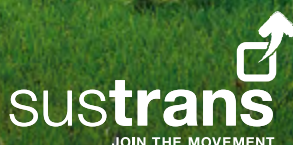


Greater Manchester

# Walking and Cycling Index 2021



Transport for  
Greater Manchester



Published May 2022





# Foreword

Our vision for walking, wheeling and cycling in Greater Manchester



In Greater Manchester our ambition is to make active travel the number one choice for travelling to work, school and the shops.

This will give all of our communities access to the health and quality of life benefits that walking and cycling provides.

To do that, we aim to deliver the largest cycling and walking network in the UK and invest in new routes right across Greater Manchester that are safe and accessible for all. This includes delivering fully segregated cycling and walking routes on busy roads, quality signage and crossings on quieter routes, and creating areas where people are prioritised to make streets safer and quieter.

In the last three years we've delivered the first parts of the network, creating new solutions for delivering safe cycling infrastructure, including our award-winning, fully-protected CYCLOPS junctions, the first of their kind in the UK. In 2021 alone we enabled over 88km (55 miles) of cycling and walking network with much more to be delivered over the coming years.

We are continuing to lobby the government on key reforms to encourage more walking

trips and, last year, we published a report that shows strong evidence for zebra markings to be authorised for use on side roads to increase safety when walking.

Another issue that prevents people from accessing active travel is that far too many people do not have access to a bike. Our new cycle hire scheme, which became available in 2021, helps to combat this and I'm excited for the full launch of the scheme in the summer of this year.

We have developed a comprehensive programme of community-focused activity to support local people to walk and cycle more - including cycle training, bike libraries, cycle mapping and advice for people keen to start cycling or walking more.

Active travel is a vital part of our vision for the future and, for this reason, I am delighted Dame Sarah Storey has agreed to become our new Active Travel Commissioner. I'm looking forward to working with Sarah to expand our network and to seeing more and more people in Greater Manchester embracing active travel in their daily lives. To ensure that happens, we will continue to work closely with Government and Active Travel England to support our vision and provide the funding to deliver it.

**Andy Burnham**  
**Mayor for Greater Manchester**



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## The Walking and Cycling Index

The Walking and Cycling Index (formerly Bike Life) is the biggest assessment of walking and cycling in urban areas in the UK and Ireland. This is the first year walking has been included.

It is delivered by Sustrans in collaboration with 18 cities and urban areas. Each city reports on the progress made towards making both walking and cycling more attractive, everyday ways to travel.

The Walking and Cycling Index reports every two years. This is the fourth report produced in partnership with Transport for Greater Manchester. The data in this report comes from 2021 and includes local walking and cycling data, modelling and an independent survey of 1,348 residents aged 16 or above in Greater Manchester. The survey was conducted from June to August 2021 following Covid-19 travel restrictions across the UK being lifted. Social research organisation NatCen conducted the survey which is representative of all residents, not just those who walk or cycle.

Across this report we have included comparisons to 2019 data where available.

Our thanks to the people of Greater Manchester who took part in the survey and shared their stories with us.

More details on all Walking and Cycling Index reports can be found at [www.sustrans.org.uk/walkingcyclingindex](http://www.sustrans.org.uk/walkingcyclingindex)



## Defining wheeling

We recognise some people, for example wheelchair or mobility scooter users, identify with the term wheeling instead of walking. Therefore we use the terms walking and wheeling together and consider walking and wheeling to include the use of mobility aids and pushchairs.

All walking survey responses within this report include responses from people who wheel. However, please note for graph labels we use walking as a shorthand for walking and wheeling.

# Report summary

## Greater Manchester

### Population<sup>i</sup>

2,835,686

### Survey area

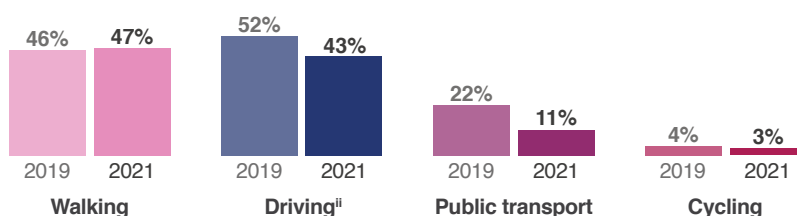


## The impact of the pandemic

The Covid-19 pandemic has had a huge impact on how, when and the amount we travel, especially in relation to public transport and driving.

Transport use during the coronavirus (Covid-19) pandemic, Department for Transport, June 2020.

### Residents who travel by the following modes five or more days a week in Greater Manchester



Participation in walking, wheeling and cycling on a regular basis has stayed at similar levels since 2019.

**47%**  
of residents walk at least five days a week  
46% in 2019

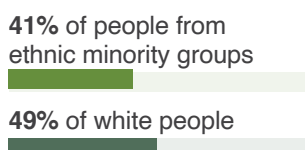
**13%**  
of residents cycle at least once a week  
13% in 2019

## Walking, wheeling and cycling participation is not equal

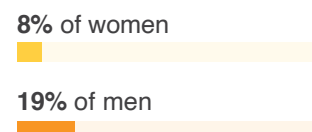
People from ethnic minority groups walk less and women cycle less.

The sample size for respondents who identified their gender 'in another way' was too low to be statistically significant and therefore is not presented here.

### Proportion of residents who walk at least five days a week

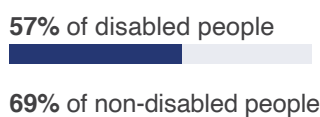


### Proportion of residents who cycle at least once a week

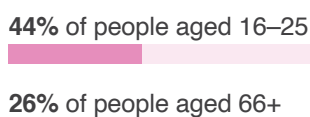


## Not all residents feel safe and welcome in their neighbourhood

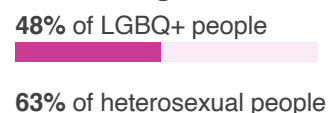
### Proportion of residents who think walking safety is good



### Proportion of residents who think cycling safety is good



### Proportion of residents who feel welcome and comfortable walking or spending time on the streets of their neighbourhood



i. NOMIS mid-year 2019 population estimates. This is the most recent available for Greater Manchester.

ii. Travelling as driver or passenger of car, van or motorcycle. In 2019, questions did not include traveling by motorcycle.

## Everyone benefits when more people walk, wheel and cycle

Every year, walking and cycling in Greater Manchester:



Prevents

**2,612**

serious long-term health conditions



Creates

**£483.7 million**

in economic benefit for individuals and the region



Saves

**48,000 tonnes**

of greenhouse gas emissions

## Walking, wheeling and cycling help to tackle the climate emergency

Every day, walking and cycling in Greater Manchester takes up to

**300,000 cars off the road<sup>iii</sup>**

However,

**490.6 million**

journeys up to three miles are driven in Greater Manchester each year

If **80%** of these journeys were walked or cycled it could save approximately

**160,000 tonnes**

of greenhouse gas emissions<sup>iv</sup>

## Residents want more funding for walking, wheeling, cycling and public transport

Percentage of residents who would like to see more government spending on:

**57% on walking**

60% in 2019

**53% on cycling**

57% in 2019

**70% on public transport**

76% in 2019

**32% on driving**

45% in 2019

## This would help support more liveable neighbourhoods

Among Greater Manchester residents:

**60% support**

**19% oppose**

more cycle tracks along roads, physically separated from traffic and pedestrians

**62% agree**

**16% disagree**

increasing space for people socialising, walking and cycling on their local high street would improve their local area

**79% support**

**4% oppose**

the creation of more 20-minute neighbourhoods<sup>v</sup>

**83% agree**

**4% disagree**

more measures to reduce crime and antisocial behaviour on the street or in public spaces would improve their local area

**68% support**

**10% oppose**

the creation of more low-traffic neighbourhoods

**54% agree**

**17% disagree**

closing streets outside local schools to cars during school drop-off and pick-up times would improve their local area

iii. Based on walking and cycling by residents that live in a household with a car. Does not include leisure cycling or leisure walking trips. iv. Based upon each journey being 1.5 miles in length. v. See definition on page 14.





# Walking in Greater Manchester

Walking and wheeling participation, safety and satisfaction

## Walking and wheeling participation

Overall in Greater Manchester the number of people walking and wheeling regularly (at least five days a week) has stayed at similar levels since 2019.

Walking and wheeling are often overlooked in transport. This is despite being an efficient use of space, good for our health and having no environmental impact.

**95%**  
of all residents walk

94% in  
2019

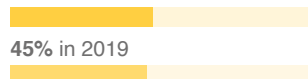
**47%**  
of residents walk at  
least five days a week

46% in  
2019

### Proportion of residents who walk or wheel at least five days a week

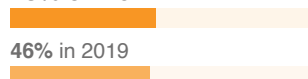
#### Gender<sup>i</sup>

**47% of women**



45% in 2019

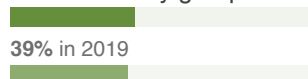
**48% of men**



46% in 2019

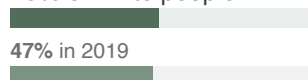
#### Ethnicity

**41% of people from  
ethnic minority groups**



39% in 2019

**49% of white people**



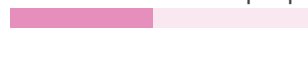
47% in 2019

#### Sexuality

**58% of LGBTQ+ people**



**47% of heterosexual people**



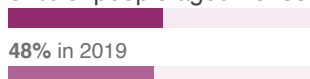
#### Age

**49% of people aged 16–25**



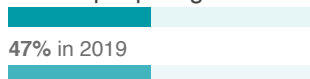
56% in 2019

**51% of people aged 26–35**



48% in 2019

**47% of people aged 36–45**



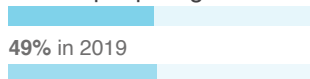
47% in 2019

**47% of people aged 46–55**



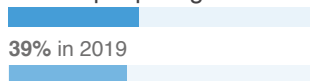
41% in 2019

**48% of people aged 56–65**



49% in 2019

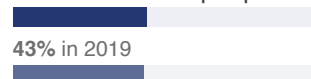
**43% of people aged 66+**



39% in 2019

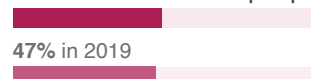
#### Disability

**44% of disabled people**



43% in 2019

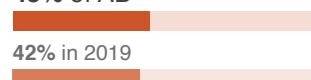
**49% of non-disabled people**



47% in 2019

#### Socio-economic group<sup>ii</sup>

**45% of AB**



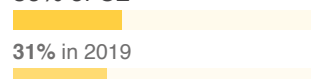
42% in 2019

**53% of C1**



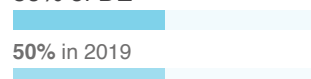
55% in 2019

**36% of C2**



31% in 2019

**50% of DE**



50% in 2019

i. The sample size for respondents who identified their gender 'in another way' was too low to be statistically significant and therefore is not presented here.

ii. Socio-economic group is a classification based on occupation maintained by the Market Research Society. Groups A and B are professional and managerial. Group C1 is supervisory/clerical and students. Group C2 is skilled manual. Groups D and E are semi-skilled and unskilled manual occupations, homemakers and people not in employment.

Walking and wheeling safety and satisfaction

Important differences exist in how safe people feel when walking or wheeling. Safety includes both road and personal safety.

**65%**  
of residents think the level of safety for walking is good

**50%**  
of residents think the level of safety for children walking is good

Proportion of residents who think walking or wheeling safety in their local area is good

Gender

64% of women

68% of men

Ethnicity

63% of people from ethnic minority groups

66% of white people

Sexuality

65% of LGBTQ+ people

65% of heterosexual people

Age

66% of people aged 16–25

60% of people aged 26–35

61% of people aged 36–45

75% of people aged 46–55

69% of people aged 56–65

67% of people aged 66+

Disability

57% of disabled people

69% of non-disabled people

Socio-economic group

70% of AB

66% of C1

54% of C2

63% of DE

**73%**  
of residents think their local area overall is a good place to walk



Dean Bryan and Deontay



We live in Stretford and the park is about ten minutes away. We come here about two or three times a week to walk or cycle, to visit the playground and look at the animals.

It's ten times easier since they put in the low-traffic neighbourhood. Before they restricted the traffic, there was always a lot of cars and motorbikes. It wasn't safe for Deontay. We had him in the buggy all the time.

Now I'm not looking out for cars constantly. I feel confident to let him walk beside me.



# Cycling in Greater Manchester

Cycling participation, safety and satisfaction

## Cycling participation

Overall in Greater Manchester the number of people cycling has stayed at similar levels since 2019. Despite a much larger potential, only **13%** of people cycle regularly.<sup>i</sup>

Cycling participation, however, is not equal. Barriers to cycling can be far more pronounced for some people. Safety, including road safety and personal safety, is the single largest barrier to cycling.<sup>ii</sup> Encouragingly, perceptions of cycling safety have improved since 2019.

**31%**  
of all residents cycle

29% in  
2019

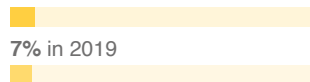
**13%**  
of all residents cycle at  
least once a week

13% in  
2019

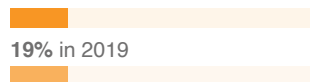
### Proportion of residents who cycle at least once a week

#### Gender

**8% of women**

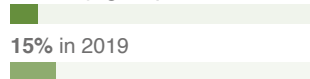


**19% of men**



#### Ethnicity

**9% of people from ethnic minority groups**

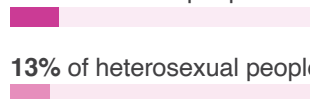


**14% of white people**



#### Sexuality

**16% of LGBTQ+ people**



**13% of heterosexual people**

#### Age

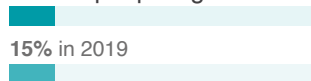
**11% of people aged 16–25**



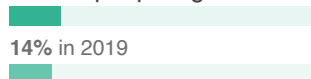
**15% of people aged 26–35**



**15% of people aged 36–45**



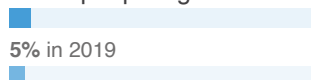
**17% of people aged 46–55**



**14% of people aged 56–65**

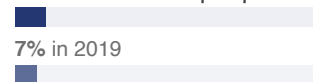


**7% of people aged 66+**

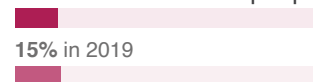


#### Disability

**10% of disabled people**



**14% of non-disabled people**

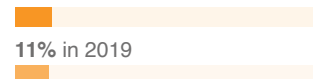


#### Socio-economic group

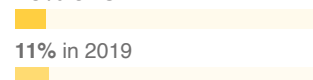
**17% of AB**



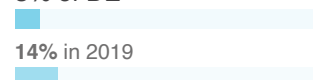
**12% of C1**



**10% of C2**



**8% of DE**





## Cycling safety and satisfaction

**34%**

of all residents think the level of safety for cycling in their local area is good

27% in 2019

**26%**

of all residents think the level of safety for children cycling is good

16% in 2019

**37%**

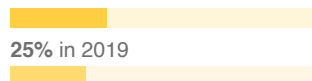
of all residents think their local area overall is a good place to cycle

37% in 2019

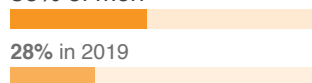
### Proportion of residents who think cycling safety in their local area is good

#### Gender

**32% of women**

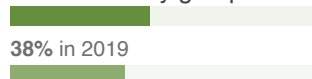


**36% of men**

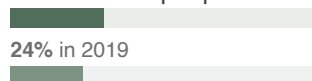


#### Ethnicity

**46% of people from ethnic minority groups**

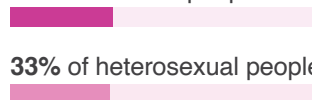


**31% of white people**



#### Sexuality

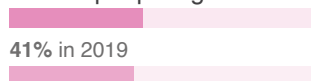
**34% of LGBTQ+ people**



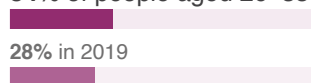
**33% of heterosexual people**

#### Age

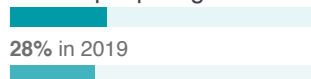
**44% of people aged 16–25**



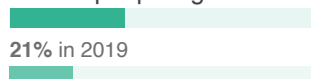
**34% of people aged 26–35**



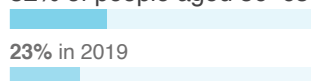
**32% of people aged 36–45**



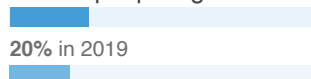
**38% of people aged 46–55**



**32% of people aged 56–65**

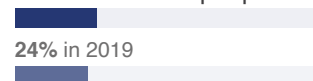


**26% of people aged 66+**

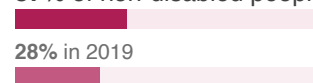


#### Disability

**27% of disabled people**

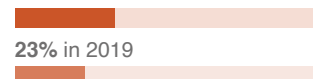


**37% of non-disabled people**

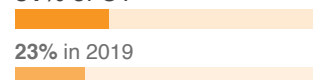


#### Socio-economic group

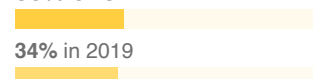
**33% of AB**



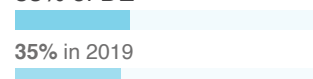
**31% of C1**



**36% of C2**



**38% of DE**



**Carol Hutchinson**



During Lockdown I went to the park more with my son. One day we met two mechanics from a local project called Bike Hive.

They invited me to a social ride that Friday. I said: I don't know how to ride a bike. I never thought I could learn to cycle. But within five minutes I was riding by myself. I had learnt to ride a bike at 54!

You'd definitely get more people cycling if there was a physical barrier between the traffic and the person on a bike. It comes down to whether or not people feel safe.



# Benefits of walking

Why everyone gains when more people walk or wheel

The large numbers of walking and wheeling trips in Greater Manchester produce important health, economic and environmental benefits for everyone.

## Greater Manchester residents walk or wheel 47 times around the world every day

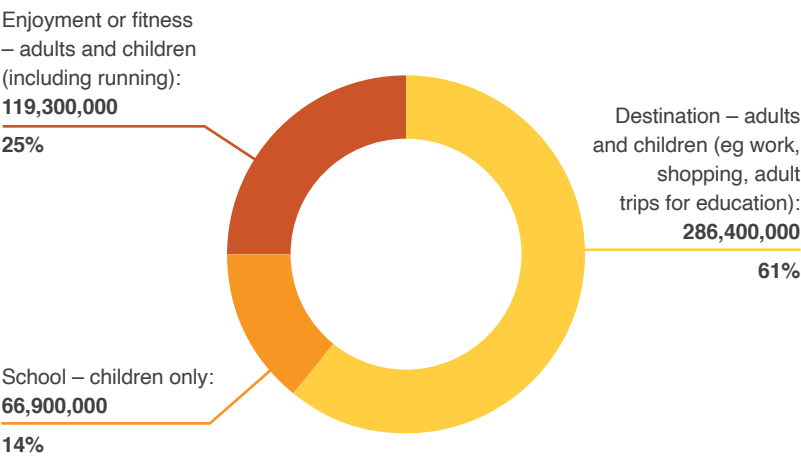
**472.6 million**  
walking and wheeling trips  
were made in Greater  
Manchester in the past  
year, which adds up to

**431.1 million  
miles**  
= **1.2 million miles** a day.

This equates to each  
resident spending

**2 days**  
walking or wheeling  
continuously each year

### Annual walking and wheeling trips by purpose<sup>i</sup>



## Walking and wheeling benefit residents and the local economy in the region

In Greater Manchester, the net annual economic benefit for individuals and society from all walking and wheeling trips is

**£337.3 million**

Of this total,

**£41.5 million**  
is from people with a car choosing to walk or wheel for transport in the past year.

**33p**

net benefit from each mile  
walked or wheeled instead of driven

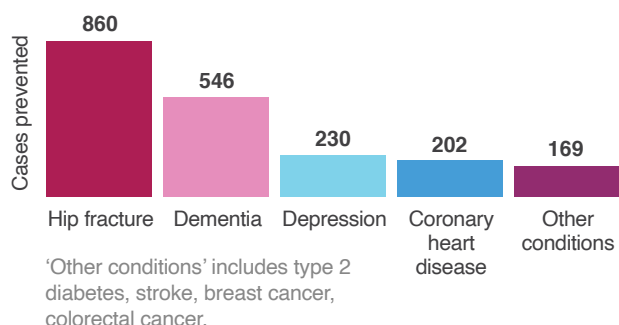


These figures are based upon monetising the costs and benefits of driving and walking. This includes travel time, vehicle operating costs, medical costs, work absenteeism, congestion, infrastructure, local air quality, noise, greenhouse gases and taxation.

i. All trip estimates are generated using Greater Manchester's TRADS data, gathered from Oct 2020 to Sept 2021. Destination trips and trips for enjoyment and fitness include adults and children (with and without adult accompaniment). School trips are shown separately for children only.

## Walking and wheeling unlock health benefits for everyone

**Walking in Greater Manchester prevents 2,008 serious long-term health conditions each year**



**Saving the NHS in Greater Manchester £13.6 million per year**

 equivalent to the cost of **450,000 GP appointments**

Based on Sport England MOVES tool which shows the return on investment for health of sport and physical activity.

In Greater Manchester the physical activity benefits of walking

**prevent 425 early deaths annually**

which is valued at

**£1.4 billion<sup>ii</sup>**

Please note wheelchair and mobility scooter trips are modelled as walking trips for the purposes of the MOVES and HEAT models.

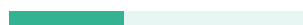
People walking and wheeling more instead of driving improves air quality, saving annually:

**97,000 kg of NO<sub>x</sub>**

and

**14,000 kg of particulates**  
(PM<sub>10</sub> and PM<sub>2.5</sub>)

**38% of residents agree the air is clean in their local area**



## Walking and wheeling in Greater Manchester help mitigate our climate crisis

**35,000 tonnes**

of greenhouse gas emissions (carbon dioxide, methane and nitrous oxide) saved annually by walking or wheeling instead of driving, equivalent to the carbon footprint of

**44,000 people taking flights**

from Manchester to New York



Transport now accounts for **27%** of the UK's greenhouse gas emissions, of which the main sources are the use of petrol and diesel in road transport.

Between 1990 and 2019, transport emissions went down by only **5%**, while overall emissions went down by **44%**.

Department for Business, Energy and Industrial Strategy, 2019 UK Greenhouse Gas Emissions, Final Figures

## Walking and wheeling keep Greater Manchester moving

Studies show walking or cycling frees up road space in comparison to driving.<sup>iii</sup> This helps to keep Greater Manchester moving for all road users.

**280,000 return walking trips**

are made daily in Greater Manchester by people that could have used a car.

iii. Litman, 2021. Evaluating Transportation Land Use Impacts. Based upon Eric Bruun and Vuchic, 1995. The Time-Area Concept.

If these cars were all in a traffic jam it would tail back

**829 miles**

equivalent to the distance from Manchester to Inverness and back.



ii. Based on WHO/Europe Health Economic Assessment Tool (HEAT), which enables an economic assessment of the health benefits of walking by estimating the value of reduced mortality resulting from specified amounts of walking.





# Benefits of cycling

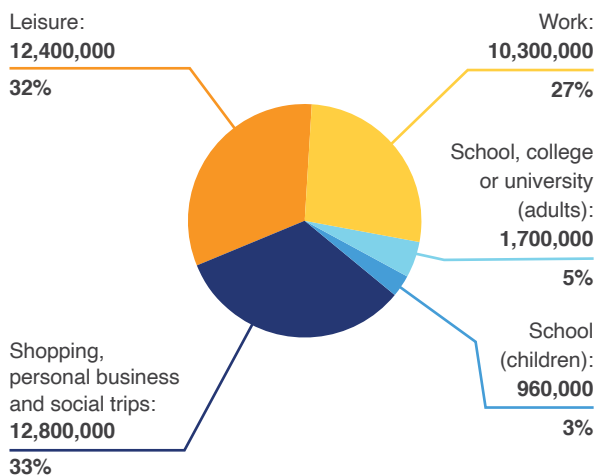
Why everyone gains when more people cycle

## Greater Manchester residents cycle 18 times around the world every day

Cycling as a means of transport has gone down since 2019 as more people work from home, but leisure cycling has increased greatly.

### Annual cycling trips by purpose in Greater Manchester<sup>i</sup>

2021:  
**38.2 million trips**

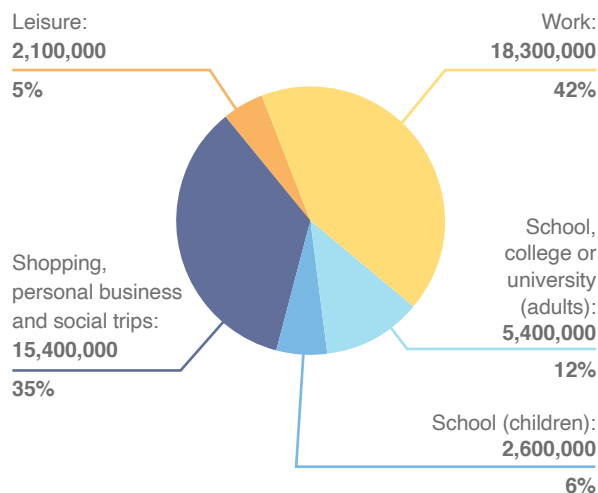


This adds up to

**163.9 million miles**

= 450,000 miles a day

2019:  
**43.7 million trips**



This adds up to

**154.4 million miles**

= 420,000 miles a day

## Cycling benefits residents and the local economy in the region

In Greater Manchester, the net annual economic benefit for individuals and society from all cycling trips is

**£146.4 million**

Of this total,

**£57.4 million**

is from people with a car choosing to cycle for transport in the past year.

**£1.22**

net benefit from each mile  
cycled instead of driven

£1.40 in 2019



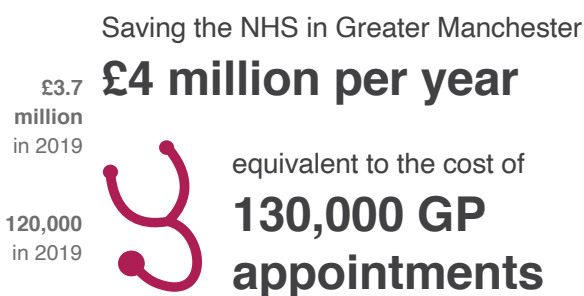
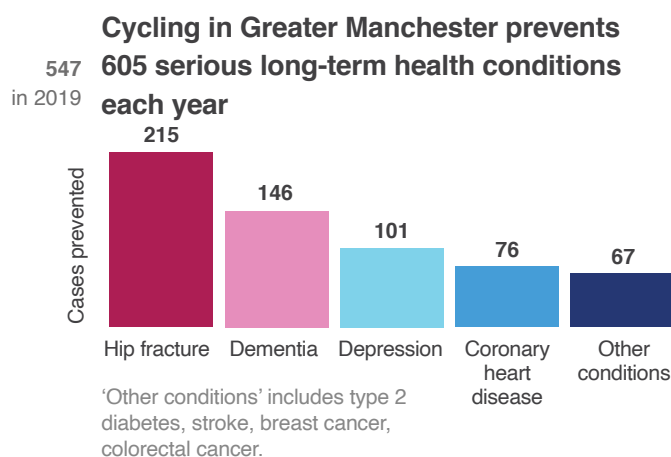
These figures are based upon monetising the costs and benefits of driving and cycling. This includes travel time, vehicle operating costs, medical costs, work absenteeism, congestion, infrastructure, local air quality, noise, greenhouse gases and taxation.

£140.2  
million  
in 2019

£130.3  
million  
in 2019

i. All trip estimates are generated using Greater Manchester's TRADS data, gathered Oct 2020 to Sept 2021. Education trips are shown separately for adults and children. Work trips are for adults only. All other trips are for adults and children (with and without adult accompaniment).

## Cycling unlocks health benefits for everyone



Based on Sport England MOVES tool which shows the return on investment for health of sport and physical activity.

In Greater Manchester the physical activity benefits of cycling

**prevent 54 early deaths annually**

50 in 2019

which is valued at **£177 million<sup>ii</sup>**

£154 million in 2019

People cycling more instead of driving improves air quality, saving annually:

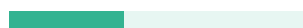
**25,000 kg of NO<sub>x</sub>** and

54,000 kg in 2019

**3,700 kg of particulates** (PM<sub>10</sub> and PM<sub>2.5</sub>)

7,400 kg in 2019

**38% of residents agree the air is clean in their local area**



## Cycling in Greater Manchester helps mitigate our climate crisis

**27,000 tonnes in 2019**

**13,000 tonnes** of greenhouse gas emissions (carbon dioxide, methane and nitrous oxide) saved annually by cycling instead of driving, equivalent to the carbon footprint of

**34,000 people in 2019**

**16,000 people taking flights** from Manchester to New York



Transport now accounts for **27%** of the UK's greenhouse gas emissions, of which the main sources are the use of petrol and diesel in road transport.

Between 1990 and 2019, transport emissions went down by only **5%**, while overall emissions went down by **44%**.

Department for Business, Energy and Industrial Strategy, 2019 UK Greenhouse Gas Emissions, Final Figures

## Cycling keeps Greater Manchester moving

Studies show walking or cycling frees up road space in comparison to driving.<sup>iii</sup> This helps to keep Greater Manchester moving for all road users.

**38,000 in 2019**

**26,000 return cycling trips** are made daily in Greater Manchester by people that could have used a car.

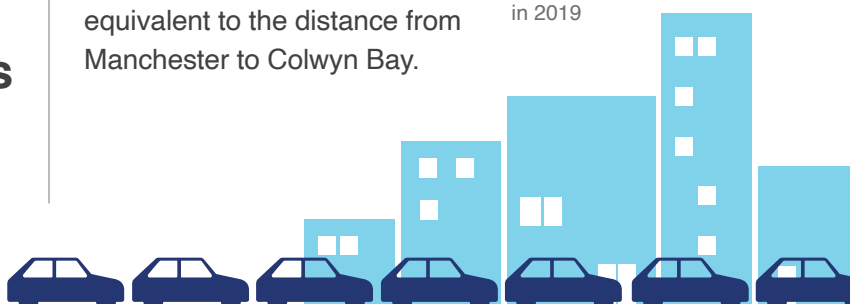
iii. Litman, 2021. Evaluating Transportation Land Use Impacts. Based upon Eric Bruun and Vuchic, 1995. The Time-Area Concept.

If these cars were all in a traffic jam it would tail back

**79 miles**

equivalent to the distance from Manchester to Colwyn Bay.

114 miles in 2019



ii. Based on WHO/Europe Health Economic Assessment Tool (HEAT), which enables an economic assessment of the health benefits of cycling by estimating the value of reduced mortality resulting from specified amounts of cycling.



# Walking solutions

What would help make walking and wheeling better?

## Residents want more services and amenities within walking and wheeling distance

Ideally, walking should be the most attractive transport option for the vast majority of short journeys. A city can support this by ensuring many of the things people need are found near to where people live. The walking environment should be safe, comfortable, welcoming and attractive.

Neighbourhoods where many facilities can be reached on foot are known as 20-minute neighbourhoods. You can walk from your home to many of the things you need on a regular basis and back again within 20 minutes. This equates to around 800m each way.

### What percentage of residents would find more local amenities and services useful to help them walk or wheel more?

**80%**

More shops and everyday services, such as banks and post offices, close to your home

**75%**

More government services, such as doctors surgeries and schools, close to your home

**85%**

More parks or green spaces close to your home

**82%**

More things to see and do close to your home, eg cafés or entertainment venues

**61%**

of Greater Manchester households are in neighbourhoods of at least 40 dwellings per hectare. These are or can become 20-minute neighbourhoods.<sup>i</sup>

Lower density neighbourhoods have too few people to make much local business or public transport viable.<sup>ii</sup>

**51%**

agree they can easily get to many places they need to visit without having to drive

### Proportion of households within an 800m walk or wheel of the following amenities and services

Food shop **61%**

Park or space for recreation **98%**

Primary school **84%**

Doctors surgery **62%**

Post office **60%**

Railway station or Metro stop **30%**

A mix of cultural and leisure venues<sup>iii</sup> **66%**

Bus stop (within 400m) **97%**

i. Ministry of Housing, Communities and Local Government, 2021, National Model Design Code.

ii. Sustrans, 2017. Linking Active Travel and Public Transport to Housing Growth and Planning.

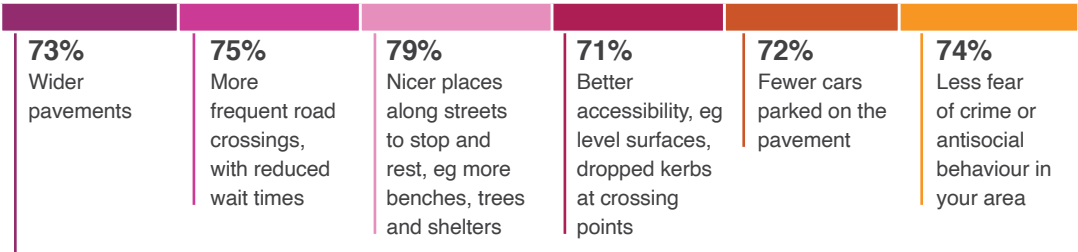
iii. A minimum of three distinct types of cultural and leisure venues, eg cafés, pubs, bingo halls, cinemas, museums.



## Residents want better streets

There are many ways to make our streets and neighbourhoods safe, welcoming and comfortable for everyone to walk in.

### What percentage of residents think that these changes would help them walk or wheel more?



In Greater Manchester:

**57%**

of A and B roads have a pavement width greater than 3m<sup>iv</sup>

**66%**

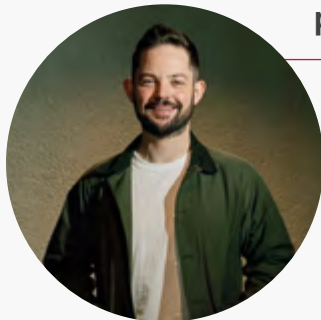
of C and unclassified roads have a pavement width greater than 2m

**83%**

of residents agree more measures to reduce crime and antisocial behaviour on the street or in public spaces would improve their local area



### Andrew Cooke of Bruntwood commercial property specialists



The move towards green travel started long before Covid-19. But we're only seeing that shift take place faster now. We've been upscaling facilities in our buildings at pace, adding more cycle storage, lockers, showers, changing and drying facilities. We have over 100 buildings in Greater Manchester, with over 1,000 bike racks. Every building we own has bike racks and secure storage facilities. If we don't have these, we're not equipping businesses with the tools they need to support colleagues.

Our future workspace buildings will be specific hubs based on amenity, wellness, technology, sustainability, art and biophilia. They are hybrid workspaces which have coffee stations and wellbeing spaces with yoga studios and gym facilities, plus bike racks, lockers, showers and drying rooms.

Bruntwood has a significant amount of income that comes from car parking spaces but we want to evolve our offer for the future. We'll be creating more electric charging points and using some of the car parking spaces for wellbeing and outdoor leisure areas.

One of the things we believe makes an attractive city is health and wellbeing. To support this, we need to provide better environments to encourage more people to walk and cycle.

iv. A and B roads are main roads. C roads and unclassified roads are more minor roads and often residential streets. Pavement width does not account for obstructions, such as bus stops or litter bins.



# Cycling solutions

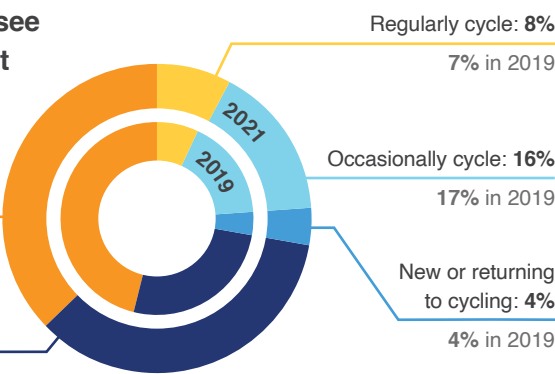
What would make cycling better?

## Many Greater Manchester residents want to cycle

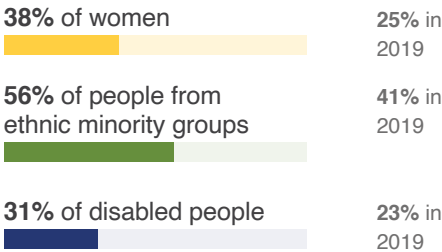
How do residents see themselves when it comes to cycling?

Do not cycle and do not want to: **37%**  
46% in 2019

Do not cycle but would like to: **35%**  
26% in 2019

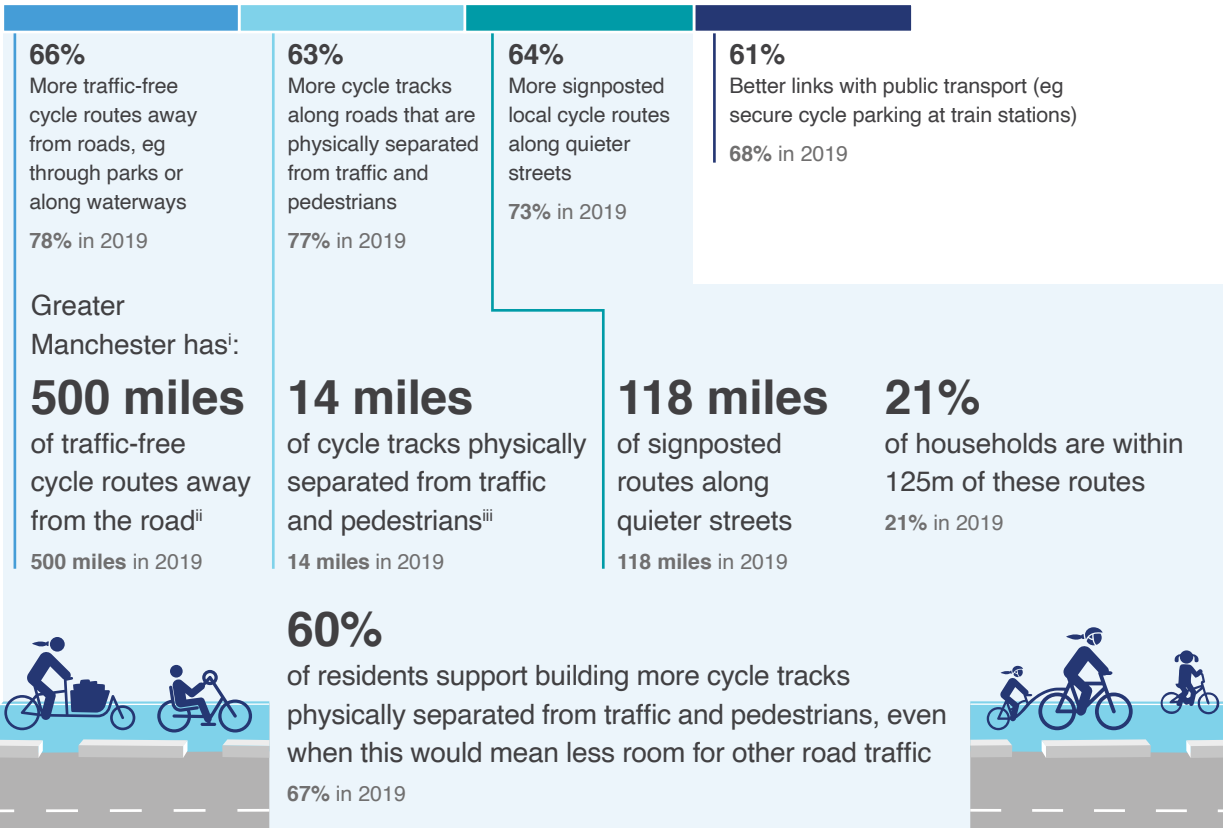


What proportion of residents said they 'do not cycle but would like to'?



## Residents want improved cycling infrastructure

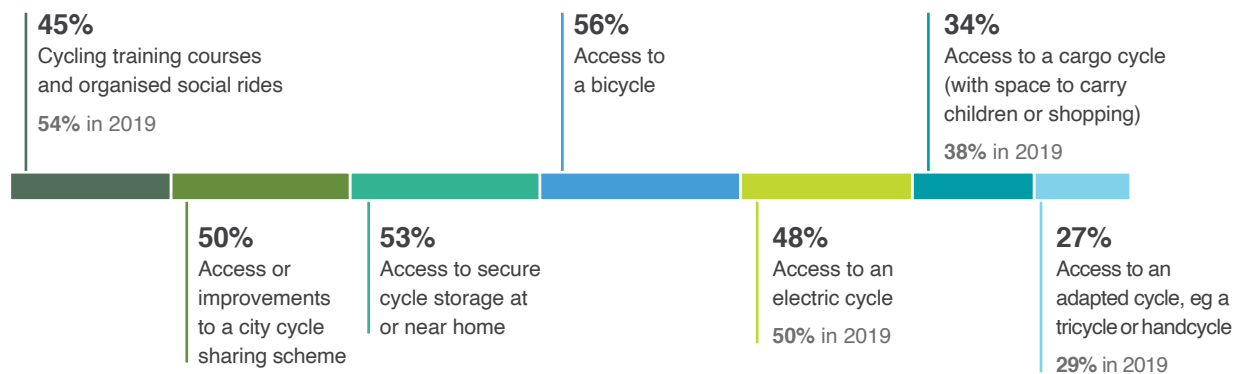
What percentage of residents would be helped to cycle more by better facilities?



i. To ensure comparability, figures given are correct as of 26 May 2021 for all city reports.  
ii. This includes some stretches of farm/access tracks which vehicles occasionally use.  
iii. This does not include 'pop-up' cycle tracks installed during the pandemic.

## Residents want more support to cycle

### What percentage of residents think that these kinds of support would help them cycle more?



#### Public cycle parking

There is a public cycle parking space for every **64** people who cycle in Greater Manchester.

60 in 2019



#### Reported cycle thefts

There were **3,576** reported cycle thefts in Greater Manchester in 2020/21.

3,697 in 2019/20

For every **277** people who own an adult cycle in Greater Manchester, there was **1** reported cycle theft in the past year.

#### Cycle access

**44%**

of residents have access to an adult pedal cycle

44% in 2019

**18%**

of households are within 800m of a cycle shop<sup>iv</sup>



#### Will Blair, The Christie Hospital Trust



In 2014 we worked with staff to develop a comprehensive sustainable travel plan. As part of this we started a bike loan scheme, initially with three ebikes and six hybrids.

During the pandemic there was an increased demand for borrowing bikes, particularly from younger people who were reliant on public transport. Some peoples' journeys were doubling in time. Staff really appreciated the chance to get on a bike to reduce journey time and save money.

In 2020 we received around 40 loan bikes as part of a scheme run by Transport for Greater Manchester. Demand was so high most of the bikes had gone before they even reached site. There was less traffic on roads and people said they felt safer as the roads were quieter. A couple of people have now switched permanently to cycling.

We've now invested around £200,000 in sustainable transport. There are new showers and changing facilities and we have increased the number of secure cycle stand lockers from 40 to 180.

We also work closely with the local community and have lunchtime walking sessions to encourage people to walk to work.

iv. Credit to the Association of Cycle Traders (ACT) and Cycling UK for their assistance with cycle shop locations and services offered.





# Neighbourhood solutions

What would help make neighbourhoods better?

## All residents should feel welcome in their neighbourhood

Proportion of residents that feel welcome and comfortable walking, wheeling or spending time on the streets of their neighbourhood

61% of residents



59% of women



59% of people from ethnic minority groups



65% of men



62% of white people



51% of disabled people



48% of LGBTQ+ people



53% of socio-economic group DE



66% of non-disabled people



63% of heterosexual people



72% of socio-economic group AB



## The dominance of motor vehicles can discourage walking, wheeling and cycling

Only 24% of residents think that their streets are not dominated by moving or parked motor vehicles.

Residents would find fewer motor vehicles on their streets useful to:

69% Walk more



64% Cycle more



Unclassified roads are not designed to carry through-traffic, but in Greater Manchester 26% of their total length has nothing to prevent it. This can result in rat-running.<sup>i</sup>

57% agree that restricting through-traffic on local residential streets would make their area a better place.

60% in 2019

22% of Greater Manchester's streets have 20mph speed limits.<sup>ii</sup>

22% in 2019

Residents would find more streets with 20mph speed limits useful to:

57% Walk more



54% Cycle more



57% in 2019

## Residents want local streets to be better spaces for people to spend time in

62%

agree increasing space for people socialising, walking and cycling on their local high street would improve their local area

54%

agree they regularly chat to their neighbours, more than just to say hello

68%

support low-traffic neighbourhoods

i. Based on analysis by CycleStreets [www.lowtrafficneighbourhoods.org](http://www.lowtrafficneighbourhoods.org).

Unclassified roads are all public roads that are neither motorways, A, B nor C roads.

ii. Excludes motorways.

## Noor Alaam



I started cycling with my friend Ahtsham during lockdown. We were bored and we wanted to find something that would help us lose weight and maintain fitness, balance and mental health.

We cycle at night as we're working during the day and have family commitments. The roads are quieter and our city is beautiful at night.

A lot of people think that cycling is for a certain type of person. Articles about cycling tend to reflect people from a white background. You don't see people who are Asian or black.

We wanted to share our experience of cycling with the community and motivate them to try it too. Ahtsham and I began videoing our rides and posting them online. The response has been overwhelming.

We've attracted people from the Muslim community and the wider community too. We've had a lot of feedback from people trying the same routes we did. A lady with a disabled child said she hadn't been out for nine months. Because of our post she was inspired to get out.

## Neighbourhoods must be designed with children in mind

Neighbourhoods should be places for children to thrive: to grow up in, live their lives in and grow old in. Increasing independence, providing space to play and socialise, and improving the journey to school are all important.

If we design neighbourhoods with children in mind they will then work better for everyone else too.

### 12 years old

average age when people living with children would let them walk or cycle independently in their neighbourhood.

Over **80%** of seven-year-olds in Germany are allowed to go alone to places within walking distance, other than school (parents' responses).<sup>iii</sup>

**46%** of residents agree there is space for children to socialise and play



**72%** of households are within 800m of a children's playground



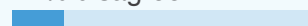
Among Greater Manchester residents:

**54%** agree



60% agree in 2019

**17%** disagree



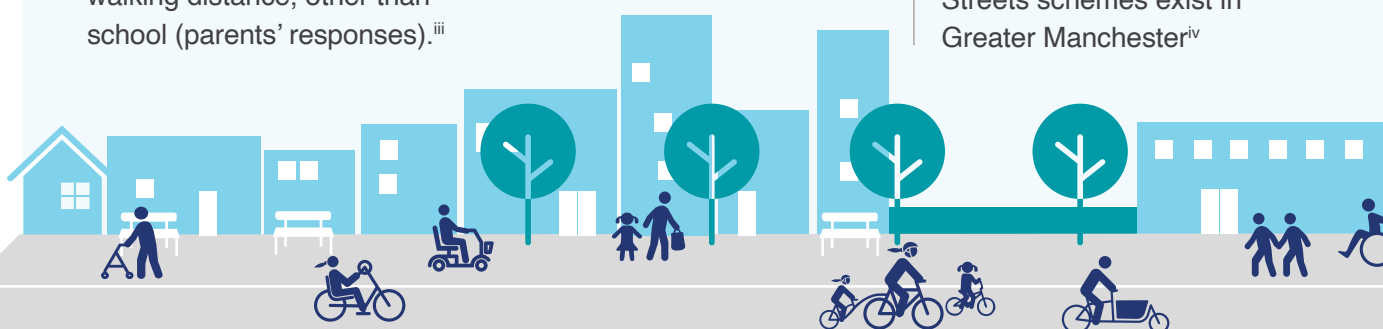
20% disagree in 2019

closing streets outside local schools to cars during drop-off and pick-up times would improve their local area

These kind of closures are known as 'School Streets'.

**5**

permanent School Streets schemes exist in Greater Manchester<sup>iv</sup>



iii. Children's Independent Mobility: an international comparison and recommendations for action, 2015.  
iv. Figure given is correct as of 26 May 2021.



# Developing Greater Manchester

Recent walking, wheeling, cycling and neighbourhood changes

## What we've delivered

Our ambition is to revolutionise travel across the city-region by delivering the UK's largest cycling and walking network, making active travel the number one choice for local journeys.

We hold ourselves to the highest standards for quality: routes that are fit for an unaccompanied 12-year-old on a bike, a double buggy or a wheelchair user. We are delivering fully segregated cycling and walking routes on busy roads, quality signage and crossings on quieter routes and creating areas where people are prioritised to make streets safer and quieter.

Comprising nearly 200 schemes, from an investment of circa £270 million to date, means we have invested more than any other region in the UK and we plan to invest even more. Our City Region Sustainable Transport proposals comprise significant integrated multi-modal solutions which will conform to the highest standards of walking and cycling infrastructure. We will continue to work with Government to secure funding to complete our network vision.

However, increasing levels of active travel requires more than just infrastructure to make it accessible to all. Transport for Greater Manchester (TfGM) provides a range of training and support for people who are looking to embrace active travel options, working closely with community groups, schools and businesses across Greater Manchester. We also launched an active travel website in 2021 providing a one-stop shop for the programme with information about how to get into cycling and walking.

This is a 10-year, £1.5 billion plan to create 1,800 miles of routes and 2,400 new crossings connecting every neighbourhood, school, high street and public transport hub in the city-region.





## CYCLOPS junction

Historically, major junctions are one of the most intimidating and hazardous environments for people walking and riding bikes. Working with district highway authorities in Greater Manchester, TfGM has developed a new type of junction, which enables full Dutch-style protected provision for bikes and pedestrians to be provided at signal junctions for the first time in the UK.

Cycle Optimised Protected Signal (CYCLOPS) junctions have a physically segregated cycle track around the perimeter of the junction, which gets its own separate green light phase within the signal cycle, meaning that people on bikes can make all movements at the junction without coming into conflict with motor vehicles or pedestrians. The first CYCLOPS junction was completed in Hulme, Manchester, in 2020, and there are now four completed CYCLOPS junctions in Greater Manchester, with around 30 in development or construction. A number of other local authorities have now also adopted the concept.



## Cycle Hire

In November 2021, TfGM launched a public trial of Greater Manchester's first publicly operated, self-service, 24/7 cycle hire scheme, with 250 hire bikes becoming available across Oxford Road, at the University of Salford and at MediaCity.

The use of the bikes has been closely monitored and learning will be fed in as the scheme rolls out in 2022. In the first three months, the scheme clocked a total of 26,776 miles (43,091km) collectively ridden on the bikes, with 16,725 journeys taken and over 5,000 people registered.

The scheme is managed and funded by TfGM, on behalf of Greater Manchester Combined Authority, and operated on a day-to-day basis by Beryl, the experienced bike-share company which already works with other UK cities and regions.



# Looking forward

Better streets and places for everyone

## Delivering the Bee Network

The Bee Network will be a London-style transport system which will join together buses, trams, cycling, and walking by 2024, with rail incorporated by 2030.

Accessible, affordable and easy to use, the Bee Network will support seamless end-to-end journeys, transforming how people travel in Greater Manchester. The aim is to make walking, cycling and public transport the natural choice for everyday trips.

By creating a seamless, accessible network for the city-region, we can reduce people's reliance on cars, create better places to live and drive growth in the economy and our high streets.

Enabling active travel is a key target of the Bee Network, with further development planned to ensure that cycling and walking are safe and accessible transport options.

## Cycle Hire full launch

The cycle hire scheme will fully launch in summer 2022, with total bike numbers ramping up to 1,200 pedal bikes and 300 e-bikes, and more than 200 cycle hire stations, with the scheme also becoming available in Trafford.

Cycle hire stations, which will be placed across parts of Manchester, Salford and Trafford, will ensure that up to 198,000 residents are never more than a five-minute walk from a bicycle. Increasing access to bikes will help cut air pollution, congestion and give people easier access to workplaces, leisure spots and key destinations via bike.

“““

Accessible, affordable and easy to use, the Bee Network will support seamless end-to-end journeys, transforming how people travel in Greater Manchester.

## Supporting Active Travel

---

To encourage more people to take up active travel we will continue to support schools, communities and businesses through a range of projects. This includes funding for 50 School Streets and cycle parking grants for businesses and other organisations, as well as rolling out a series of community Bike Libraries to allow people to borrow a bike – like you would borrow a book – via grants awarded to local community groups. We will also be running projects that aim to make cycling more inclusive and will continue to work alongside key partners to increase access and participation in walking, cycling and wheeling in Greater Manchester for all.

To support the introduction of new infrastructure, Transport for Greater Manchester (TfGM) will continue to deliver a Greater Manchester-wide behaviour change programme. The Cycle and Stride for Active Lives Project, funded by the London Marathon Charitable Trust, continues to work with community groups and schools with the aim of inspiring 10,000 people in Greater Manchester to take up walking and riding. We're also providing training for new cyclists to increase skills and confidence in Greater Manchester. To further improve safety for cyclists on the road, TfGM commissioned Safe Urban Driver training to raise awareness of vulnerable road users with drivers.



**Siegrun Brunt, 81**



I don't own a car, so the bike has always been my transport. I've cycled all my life but now the roads feel too dangerous for me. I don't know if it's age-related but I feel more nervous.

I don't think I would go to town on the bike any more. I don't feel safe enough. Cars come so close sometimes. It's like they want to scare you off the road. People get close and sometimes they shout at you. In Germany cars give you right of way. I was amazed when I went back there to visit. Cars stopped for me and let me go.

Now I tend to cycle short distances in my area. I use the bike day to day. I wear my own clothing but I do wear a bright yellow jacket. I try to be visible.

I have a relatively healthy lifestyle and I'm quite lucky with my health. I'm sure cycling contributes to that. I did develop problems with my hip and I had difficulty walking but I could still cycle.

I mainly cycle on the road but I do enjoy off-road paths like the Fallowfield Loop. If I go to Trafford, Talbot Road has a segregated route. The new Oxford Road cycleway also works really well. But these routes are not connected to everything else. The temporary cycle route was down the main road so I didn't really use it.

It's great that more and more people are taking to bikes.



## Notes on methodology:

The attitudinal survey was conducted from June to August 2021 by independent social research organisation NatCen.

The survey is representative of all Greater Manchester residents, not just those who walk or cycle.

2019 survey data was collected from April to July 2019, also by NatCen, following the same methodology.

All other data is sourced from our city partners, national data sets or modelled and calculated by Sustrans.

Trip estimates use a model developed by Sustrans. When comparing to other travel surveys, some variation may exist in the proportion of journeys cycled by journey purpose.

Rounding has been used throughout the report. In many cases we have rounded to the nearest whole number. Rounding is avoided where this may cause confusion, for example with modelled estimates shown in the summary and benefits sections.

More information and a detailed methodology are available at [www.sustrans.org.uk/walkingcyclingindex](http://www.sustrans.org.uk/walkingcyclingindex)

Sustrans is the charity making it easier for people to walk and cycle.

We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute. Join us on our journey. [www.sustrans.org.uk](http://www.sustrans.org.uk)

Sustrans is a registered charity in the UK No. 326550 (England and Wales) SC039263 (Scotland)

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Thanks to Open Route Service for their support with their isochrone plugin in QGIS.



Printed with 100% renewable energy using an alcohol-free process and vegetable-based inks

Walking and Cycling Index Greater Manchester has been funded by The Freshfield Foundation and Transport for Greater Manchester. The project is co-ordinated by Sustrans.

