycling in this age category or potentially that we need to understand how to improve access to the TRADS for this age group as in the case of walking.

BACKGROUND PAPERS

There are none

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