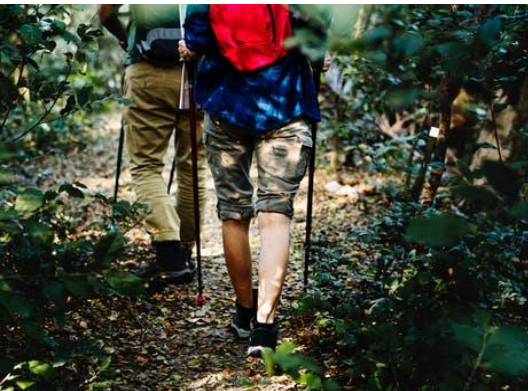




**STOCKPORT**  
METROPOLITAN BOROUGH COUNCIL

# A Plan for Cycling and Walking in Stockport 2019-29

## Consultation Draft



Contents

Introduction

Vision and  
Objectives

Strategy and  
Policy Context

Challenges/  
Opportunities

Delivery

Monitoring

Appendices

## Executive Summary

Congestion is a major challenge in Stockport, impacting on residents and businesses and reducing the quality of environment for local communities. To address congestion there is an underlying need to reduce the number of journeys made by car, and increasing the levels of cycling and walking in Stockport is one way to do this. This will also impact positively on local health by improving air quality and increasing the amount of physical activity people do.

Via the recently announced GM Beelines network map and Mayoral Challenge Funding there is an opportunity to deliver a step change in our approach to investing in cycling and walking. But this is not without its challenges and will require a shift in how we invest in and use our transport network.

As a fundamental part of the Stockport Active Communities Strategy this plan sets out a new vision for cycling and walking in Stockport and identifies an Action Plan to deliver this step change across the borough.

By 2029 our ambition is to deliver a high quality and fully connected cycling and walking networks and to promote walking and cycling as regular and accessible forms of transport for all age groups and ability levels.

Taking account of both the challenges and opportunities, this plan takes a holistic approach to looking beyond just the provision of physical infrastructure to set out how cycling and walking can become a more popular way of moving for both commuting and leisure purposes.

Contents

Introduction

Vision and  
Objectives

Strategy and  
Policy Context

Challenges/  
Opportunities

Delivery

Monitoring

Appendices

42.3% of adults and 86.4% of 15 year olds are not physically active enough to maintain their health

## **1 in 5 households do not have access to a car, rising to 1 in 2 in some areas of the borough**

Road traffic is responsible for c.70% of air pollutants and contributes to local noise pollution

**Congestion in Stockport is a key concern for residents and businesses. Average rush hour speeds on the A6 between High Lane and the M60 are 13mph**

Approximately 15% of Stockport residents travel less than 2km to work, and over half (57%) travel less than 10km

**Cycling and walking currently account for 10% of journeys to work in Stockport**

c.42% of primary school children currently walk to school and 3% travel by bike (3 times the national average)

**86% of residents walked in the last month for any purpose compared to 13% who cycled**

Residents in the north west of the Borough make the highest % of journeys by bike and on foot

80% of people want to see better safety for cyclists

## Introduction

The Stockport Active Communities Strategy adopts a whole systems approach to active communities and includes cycling and walking as a key programme.

As a key supporting document of the Active Communities Strategy, this draft Plan seeks to set out the current evidence relating to cycling and walking in Stockport and to identify a series of priorities to guide investment and action over the short, medium and long terms. The Council will not have to deliver the identified actions or achieve its vision for cycling and walking alone, as the Plan, when adopted, will inform, and be informed by, the Greater Manchester Transport Strategy 2040, the Greater Manchester Made to Move Report and the Local Cycling and Walking Infrastructure Plans (LCWIP).

Having a clear, evidenced plan will enable the Council and its partners to be agile and flexible in responding to potential funding opportunities when they arise.

## Purpose

The existing walking and cycling strategies for Stockport were adopted in 2010 and 2000 respectively and therefore require revision to take account of changes which have been made to transport infrastructure in the Borough over that time. This plan sets out a long term vision for cycling and walking in Stockport, and provides an overarching framework and evidence base to set out:

- The value of cycling and walking in delivering wider policies and strategies.
- The current context of cycling and walking in Stockport, including opportunities and challenges.
- Future opportunities to encourage more cycling and walking.
- A targeted action plan to direct delivery of the above.

## Why Cycling and Walking?

As a signatory to the 2001 South East Manchester Multi Modal Strategy and TfGM 2040 Transport Strategy, and a key partner in the current refresh of the SEMMM Strategy to 2040, the Council is committed to a multi-modal transport strategy for Stockport, of which cycling and walking are a key element. In addition, cycling and walking are central to achieving a number of wider Council ambitions and agendas, such as those set out in the Stockport Council Plan 2019-20, including:

- Improving the health and wellbeing of residents
- Improving air quality and reducing carbon emissions
- Improving the local environmental quality in neighbourhoods
- Reducing congestion on Stockport's roads
- Encouraging and attracting investment in Stockport

Further detail on the benefits of walking and cycling can be found in Appendix 1.

## Why a Combined Plan?

As active transport modes, many of the benefits of walking and cycling are shared, and very often improvements for one will affect the other as large parts of the two networks overlap. Pedestrians and cyclists are often in close proximity and may share routes and crossings. It is beneficial to consider the impacts that a policy aimed at one group will have on the other. In order to ensure that any improvements are coordinated and aligned, cycling and walking have been incorporated into a single combined plan.

This matches the Government's approach to Local Cycling and Walking Infrastructure Plans, which combine the two modes. The Mayor of Greater Manchester has committed to increasing and improving cycling and walking in GM, and has appointed a Greater Manchester Cycling and Walking Commissioner to spearhead Greater Manchester's activities.

Contents

Introduction

Vision and Objectives

Strategy and Policy Context

Challenges/ Opportunities

Delivery

Monitoring

Appendices

## Vision and Objectives:

This plan sets out a long-term vision for walking and cycling in Stockport and will, in conjunction with the Local Cycling and Walking Infrastructure Plan (LCWIP) and other GM initiatives provide a framework to guide the Council and its partners over the next 10 years when making funding, planning and design decisions.

The Council wants walking and cycling in Stockport to both become desirable and mainstream methods of travel, which are perceived to be safe, realistic and pleasant options. Our long term vision for walking and cycling in Stockport is:

*To make walking and cycling increasingly the default options for all ages and abilities for commuting, utility and leisure trips over shorter distances both within Stockport and to neighbouring areas.*

By 2029 our ambition is to deliver a high quality and fully connected cycling and walking networks and to promote walking and cycling as regular and accessible forms of transport for all age groups and ability levels. To deliver this vision the following objectives have been identified:

### Objective 1

Create and maintain high quality and fully connected cycling and walking networks within Stockport

### Objective 2

Encourage 'last mile' cycling and walking to enable interconnection with public transport

### Objective 3

Use targeted promotion and training to encourage all groups to consider cycling and walking, and to improve safety

### 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

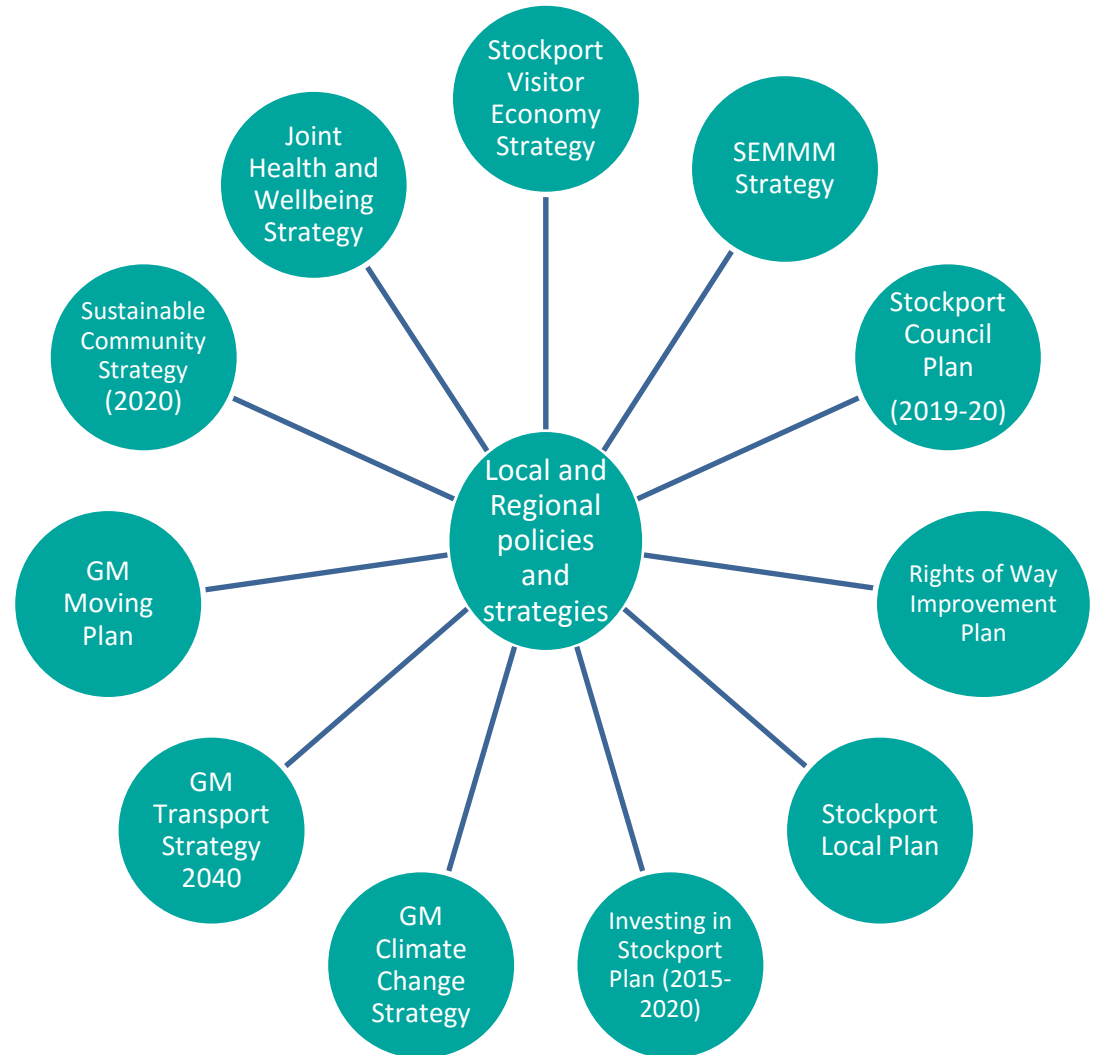
### Objective 6

Improve and maintain high quality cycling and walking connections with local networks, ensuring that adjacent areas of Stockport are fully integrated.

## Strategy and Policy Context:

A broad number of strategies and policies at both the local, regional and national level influence this plan.

More detail on the plans and strategies can be found in Appendix 2.



## Challenges and Opportunities:

To achieve the vision identified in this plan, and deliver the potential increase in cycling and walking which could be achieved in Stockport, it is important to be cognisant of both the opportunities and challenges which surround any investment in cycling and walking infrastructure.

Opportunities	Challenges
<b>Physical</b>	
<ul style="list-style-type: none"> <li>Canals, river valleys and green space can provide opportunities for cycling and walking routes away from roads.</li> </ul>	<ul style="list-style-type: none"> <li>Topography and gradients across the borough vary. Steep gradients both within Stockport Town Centre and on the eastern side of the borough can act as a barrier to cycling and walking.</li> <li>Restricted corridor space which has to provide for other users</li> </ul>
<b>Infrastructure</b>	
<ul style="list-style-type: none"> <li>Investment in infrastructure (A6MARR/ TCAP etc.) provides opportunities to upgrade and integrate cycling and walking improvements.</li> </ul>	<ul style="list-style-type: none"> <li>Severances, such as motorways/ major roads/ railway lines/ canals etc.</li> <li>Restricted corridor space which has to provide for all modes and other services.</li> <li>Existing provision may not be up to contemporary minimum standards.</li> <li>Delivering appropriate asset management within local resource.</li> <li>Gaps in existing network .</li> <li>Different users have different infrastructure requirements.</li> </ul>
<b>Technological</b>	
<ul style="list-style-type: none"> <li>Opportunities for electric (e-)bikes to make cycling more of an option for less physically active/ in areas with more challenging topography</li> <li>Opportunity to use technology/ social media to reach groups that do not currently cycle or walk to encourage take-up</li> <li>Bike sharing/ hire.</li> </ul>	<ul style="list-style-type: none"> <li>Cost of e-bikes, although falling, may still be prohibitive to lower income households</li> <li>Not everyone has individual technological capacity to access apps etc.</li> <li>Challenge of monitoring/ data collection re walking and cycling to get accurate understanding of current levels, particularly at sub-LA level.</li> </ul>



Contents

Introduction

Vision and Objectives

Strategy and Policy Context

Challenges/ Opportunities

Delivery

Monitoring

Appendices

**Opportunities**

**Challenges**

**Social**

- Increasing recognition of importance of active and healthy lifestyles
- Strong and active network of cycle/ walking groups
- Access to GM promotional schemes including Bikeability training
- Future application of ‘street satisfaction index’ as referred to in Made to Move
- Beelines ‘filtered neighbourhoods’ can create spaces to play and socialise, as well as more green areas

- Perception that weather not appropriate for active travel
- Negative view of cycle and walking safety, particularly on busy routes
- Participation in walking and cycling may also be affected through cultural considerations including gender and ethnicity.

**Financial**

- Contribution of cycling and walking to wide range of policy objectives means there is an opportunity to access wider funding streams.
- Opportunities for developer contributions where local investment opportunities can be identified linked to proposed new developments.
- £160m GM Mayoral Challenge Fund now available

- Piecemeal funding for projects means the Council and partners need to be agile to respond to opportunities when they arise
- Funding often for individual schemes – challenging to deliver holistic improvements
- Need for local match funding – competition with other priorities
- Funding deployment timescales can sometimes impact on what can be delivered
- Pressures on scheme budgets.
- Funding at GM level – need to compete with other GM boroughs

**Policy/ Strategic**

- Development of new Stockport Local Plan provides an opportunity to revise planning policy approach to cycling and walking
- Increased focus and ambition at the GM level following appointment of GM Walking and Cycling Commissioner and via GM Mayor’s Green City agenda

- The Council’s wide range of policies require that compromise is necessary.

## Existing Network Coverage

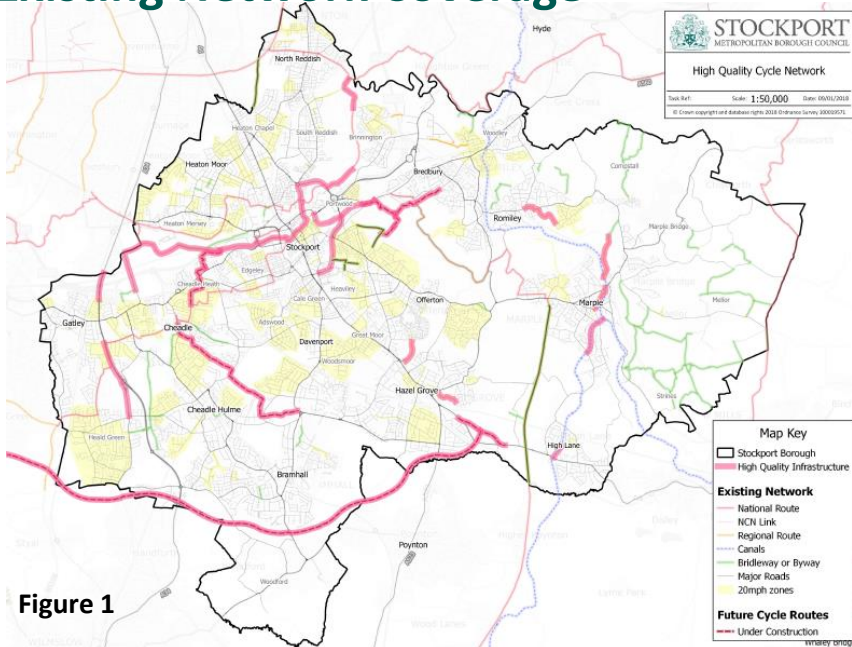


Figure 1

Stockport's cycling and walking networks have developed over time as funding has become available and as development has come forward. As a result, the networks comprise a mixture of generic highways and footways, and specialist infrastructure.

The current network is in many regards satisfactory but there are gaps in network and variations in provision.

In the case of cycling for example Stockport has provided Advanced Stop Lines (ASLs) at many signalised junctions, as well as extensive on-road (mainly advisory) cycle lanes. However, The quality of cycle lanes varies and it is recognised that segregated provision is often a desirable option.

Figure 1 shows areas of good quality off carriageway provision, cycle lanes and safer off road provision.

## Potential Options:

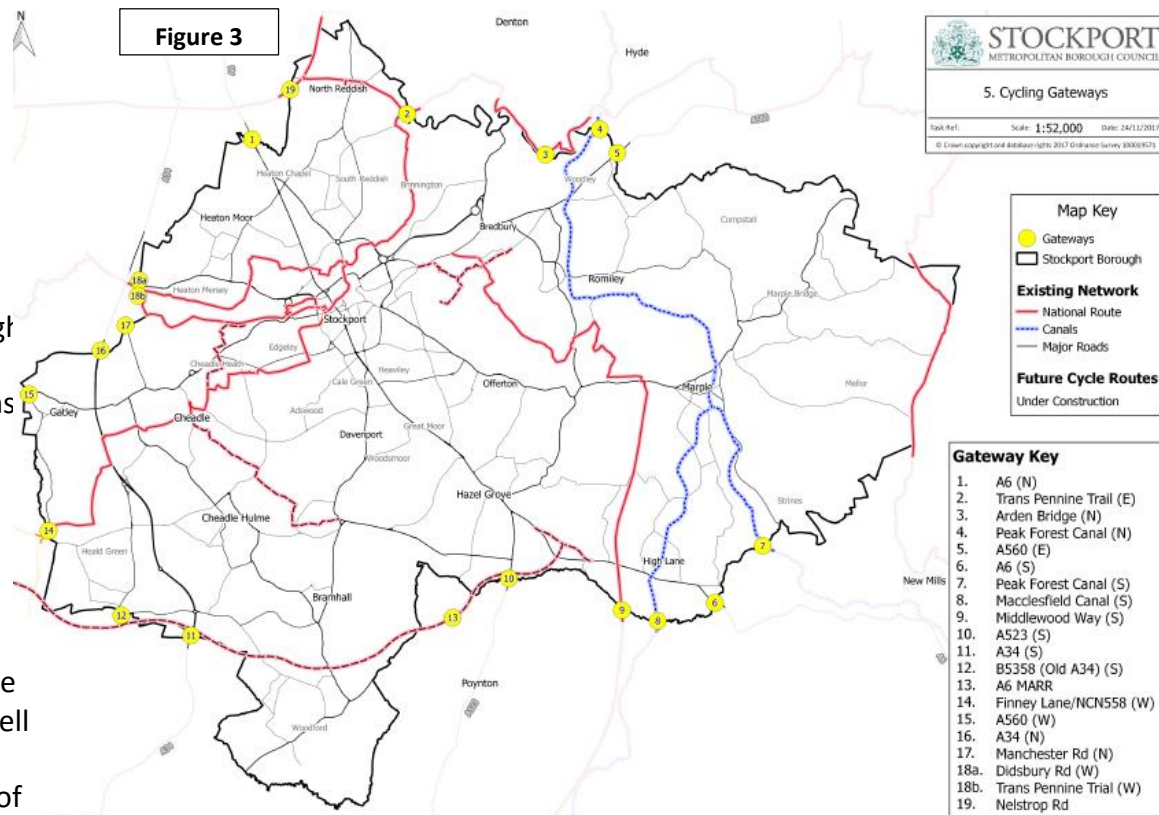
- Via GM Beelines, continue to undertake audit of existing network, including gap analysis to consider severances (railways, rivers) and “joining up” of major routes in order to identify improvement schemes.
- Undertake audit of existing network to identify provision in need of improvement (i.e. narrow cycle lanes, surfacing issues) and identify prioritised programme of improvements.
- Deliver new cycling and walking infrastructure along the A6 to improve cycling and walking links along this major arterial route.
- Deliver actions within the Rights of Way Improvement Plan.
- Work in partnership with Highways England to improve crossing points of the M60 for pedestrians and cyclists
- Review opportunities for extension of 20mph zones

## Stockport Gateways and Links to Neighbouring Authorities

Travel between Stockport and neighbouring authorities is important and will need to be considered as part of improvements to the cycling and walking networks. Managing the key gateways into Stockport from neighbouring areas will require close liaison with neighbouring authorities and TfGM.

There are currently noticeable differences in provision for cyclists at the borough boundary, the 'Stockport Gateways'. This is less of an issue for pedestrians though surfaces on shared routes do vary. When entering or leaving Stockport along the Peak Forest Canal, the Trans Pennine Trail in Reddish Vale, Manchester Road in Cheadle, or Arden Bridge in Haughton Dale, there are noticeable changes in quality. It is also the case that several cycle lanes stop or start at the boundary in certain places.

Figure 3 shows existing links between Stockport and the surrounding authorities. It covers the major roads as well as significant off road routes, but does not preclude other routes being developed in the future. A number of gateways to Stockport have been identified as being significant routes used by cyclists and pedestrians entering or leaving Stockport.



## Education, Training and Promotion:

The perception of cycling and walking as mainstream methods of travel can be improved through education, training and promotion. Training and promotion can be used to not only encourage cycling and walking, but also to ensure that it is done safely. There are already several programmes ongoing in Stockport to try and encourage the uptake of safe cycling and walking practice including Learn to Ride, Step Outside and 'CycleScheme'. Schools are always encouraged to look at increasing walking and cycling using travel plans to highlight things such as Park and Stride and Walk Once a week. In addition, most schools participate in Bikeability.

Despite the effectiveness and popularity of several of these programmes, it can still be challenging to reach those population groups which perhaps have the most potential to benefit from increasing cycling and walking, such as those on lower incomes, young adults, the elderly, and the unemployed. Earlier this year, TfGM launched a new Apprentice Bike to Work Scheme, offering apprentices a free refurbished bike and accessories for them to use accessing their place of work and training. Whilst the scheme is still in its infancy, it is an opportunity to encourage apprentices to consider cycling as a viable option.

## Potential Options

- Continue to promote TfGM bike and travel planning service for apprentices.
- Continue to promote 'CycleScheme' with businesses across the Borough to encourage increase in cycle commuting through making bike purchases more affordable
- Continue to support GM wide promotional campaigns, including GM Walking Week and Cycle September etc.
- Continue to engage with stakeholders via CUG and existing relationships with TPT office.
- Promote walking and cycling as lifestyle choices that individuals and communities can take in the context of achieving a Green City Region

## Signage and Wayfinding

Effective signage and wayfinding is an essential element of making it easier for people to cycle and walk and to encourage cyclists and pedestrians to use particular routes.

### Potential Options

- Undertake mapping and audit of signage provision to ensure it is consistent and accurate. This will include the town centre following completion of TCAP and the associated signing masterplan.
- Ensure all future wayfinding packages within Stockport are compatible with current walking and cycling wayfinding.
- Continue to work with volunteers to improve signage on named routes.
- Ensure integration with signing expectations arising from 2017/18 ROWIP
- Consider use of signage to show walking and cycling times in addition to distances.
- Review opportunities for electronic wayfinding/ signage.
- Work with highways engineers and signage providers to deliver robust signage which is resistant to vandalism.
- Where diversions are in operation, cycle and pedestrian routes should be considered separately to vehicle routes.



## Cycling and Walking Friendly Neighbourhoods:

Cycling and walking friendly neighbourhoods are designed to enable everybody to move about safely and easily by bike or on foot. This will facilitate greater numbers of children cycling and walking to school in Stockport and increase the potential for short, local journeys by cycling and walking.

Over a number of years a range of interventions have been delivered to try and make neighbourhoods safer and more permeable for those travelling by bike and on foot. For example, Stockport has a good provision of toucan and puffin crossings, a key function of which is to connect quieter residential areas across busier main roads. We are beginning to provide parallel crossings (zebra crossings with space for cyclists to cross alongside pedestrians), including within the Cycle City Ambition Grant (CCAG) projects. The implementation of 20mph zones around the borough has also helped to improve the walking and cycling environment, and there is potential to expand the coverage further.

### Potential Options

- Use appropriate road closures and traffic calming
- Improved cycle parking in district and local centres, including provision at new developments
- Work with local communities to develop innovative new approaches to walking and cycling via the use of temporary highway layouts.
- Develop the concept of a filtered neighbourhood with the involvement of the local community

### Potential Features

There is an opportunity to develop the concept of a filtered neighbourhood with the involvement of the local community. Potential features could include:

- On and off-road segregated cycle paths
- Contraflow cycling on one way streets
- Permeable road closures for cyclists and pedestrians
- Work with local businesses to reduce conflict with other highway users during deliveries.
- Visible signage encouraging cycling and walking, highlighting key routes and directions
- Cycle friendly traffic calming
- Provision of priority signals for cyclists at major junctions
- Aesthetic improvements including green infrastructure
- Conveniently located and safe cycle parking facilities
- Appropriate crossing facilities including dropped kerbs and zebra crossings
- Re-allocation of road space where feasible to provide higher quality walking and cycling facilities
- Further roll out of 20mph zones

## Integrating with Existing Public Transport

Walking and cycling provide a vital means of connectivity to other modes of transport especially public transport.

Increasing the use of walking and cycling to get to and from train stations and bus stops can reduce the number of cars doing short journeys in local neighbourhoods, with subsequent impacts on local congestion. The concept of cycling or walking for a short portion of a journey can be more achievable for some, particularly if they are new to cycling or walking. There are several interventions already in place across Stockport to try and encourage people to incorporate walking and cycling as part of their journeys. Cycle Hubs have been placed within some rail stations, car parks and the town centre, providing safe bike parking and in some places, changing facilities.

Stockport recognises that some passengers wish to transport their bicycle with them on their journey and seeks to influence public transport providers to make this as convenient as possible.

### Potential Options

- Support and encourage provision of cycle parking.
- Promote cycle hubs and seek additional opportunities to deliver further hubs.
- Update 'last mile' station and interchange audits to identify potential improvements.

NCP cycle hub, Stockport Station



## Integrating with New Development

In addition to existing public transport infrastructure, there is an opportunity to fully integrate cycling and walking as part of any new development. It is widely accepted that sustainable transport usage will be significantly increased if direct, attractive and safe walking, cycling, and public transport infrastructure are built within new developments.

To maximise this, it is important to ensure that high quality active travel infrastructure is built into new developments from the outset, including showering and parking facilities, and that new developments have a clear layout with permeability for walking and cycling routes. The Council's Local Plan will ensure that cycling and walking are fully incorporated in any spatial planning policies for the Borough.



Cycle Parking, Holiday Inn Express, Stockport Exchange

### Potential Options

- Ensure planning policy requires walking and cycling routes which facilitate natural desire lines and deliver permeability through new developments.
- Ensure planning policy requires the provision of facilities needed to support cycling and walking (for example, including shower and locker facilities).
- Update minimum cycle parking standards for new developments
- Identify opportunities for additional secure cycle parking for public spaces
- Review opportunities to incorporate green infrastructure and planting as part of new cycling and walking investments



Contents

Introduction

Vision and  
ObjectivesStrategy and  
Policy ContextChallenges/  
Opportunities

Delivery

Monitoring

Appendices

## Action Plan - Short Term (<3 years)

Ref	Action	Policy fit	Cost	Impact
<b>Objective 1: Create and maintain high quality and fully connected cycling and walking networks within Stockport</b>				
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.	H	L	H
S1.2	Continue to support work of national Trans Pennine Trail office			
S1.3	Address long-standing signage issues on Trans Pennine Trail (TPT) in partnership with TPT office and local volunteers	M	L	M
S1.4	Review requirements in partnership with the TPT office for improvements to sections of the Trans Pennine Trail.	M	M	M
S1.5	Review requirements for existing strategic routes and undertake more detailed analysis of route 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: <ul style="list-style-type: none"> <li>A6 corridor</li> <li>Existing canal network</li> <li>East and west A34 parallel routes</li> <li>Local links to the A6MARR shared user path</li> <li>Brinnington to Stockport Town Centre</li> <li>Heaton Cycle Link</li> </ul>	H	M	H
S1.6	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	H	H	H
S1.7	In consultation with TfGM, review the principal of ‘pedestrian countdown’ signals	H	L	L
S1.8	Review potential impact of walking and cycling signs showing times (instead of or as well as distances) as part of Town Centre wayfinding strategy	M	L	L
S1.9	Identify those Public Rights of Way for which a change in status will better support both cycling and walking networks, noting that historical categorisation may not always best support contemporary car-free network needs	M	L	H
S1.10	Provide directional signing for principal cycle parking locations	M	L	L
S1.11	Develop a guide to the most appropriate surfacing materials for all route categories and consult with key stakeholder groups	M	L	H



Ref	Action	Policy fit	Cost	Impact
<b>Objective 2: Encourage 'last mile' cycling and walking to enable interconnection with public transport</b>				
S2.1	Support introduction of bike share opportunities in Stockport	M	L	H
S2.2	Review opportunities for cargo bike pilot in Town Centre	M	L	H
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.	H	H	H
S2.4	Support the implementation and monitoring of school and business travel plans	H	M	H
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	H	M	H



Ref	Action	Policy fit	Cost	Impact
<b>Objective 3: Use targeted promotion and training to encourage all groups to consider cycling and walking, and to improve safety</b>				
S3.1	Maintain Stockport Council / other provider Bikeability and road safety training in relevant community hubs. and education facilities	M	H	H
S3.2	Promote all aspects, including for drivers, of adult cycle training available via TfGM	M	M	H
S3.3	Co-ordinate with TfGM to keep published cycle map up to date	H	L	H
S3.4	Promote events such as Walk A Day, Bike Week and other active travel events.	M	L	M
S3.5	Trial examples of temporary highway layout with enhanced pedestrian, cycle and disability access facilities	H	M	H
S3.6	Develop agreed standard of Walking & Cycling measures to be used during roadworks	H	M	H
S3.7	Work with enforcement opportunities to tackle unlawful parking that blocks footways and cycle routes	H	M	H
S3.8	Support Greater Manchester Police educational programmes to improve compliance with 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	M	L	M
<b>Objective 4: Ensure that neighbourhoods and district centres are "cycling and walking friendly" to encourage local trips by bike and on foot</b>				
<b>Objective 5: Ensure that employment, residential, retail and leisure activities in the town centre are accessible by bike and on foot</b>				
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.	H	M	H
S4/5.2	Consult on how infrastructure may be improved within one pilot walking and cycling friendly neighbourhood	H	M	H
S4/5.3	Tabulate existing Traffic Regulation Orders (TROs) which prohibit cycling whose repeal would potentially enhance Walking and Cycling Friendly Neighbourhoods	H	M	H
S4/5.4	With communities, review opportunities for introducing a Borough-wide 20mph policy	H	H	H
S4/5.5	Finalise mapping of cycle parking opportunities in all localities	H	M	H
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.	H	M	H
S4/5.7	Audit, and possibly trial, cycling in 'pedestrian only spaces' to agree if any may provide additional effective cycle links	H	M	M



Ref	Action	Policy fit	Cost	Impact
<b>Objective 6: Improve and maintain high quality cycling and walking connections with local networks, ensuring that adjacent areas of Stockport are fully integrated</b>				
S6.1	<p>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:</p> <ol style="list-style-type: none"> <li>1. A6 :</li> <li>2. Trans Pennine Trail :</li> <li>3. Arden Bridge :</li> <li>4. A560/ Stockport Road East</li> <li>5. Peak Forest and Macclesfield Canal towpaths</li> <li>6. Middlewood Way:</li> <li>7. A523/Macclesfield Road:</li> <li>8. A34 :</li> <li>9. B5358/Wilmslow Road :</li> <li>10. A555 (A6MARR):</li> <li>11. Finney Lane/NCN558</li> <li>12. Manchester Rd, Cheadle :</li> <li>13. Didsbury Rd :</li> </ol>	H	H	H

Contents

Introduction

Vision and  
ObjectivesStrategy and  
Policy ContextChallenges/  
Opportunities

Delivery

Monitoring

Appendices

## Action Plan - Medium Term (<5 years)

Ref	Action	Policy fit	Cost	Impact
<b>Objective 1: Create and maintain high quality and fully connected cycling and walking networks within Stockport</b>				
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.	H	H	H
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.	M	M	H
M1.3	Agree measures to highlight carriageway and pavement pinch points affecting cyclists and/or pedestrians; also to address narrow facilities	H	L	H
<b>Objective 2: Encourage 'last mile' cycling and walking to enable interconnection with public transport</b>				
M2.1	Support further expansion of bike share scheme in Stockport	M	L	M
M2.2	Cargo bike project expanded dependent on success of pilot	M	L	M
M2.3	Ensure any wider Metrolink and rapid transit proposals are audited for walking and cycling opportunities as they develop	M	M	H



Ref	Action	Policy Fit	Cost	Impact
<b>Objective 3: Use targeted promotion and training to encourage all groups to consider cycling and walking, and to improve safety</b>				
M3.1	Review effectiveness of W&C measures provided during roadworks, modify practice accordingly, and implement.	H	M	H
M3.2	Review opportunities for Stockport Town Centre car-free event, which may also align with any future GM-scaled events	M	M	M
<b>Objective 4: Ensure that neighbourhoods and district centres are "cycling and walking friendly" to encourage short, local trips by bike and on foot</b>				
<b>Objective 5: Ensure that employment, residential, retail and leisure activities in the town centre are accessible by bike and on foot</b>				
M4/5.1	Referencing contemporary design guides, consult on how infrastructure may be improved within Walking and Cycling Friendly Neighbourhoods	H	M	H
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	H	H	H
M4/5.3	Consider opportunities for residential 'bike hanger' cycle parking	M	M	M
M4/5.4	Provide standard of cycle parking in agreed further number of localities to match community response expectations	M	H	M
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.	M	L	H
M4/5.6	Deliver s5.3.	H	M	H
<b>Objective 6: Improve and maintain high quality cycling and walking connections with local networks, ensuring that adjacent areas of Stockport are fully integrated</b>				
M6.1	Design and deliver on and off highway 'gateway' links, as identified via the LCWIP and Beelines processes in partnership with neighbouring authorities	H	H	H
M6.2	Integrate segregated walking and cycling routes as part of Rapid Transit proposals.	M	H	M

Contents

Introduction

Vision and  
Objectives

Strategy and  
Policy Context

Challenges/  
Opportunities

Delivery

Monitoring

Appendices

## Action Plan - Long Term (>5 years)

This action plan will be reviewed after 5 years to take account of changing priorities after the early implementation phases of the Beelines/Mayoral Challenge Fund and LCWIP processes while maintaining the objectives stated below.

### Objective 1

Create and maintain high quality and fully connected cycling and walking networks within Stockport

### Objective 2

Encourage 'last mile' cycling and walking to enable interconnection with public transport

### Objective 3

Use targeted promotion and training to encourage all groups to consider cycling and walking, and to improve safety

### 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

### Objective 6

Improve and maintain high quality cycling and walking connections with local networks, ensuring that adjacent areas of Stockport are fully integrated.

Contents

Introduction

Vision and  
ObjectivesStrategy and  
Policy ContextChallenges/  
Opportunities

Delivery

Monitoring

Appendices

## Monitoring

For the impact of any plan to be assessed, there needs to be a clear approach to monitoring progress against the identified objectives. The below table sets out the proposed data sources which will be used to monitor progress in achieving the plan's vision and objectives.

Objective	Outcome	How it will be assessed
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>
Create and maintain high quality and fully connected cycling and walking networks within Stockport	There will be an increase in the length of high quality cycling and walking infrastructure and an improvement in satisfaction with walking and cycling infrastructure	<p>NHT survey</p> <p>GIS/Asset management</p> <p>Stakeholder feedback</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.	<p>National Travel Survey</p> <p>Census data</p> <p>Active Lives Survey</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	<p>NHT surveys</p> <p>Stakeholder feedback</p> <p>GIS measurement and mapping</p> <p>Town Centre Cordon count.</p>
Encourage 'last mile' cycling and walking to enable interconnection with public transport	There will be an increase in walking and cycling rates for short journeys	<p>National Travel Survey</p> <p>Census travel to work data</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	<p>National Travel Survey</p> <p>Town Centre Survey</p> <p>Active Lives Survey</p>