together we are
GREATER MANCHESTER

Active travel in Greater Manchester

Annual Report Appendix 2025

BEE NETWORK

Transport for Greater Manchester

Contents

Executive summary

Following a drop in trip-making associated with the Covid-19 pandemic, there has been a sustained increase in the total number of walking and cycling trips made by Greater Manchester residents from 2021. The data in Figure 1 shows substantial increases; the increase in cycling trips has been accompanied by an increase in cycle mode share from 2% to 3%, illustrating more people cycling more often. There are now over 700 million active travel trips each year in GM.

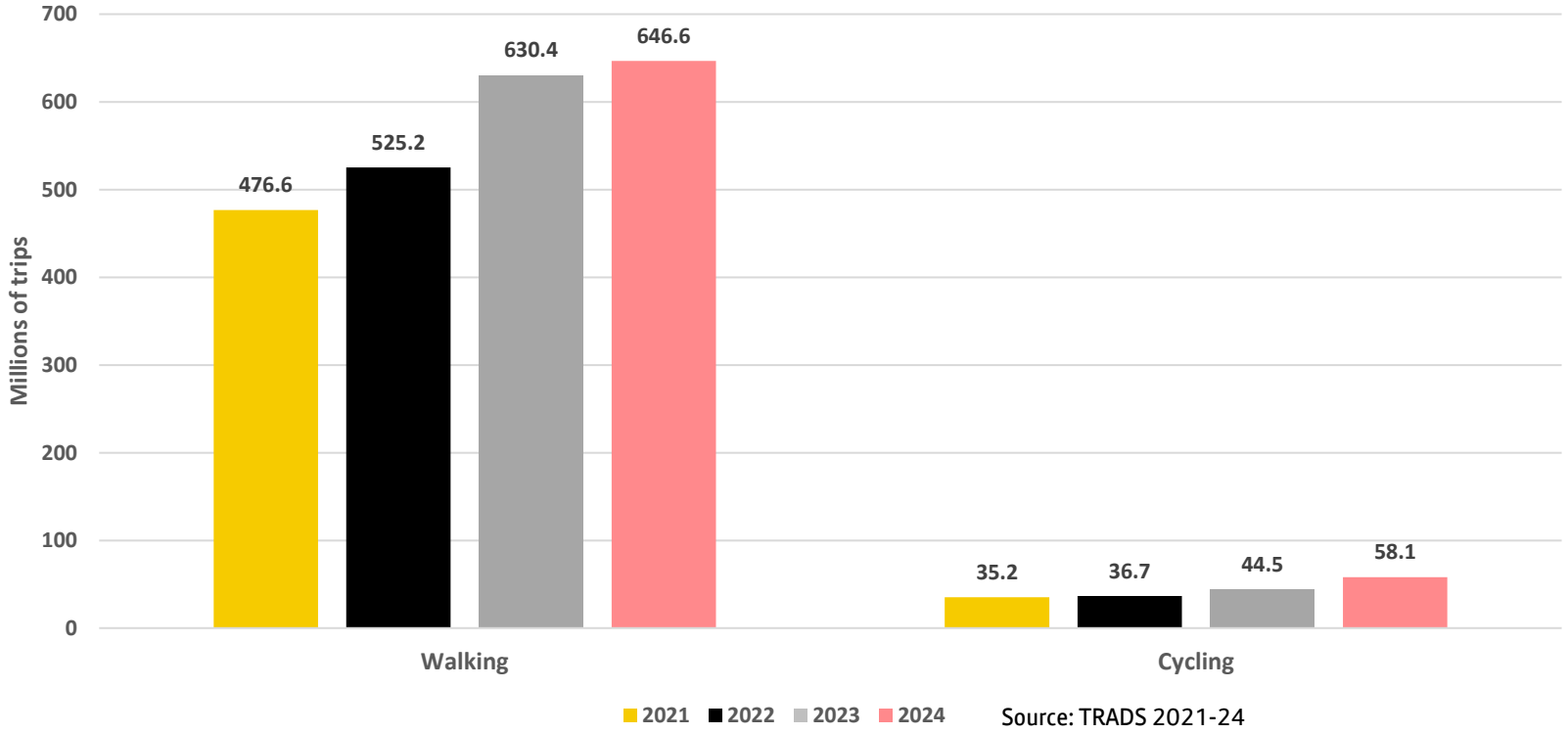


Figure 1: Annual trips by Greater Manchester residents in millions

Active travel accounted for around one-third (33%) of trips by Greater Manchester residents in 2024, the same as in 2023 (see Figure 2).

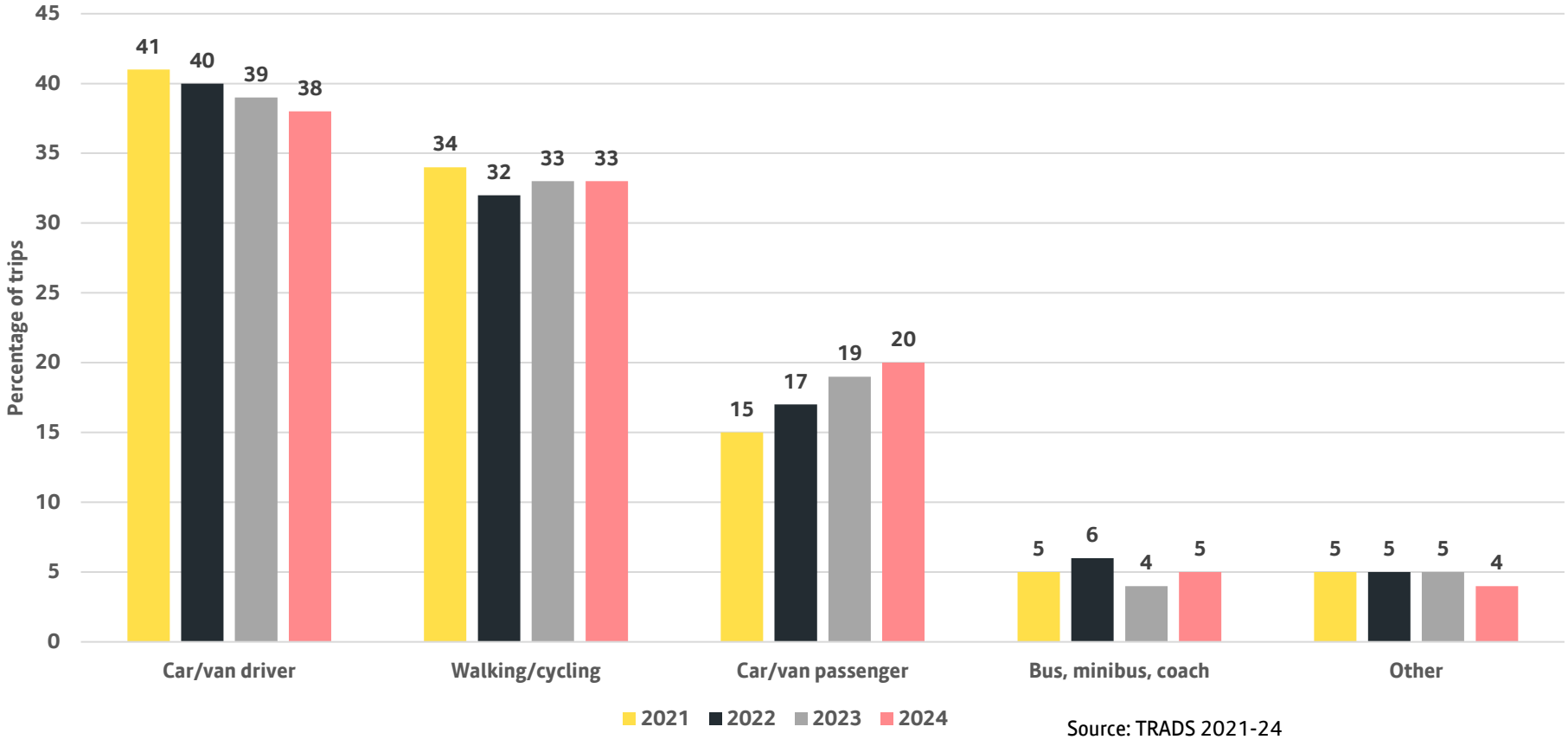


Figure 2: Main method of travel in Greater Manchester – percentage of trips

Figure 3 shows that killed and seriously injured (KSI) casualties in Greater Manchester increased by 28% between 2023 (799) and 2024 (1,024). If we compare the 2024 figures to the annual average for 2017 to 2019, Greater Manchester achieved a 9% reduction in KSI casualties in 2023 (1,024 compared to 1,127).

Of the 1,024 KSI casualties in 2024, 314 (31%) related to pedestrians and 164 (16%) to cyclists. The respective figures for 2023 were 263 (33%) pedestrians and 126 (16%) cyclists.

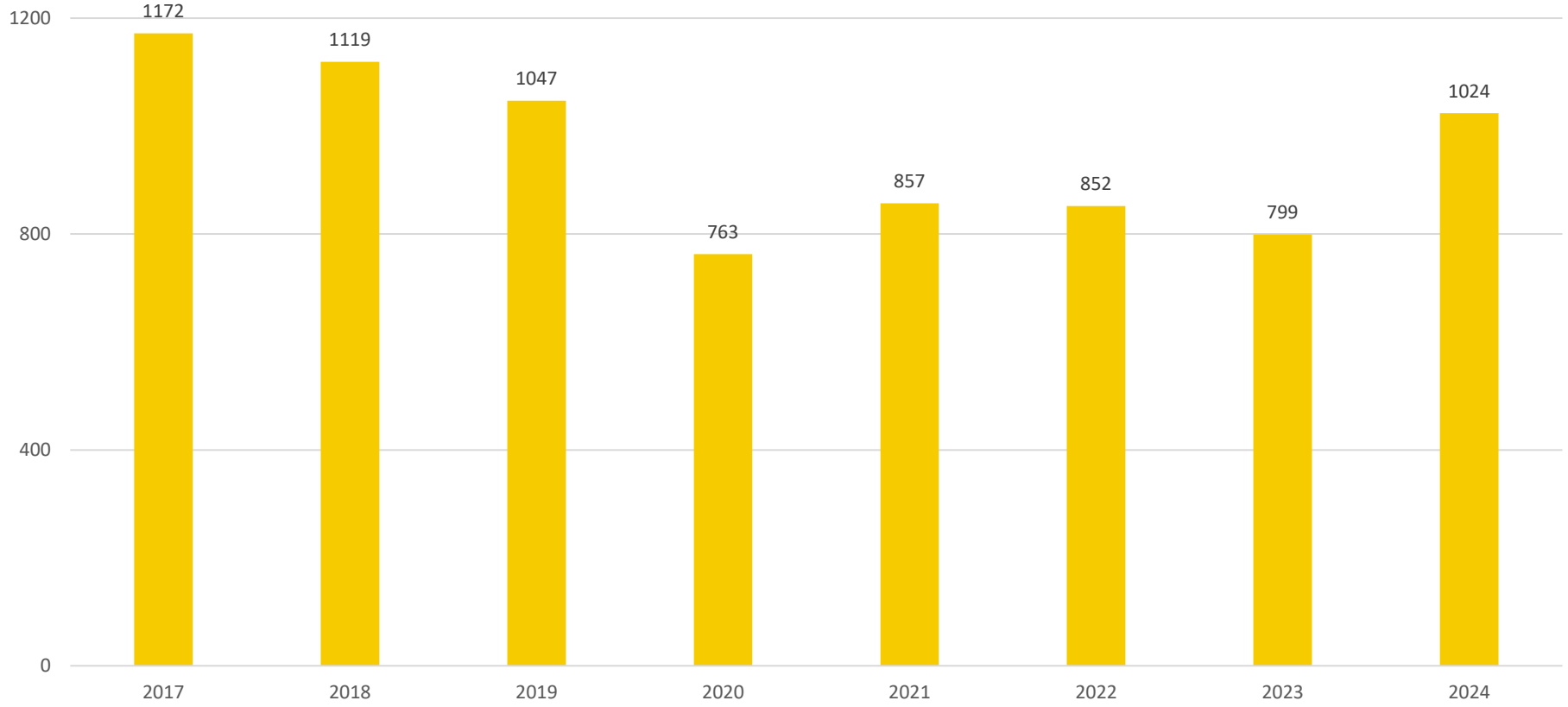


Figure 3: DfT adjusted KSIs – Greater Manchester

Source: DfT Road Safety statistics Sep 2025

There was a 13% increase in the number of fatal casualties in 2024 (51) compared to 2023 (45) – see Figure 4. In 2024 there was a 6% decrease in fatalities in Greater Manchester (51) when compared to 2017-19 average (54).

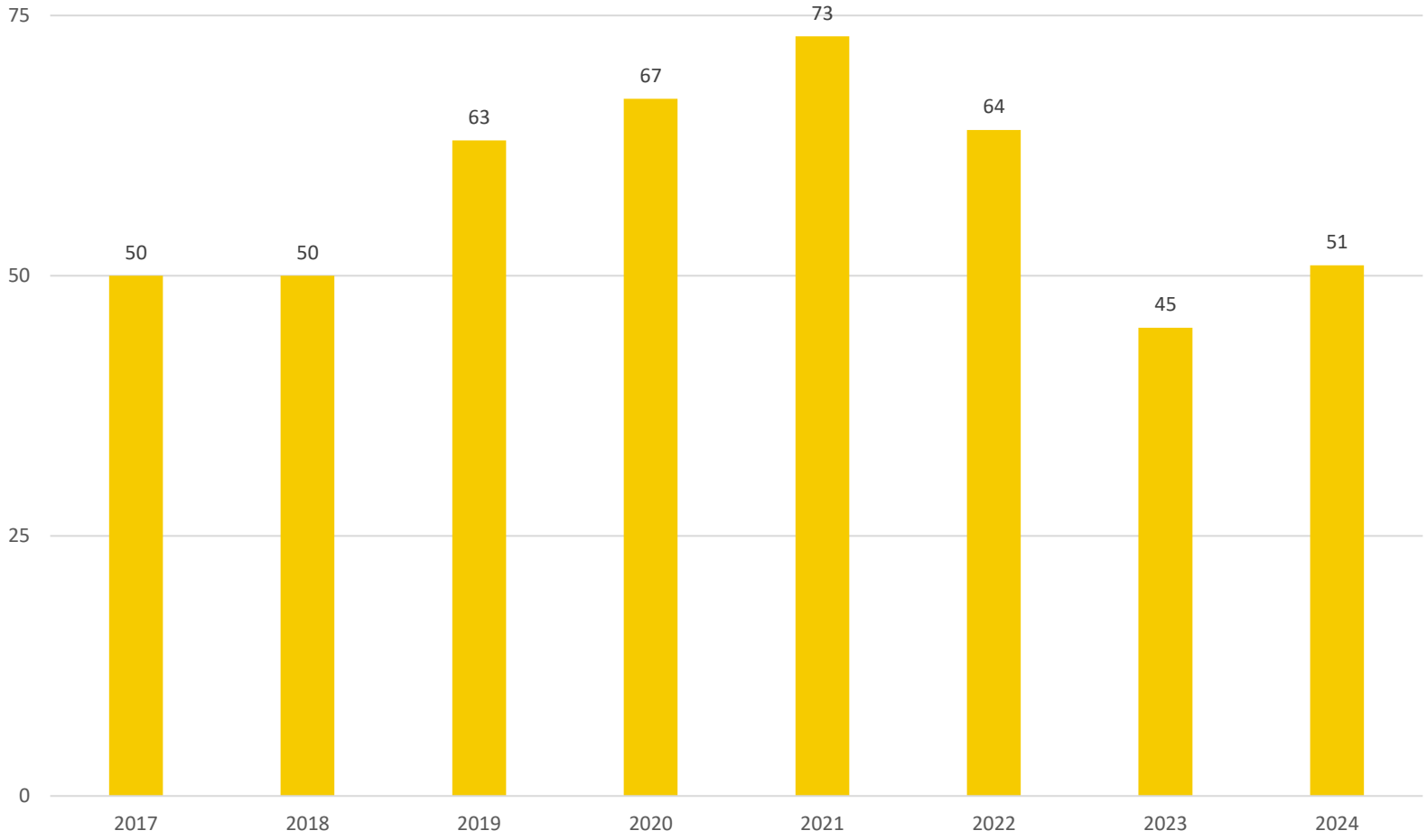
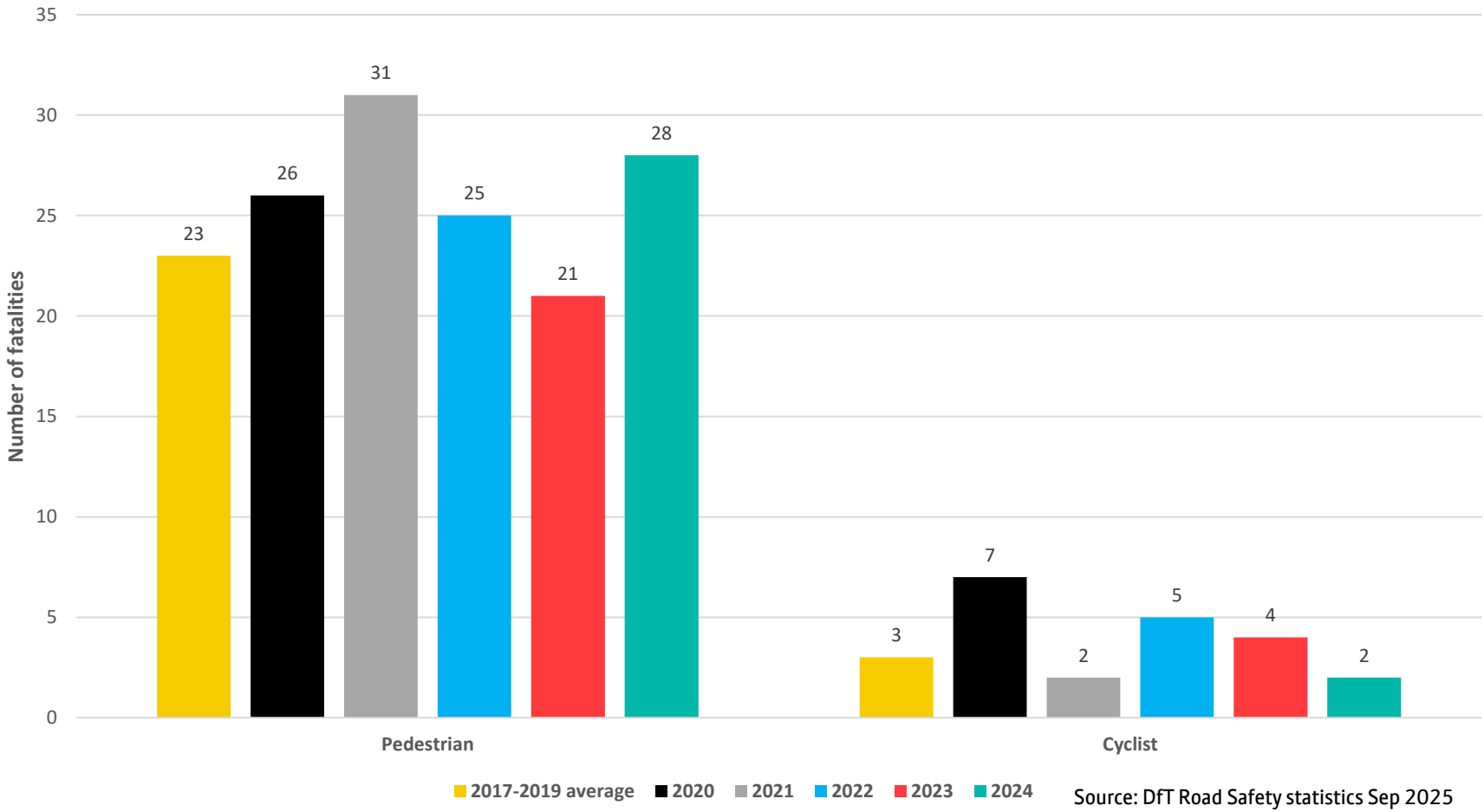


Figure 4: Greater Manchester fatal casualties

Source: DfT Road Safety statistics Sep 2025

In 2024 (Figure 5) there were 28 pedestrian fatalities and two cyclist fatalities, with the corresponding numbers for 2023 being 21 and four.



Source: DfT Road Safety statistics Sep 2025

Figure 5: Number of fatalities in Greater Manchester

Introduction

The six mission priorities to enable more people to walk, wheel and cycle are:

- Infrastructure
- Access to active travel
- Road danger reduction
- School travel
- Integration with public transport
- Making active travel more inclusive (an overarching priority)

with Communications as a cross-cutting tool for all the priorities, as summarised in Figure 6 below.

In 2017, we set out our ambition to improve our transport system so that, by 2040, 50% of all journeys in Greater Manchester are made by public transport or active travel, supporting a reduction in car use to no more than 50% of daily trips.

Meeting the transport needs of our residents, businesses and visitors is at the heart of the 2040 Transport Strategy. Our transport system carries both people and goods and must consider the needs of both in its planning. Seven mutually reinforcing principles have been established, which will be applied as Greater Manchester's transport system is improved, to make sure that it meets the needs of all customers.

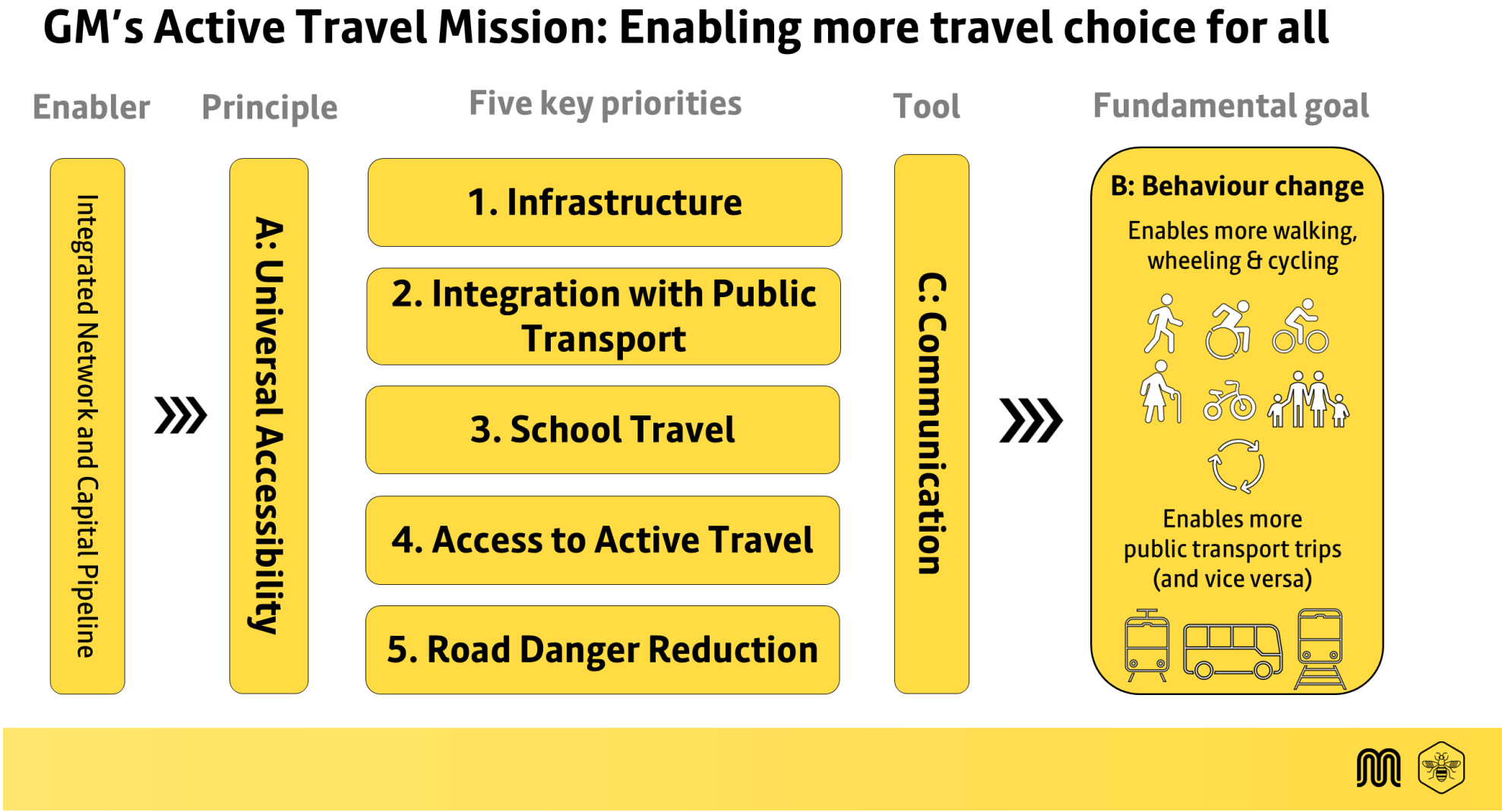


Figure 6: Active Travel Mission

Survey data sources

This compendium uses data from key data sources to provide more detail on active travel use and access by Greater Manchester residents, along with residents' perceptions of and satisfaction with active travel provision. These sources include:

- Network Principles: Annual Multi-Modal Network Principles survey, TfGM-commissioned, 5,717 face-to-face interviews with Greater Manchester residents in 2025
- NHT: Annual National Highways and Transportation survey, local authority-commissioned postal survey of around 7,000 residents in 2022, 2023, 2024 & 2025
- TRADS: Ongoing TfGM-commissioned travel diary, around 2,000 Greater Manchester households in 2022, 2023 & 2024
- Sport England, Active Lives survey 2024 & 2023. 10,949 adults and 3,780 children and young people in Greater Manchester in 2023, 8,440 adults and 4,517 children and young people in Greater Manchester in 2024

Sample estimates

Survey data provides estimates for a population (e.g. Greater Manchester). These estimates are subject to uncertainty. The greater the survey sample size, the less the uncertainty. For smaller sub-sets of a survey sample (e.g. cyclists or females) the uncertainty will be higher as the data is based on fewer respondents. For example, for a random probability sample, for a sample size of 1,300, we would expect that nineteen times out of twenty the true value of a figure that the survey estimates to be 50%, will lie between 47.3% and 52.7% (50% +/- 2.7%). This is sometimes referred to as the 95% confidence interval. If the sample size is around 100 that range would be nearer to +/-10%.

For an annual sample size using a random probability sample, of around 2,000 (such as Greater Manchester households in TRADS), we would expect that nineteen times out of twenty a difference of 3% or more between figures of around 50% from different years indicates an actual difference between those years.

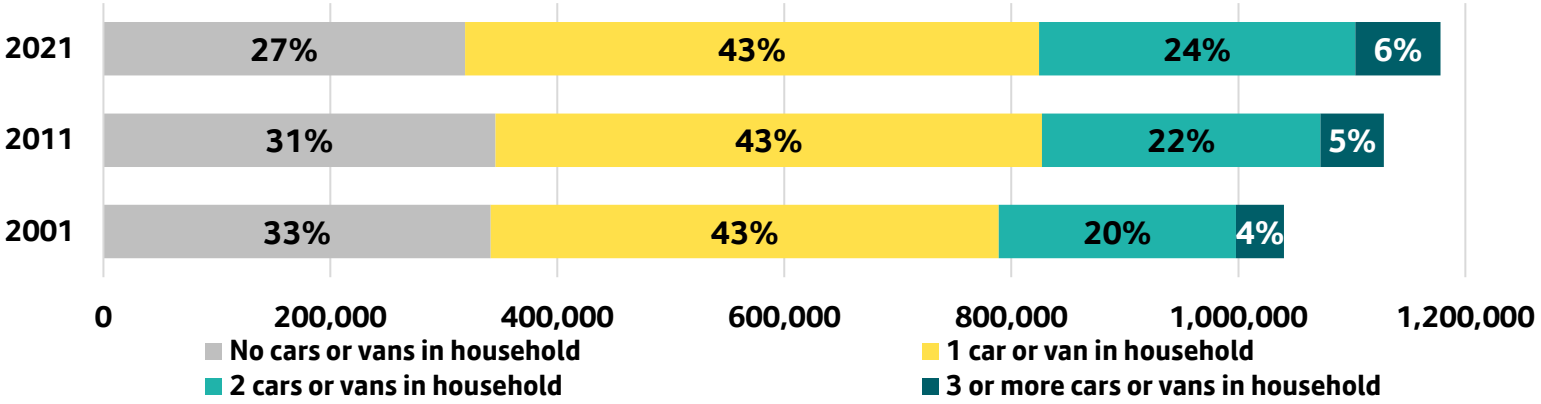
It should be noted that the TRADS sampling is stratified by local authority area, and the results are weighted/ expanded to the Greater Manchester population, based on district population by age and gender, as well as Acorn Category.

Overview of travel in Greater Manchester

Understanding how people in Greater Manchester feel about and use walking, wheeling and cycling is key to understanding how our Active Travel Mission is going. It also helps us understand how active travel in Greater Manchester is contributing towards regional and national goals for sustainable travel.

Some of the most important things we know about active travel in Greater Manchester are included here, alongside things we know about transport use more broadly, to provide some context. We have also included a more in-depth look at active travel from the perspective of the 2040 Transport Strategy network principles in the Appendix.

- In 2024, Greater Manchester residents travelled 12.2bn kilometres, down from 12.4bn kilometres in 2023 (TRADS, 2023 & 2024).
- Greater Manchester's resident population grew c.7% between the 2011 and 2021 censuses; in comparison the total number of private cars increased by c.13%. No-car households have decreased in both absolute and percentage terms - see Figure 7.



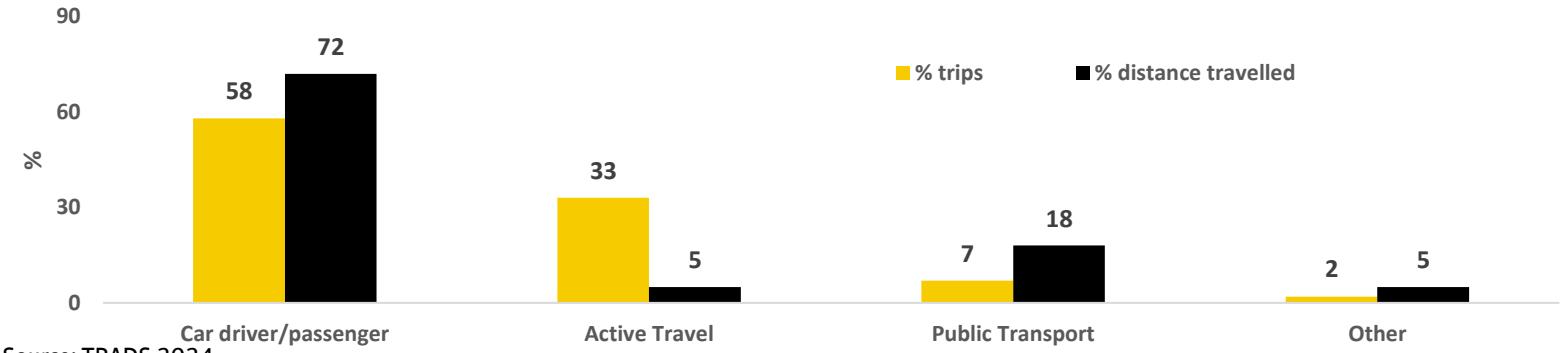
Source: 2001, 2011 & 2021 Census

Figure 7: Car or van availability in Greater Manchester

- In 2019, over three-quarters (77%) of Greater Manchester residents made a trip on any given day. However, in 2024, this dropped to below three-quarters (73%) of Greater Manchester residents. The average number of daily trips by a Greater Manchester resident was 2.1, up from 2.0 in 2023, returning to the same level as in 2019 for the first time (TRADS 2019, 2023 & 2024).
- Car is the most dominant method of travel in terms of both the number of trips (58%) and the total distance travelled (72%) by Greater Manchester residents (TRADS 2024).

Active travel

- Active travel accounted for around one-third (33%) of trips by Greater Manchester residents in 2024 (see Figure 8). This is the same as in 2023. The 33% of trips in 2024 is made up of 30% walking trips and 3% cycling trips. (TRADS 2023 & 2024).



Source: TRADS 2024

Notes: Other = taxi, minicab, motorcycle, scooter, moped, or any other. Figures may not sum due to rounding

Figure 8: Trips and distance travelled

- In daily person kilometres, in Greater Manchester walking is estimated at 1.2m and cycling 400,000 kilometres, compared to 1.3m and 300,000 kilometres respectively in 2023 (TRADS 2023 & 2024).

- It is estimated that each person in Greater Manchester takes 233 walking trips per year, up from 179 in 2021, which is a 30% increase. The median trip length for these walking trips was 0.5km, compared with 1.8km for cycling trips (TRADS 2021 & 2024).
- In 2025, less than half of the respondents (47%) agreed that Greater Manchester's transport network encourages them to walk or cycle as part of their trips, marking a significant decline from 50% in 2024 (Network Principles survey, 2024 & 2025).
- Half (53%) of trips by Greater Manchester residents are under 2km and of these trips 58% (see Figure 9) are active travel trips (TRADS 2024). The vast majority of these being walking trips (55%) with 3% being cycling trips.

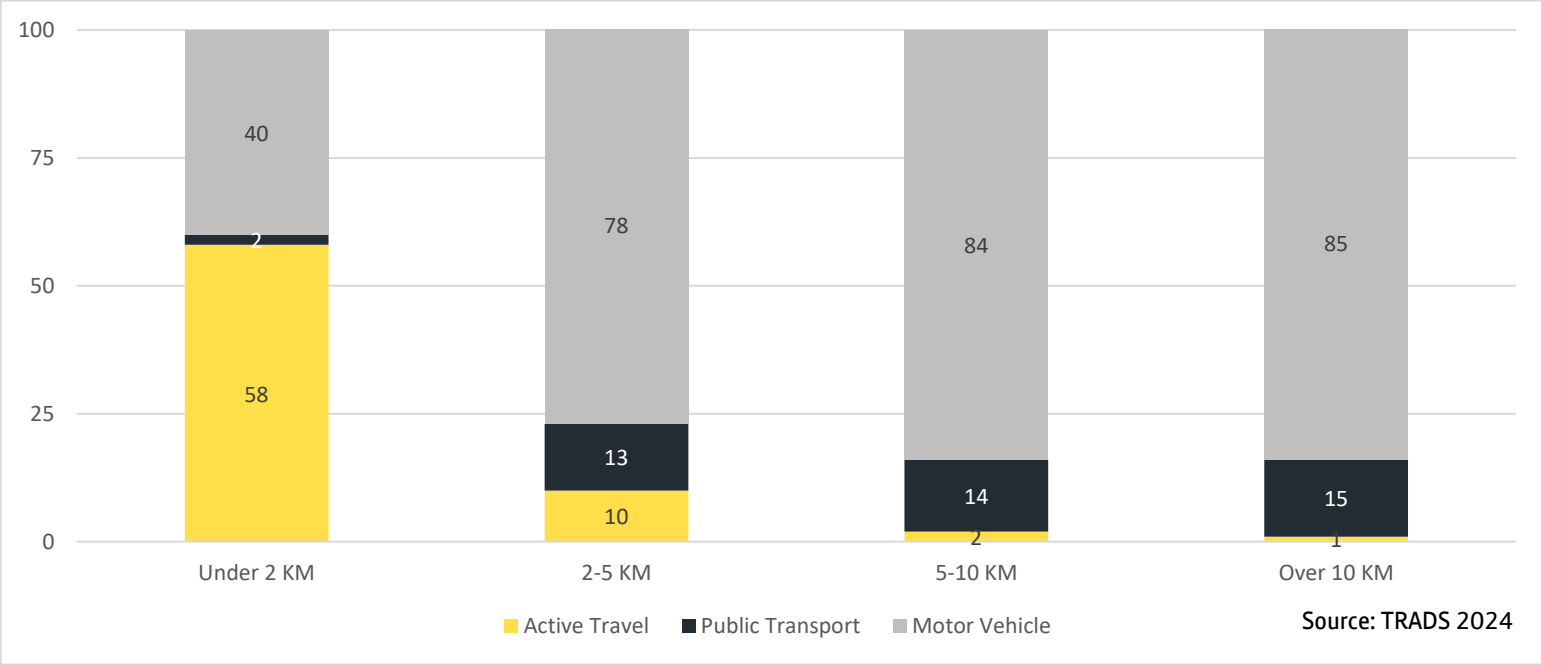
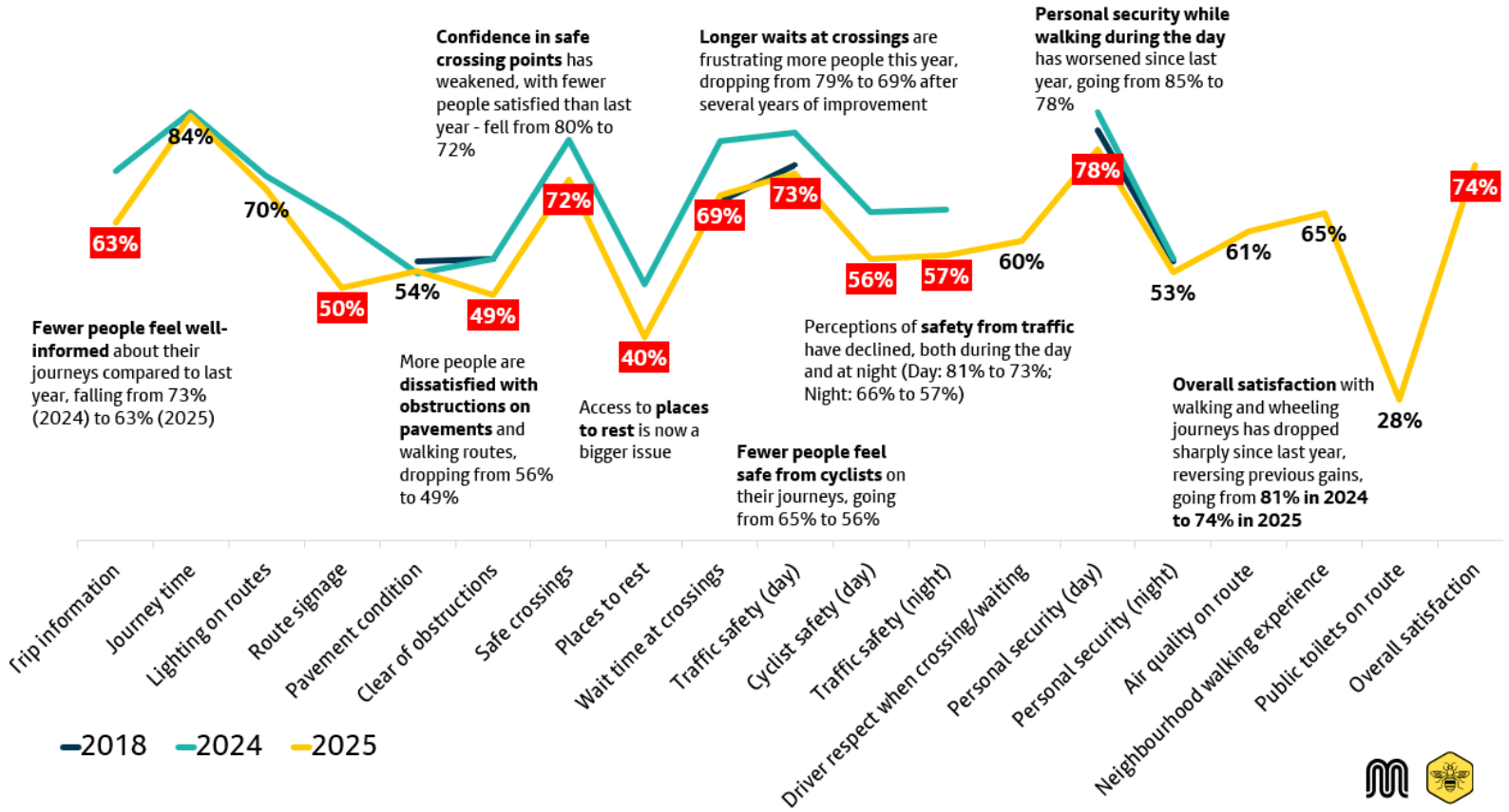


Figure 9: Trip length by method of travel

Walking, wheeling and cycling in 2025

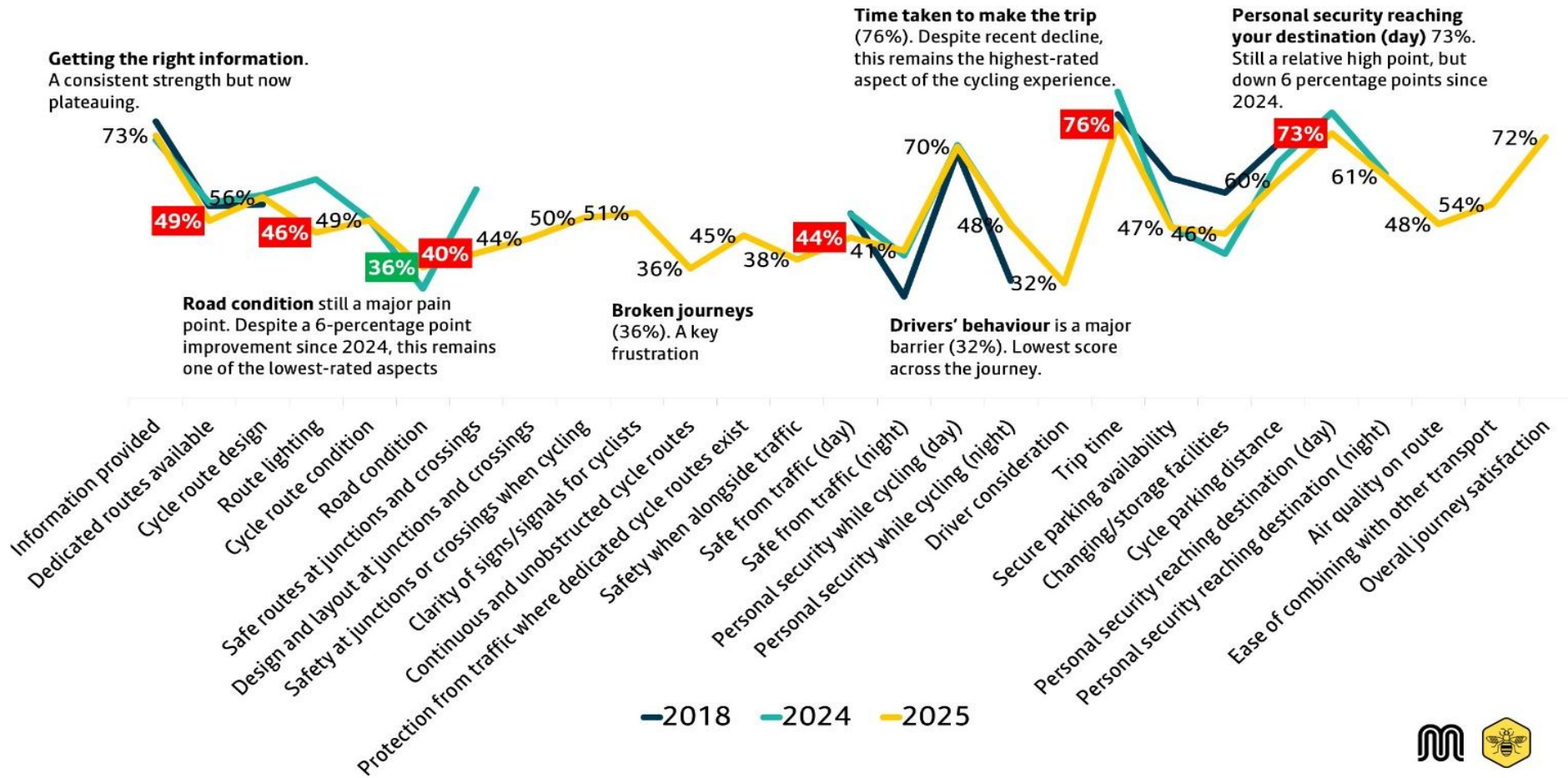
Walking and wheeling: findings from the 2025 Network Principles survey



Source: Network Principles survey 2025
Note: Red % boxes indicate a significant decline in 2025 compared to 2024

Figure 10: The walking and wheeling journey experience: satisfaction across every step

Cycling: findings from the 2025 Network Principles survey



Source: Network Principles survey 2025
Note: Red % boxes indicate a significant decline in 2025 compared to 2024

Figure 11: 2024 Network Principles, cycling in Greater Manchester – the whole journey

Pillar key performance indicators

Infrastructure

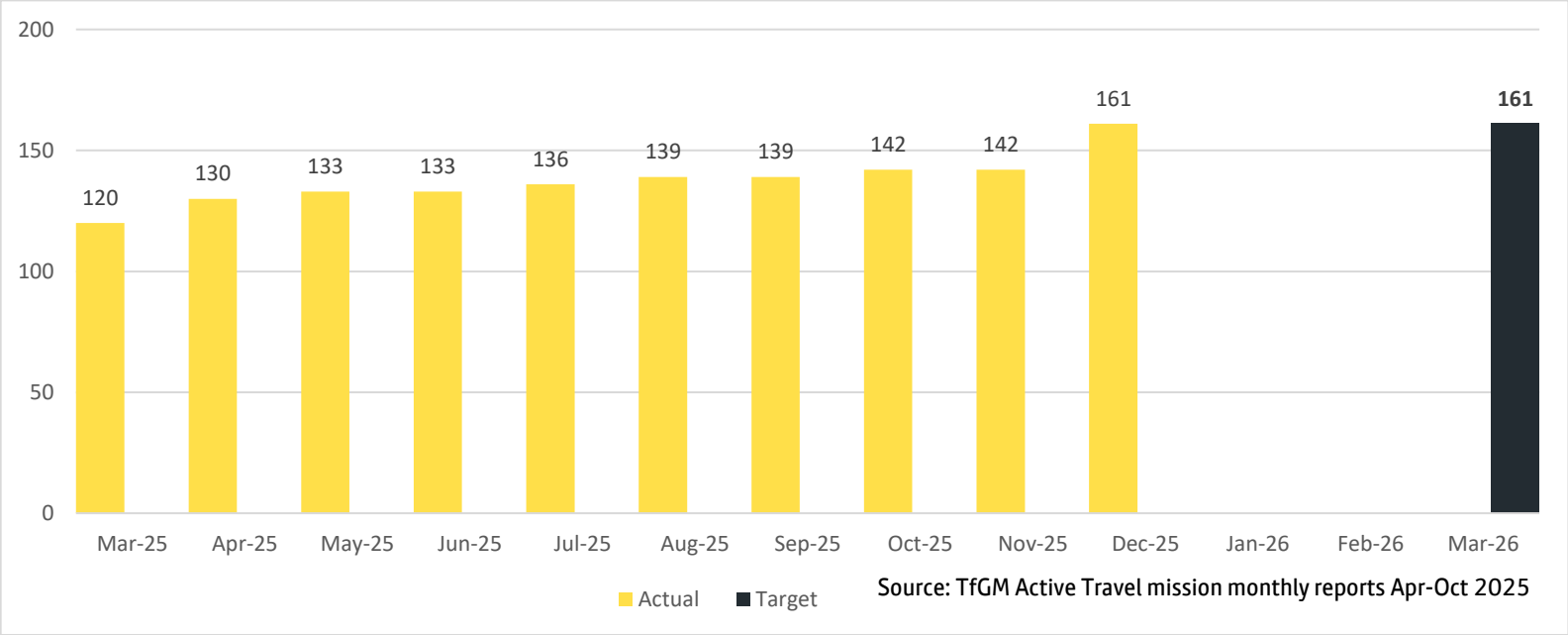


Figure 12: Kilometres of Bee Network Active Travel protected walking and cycling routes delivered

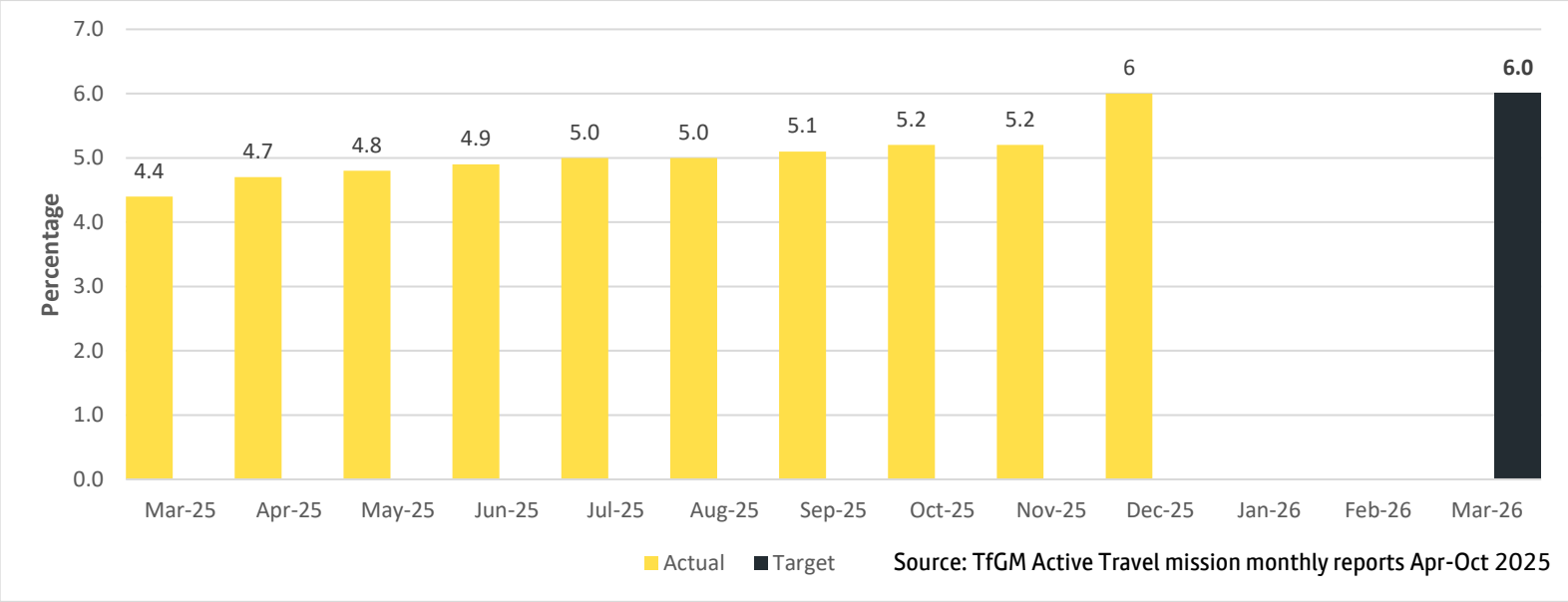


Figure 13: Bee Network Active Travel protected walking and cycling routes – percentage complete

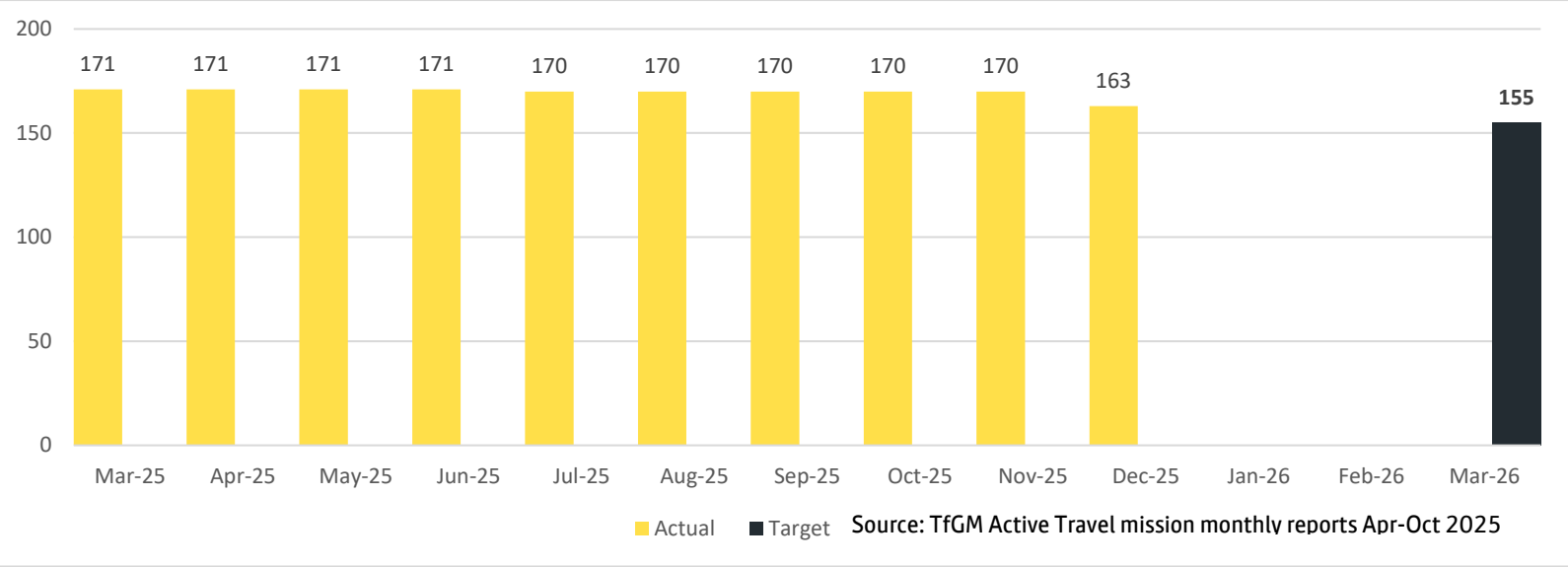


Figure 14: Number of signalised junctions without signalised pedestrian crossing facilities

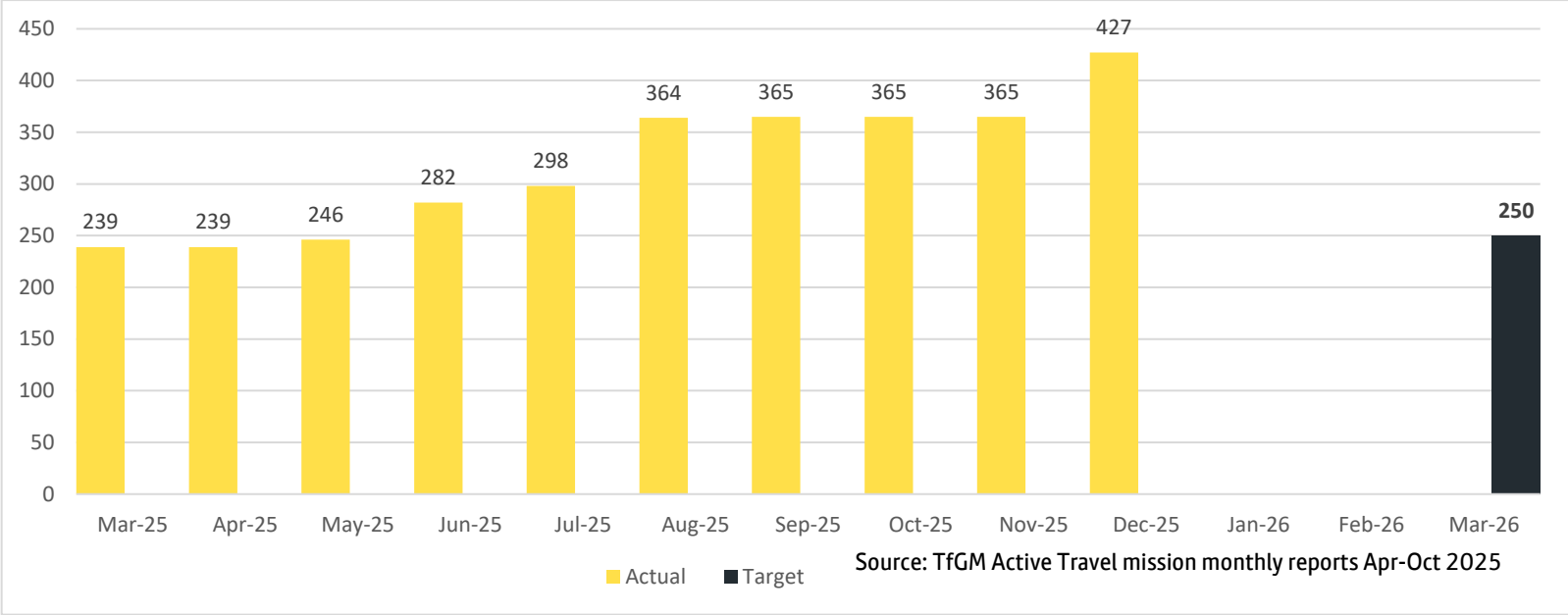


Figure 15: Number of crossings with pedestrian delay/service time improvements made

School travel

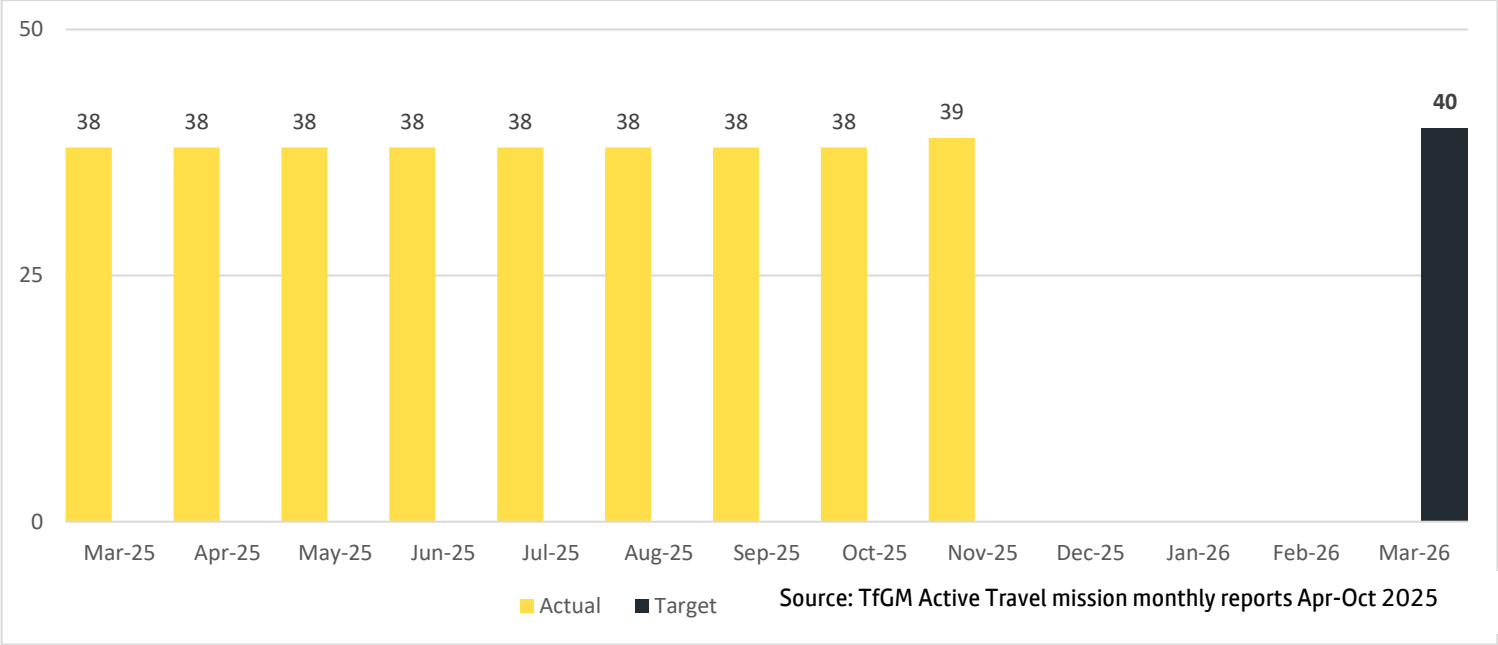


Figure 16: Number of school streets delivered

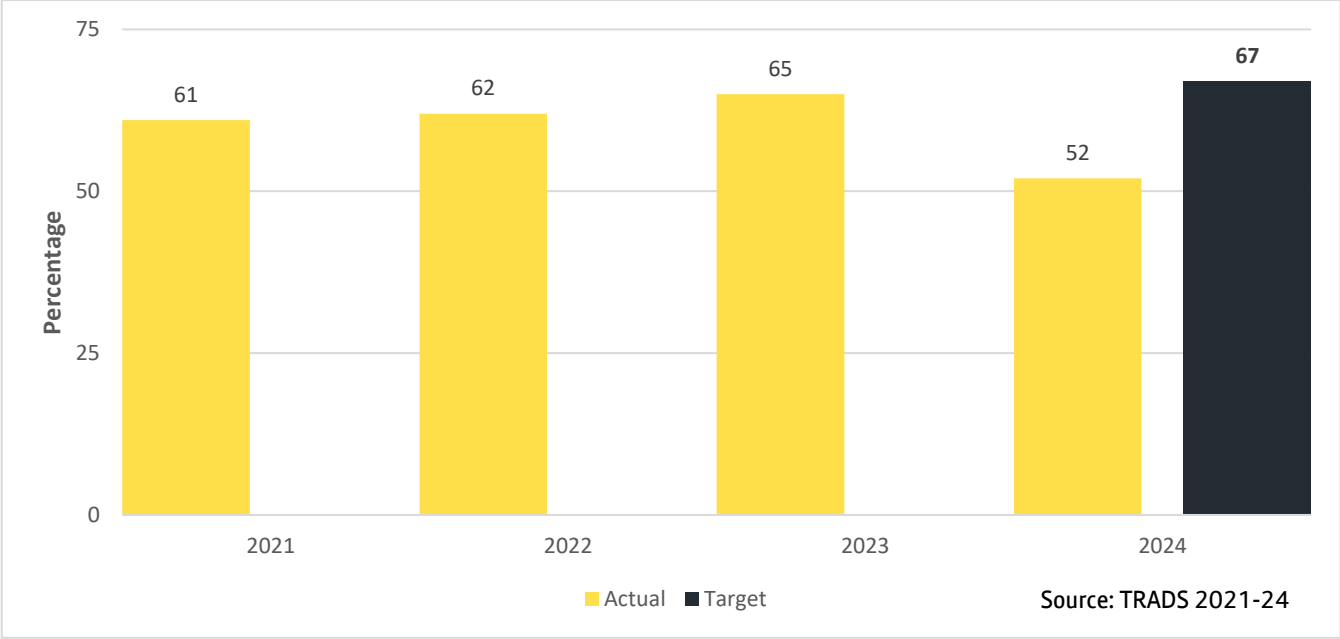


Figure 17: Percentage of trips to school by children aged 5-10 that are walked (sample size 434 in 2024, 338 in 2023)

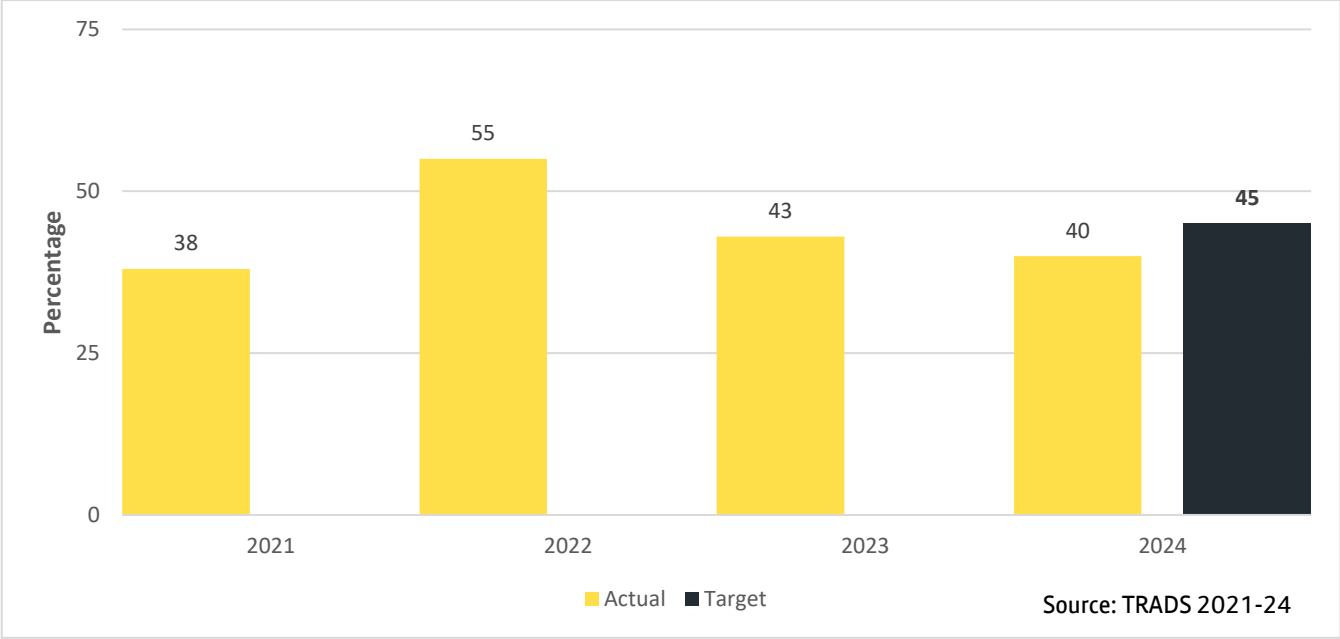


Figure 18: Percentage of trips to school by children aged 11-16 that are made by active travel (sample size 402 in 2024, 281 in 2023)

- The 40% in 2024 was made up of 38% walking trips and 2% cycling trips (TRADS 2024).

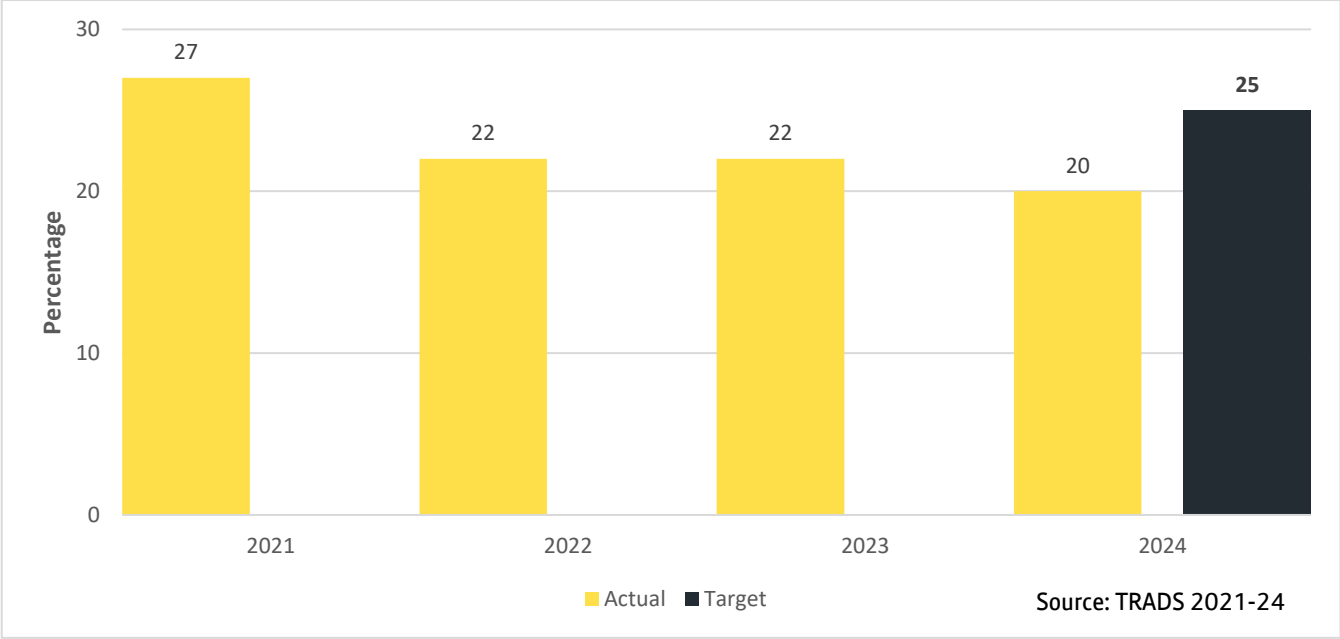
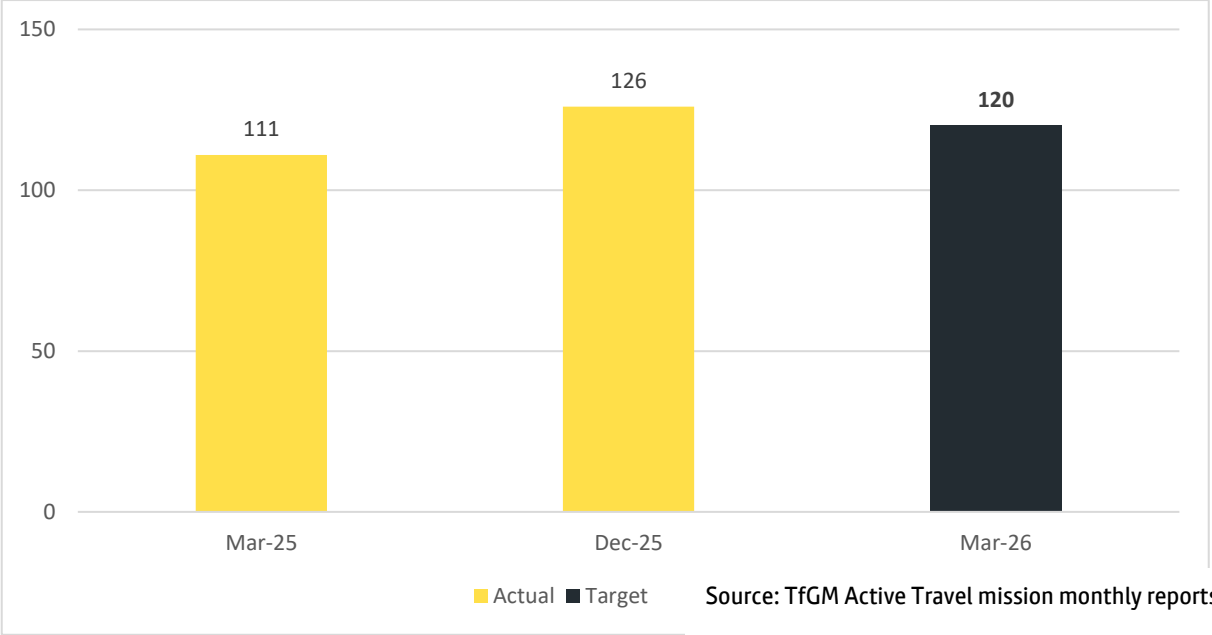


Figure 19: Percentage of trips to school by children aged 11-16 that are made by public transport (sample size 402 in 2024, 281 in 2023)



Source: TfGM Active Travel mission monthly reports – data only updated periodically

Figure 20: Number of upgraded crossings within 400m of schools[1]

[1] Data taken from only one analysis point in March 2025 – awaiting updated data analysis

Access to active travel

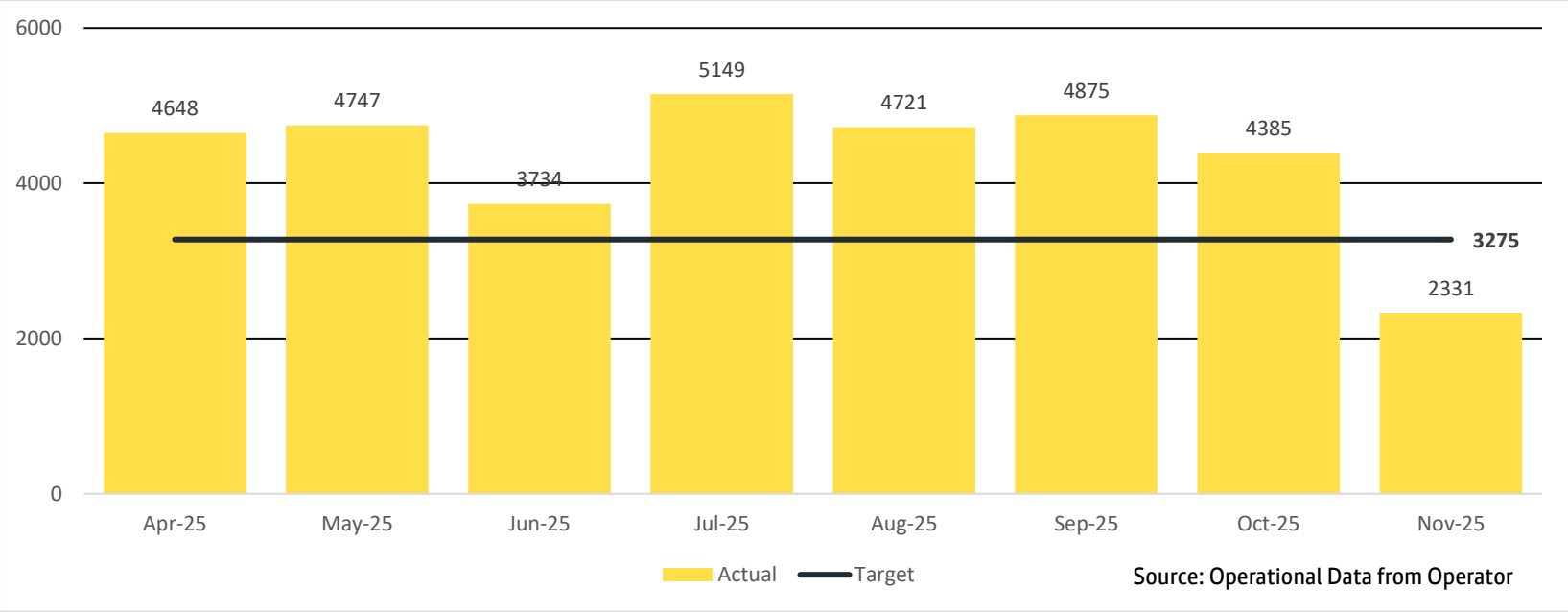


Figure 21: Number of active users – Starling Bank Bike Hire

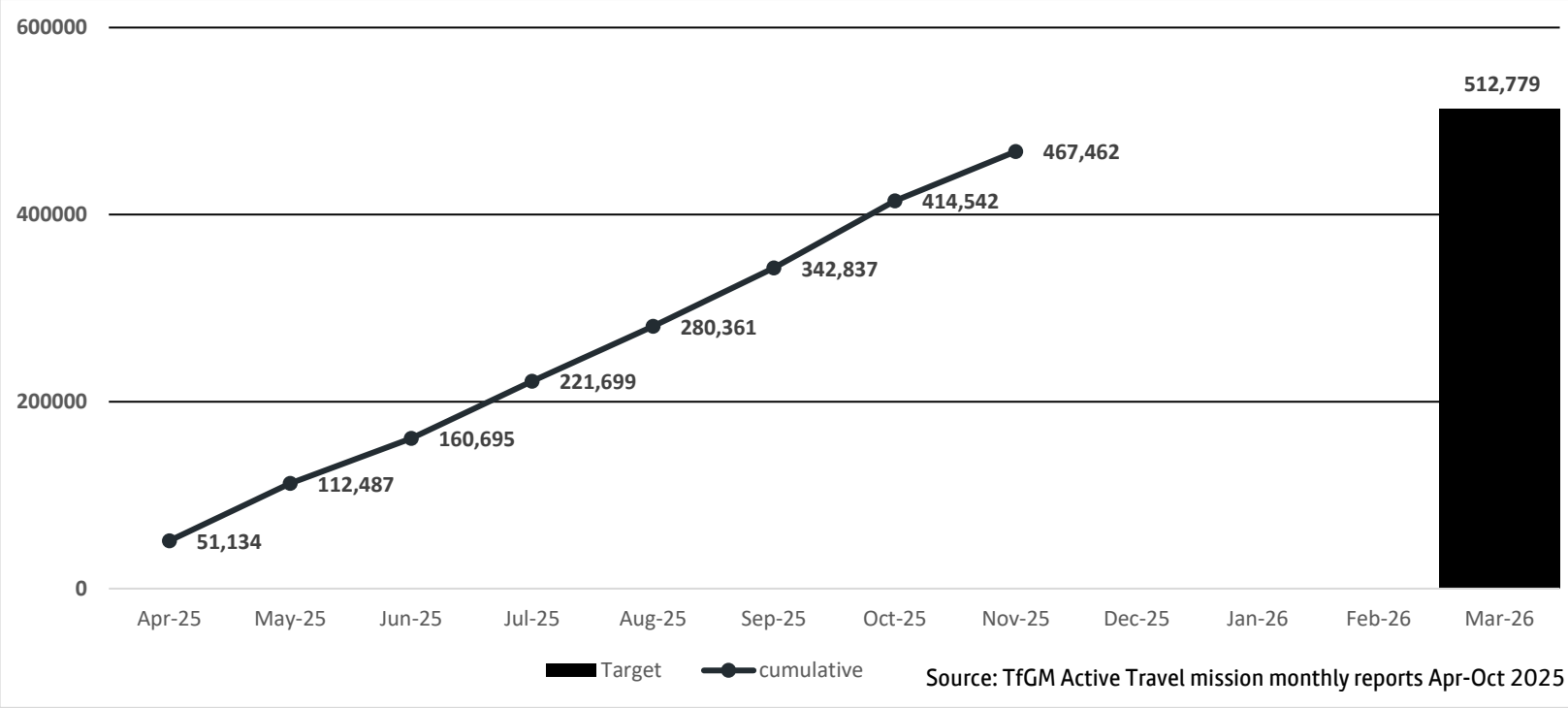


Figure 22: Number of rides – Starling Bank Bike Hire

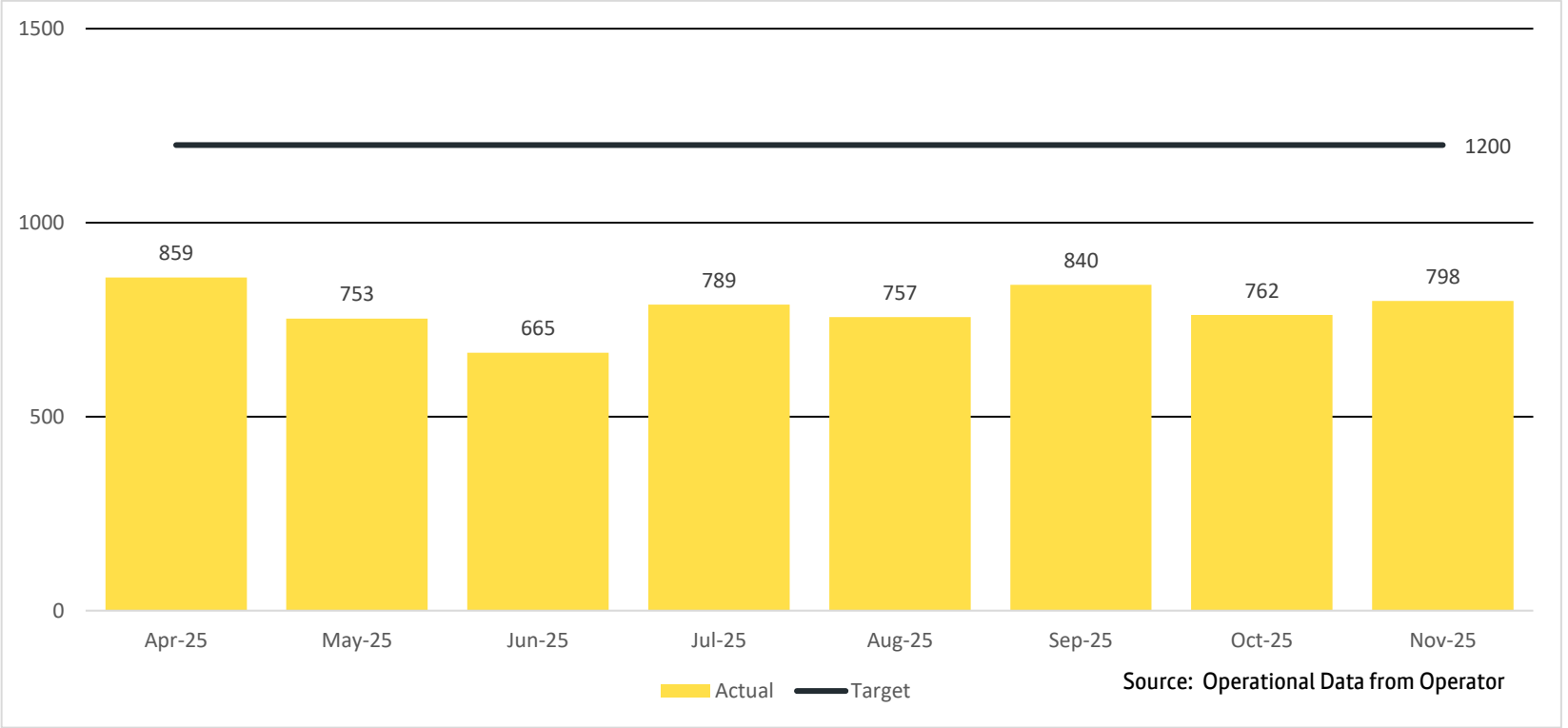


Figure 23: Number of bikes available – Starling Bank Bike Hire

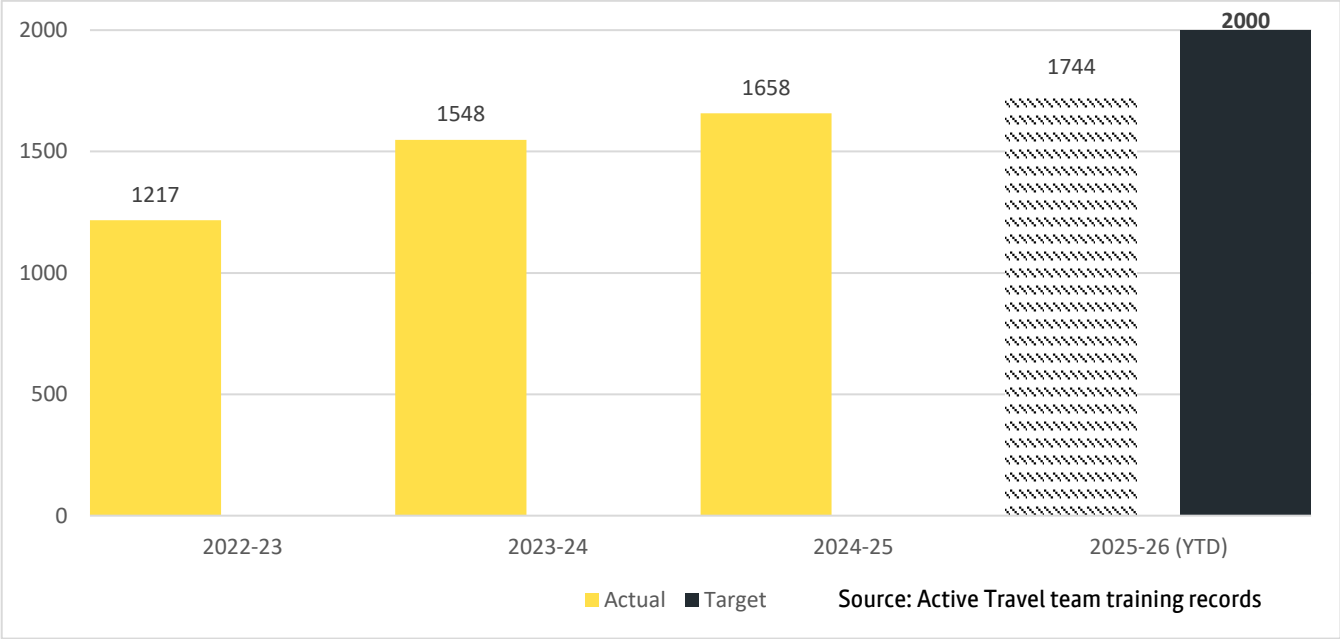


Figure 24: Cycle training – individuals attending a course per annum (2025-26 is to end November 2025)

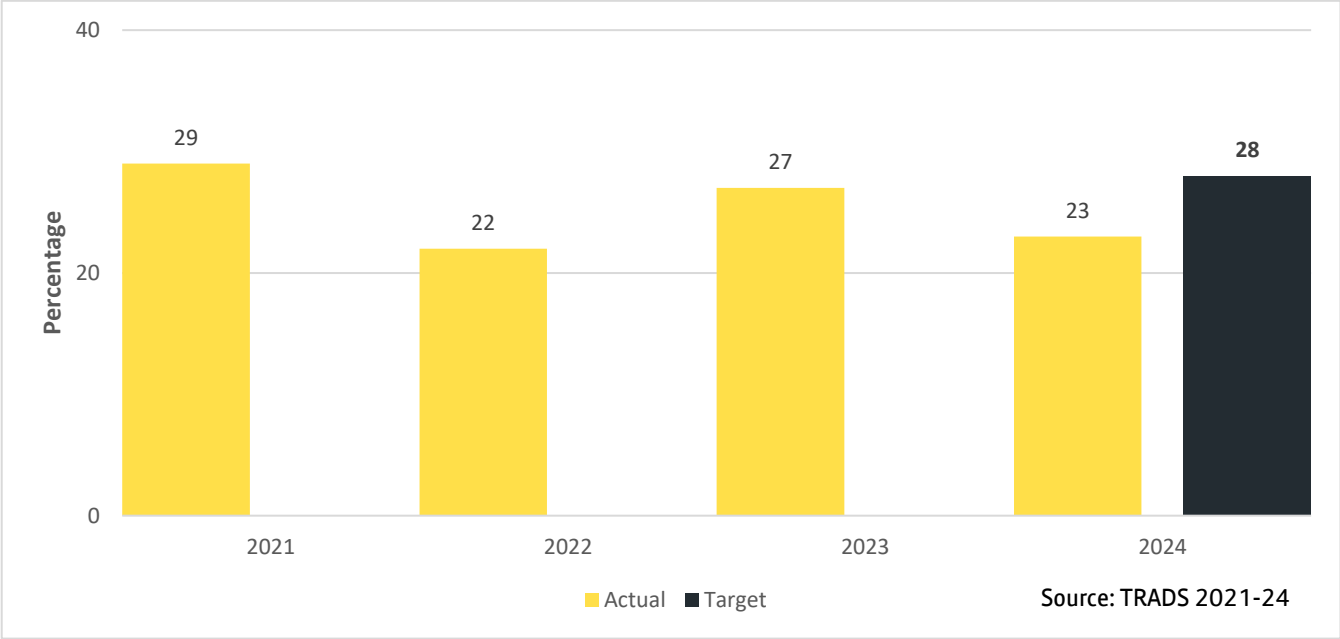


Figure 25: Percentage of Greater Manchester households with access to a bicycle

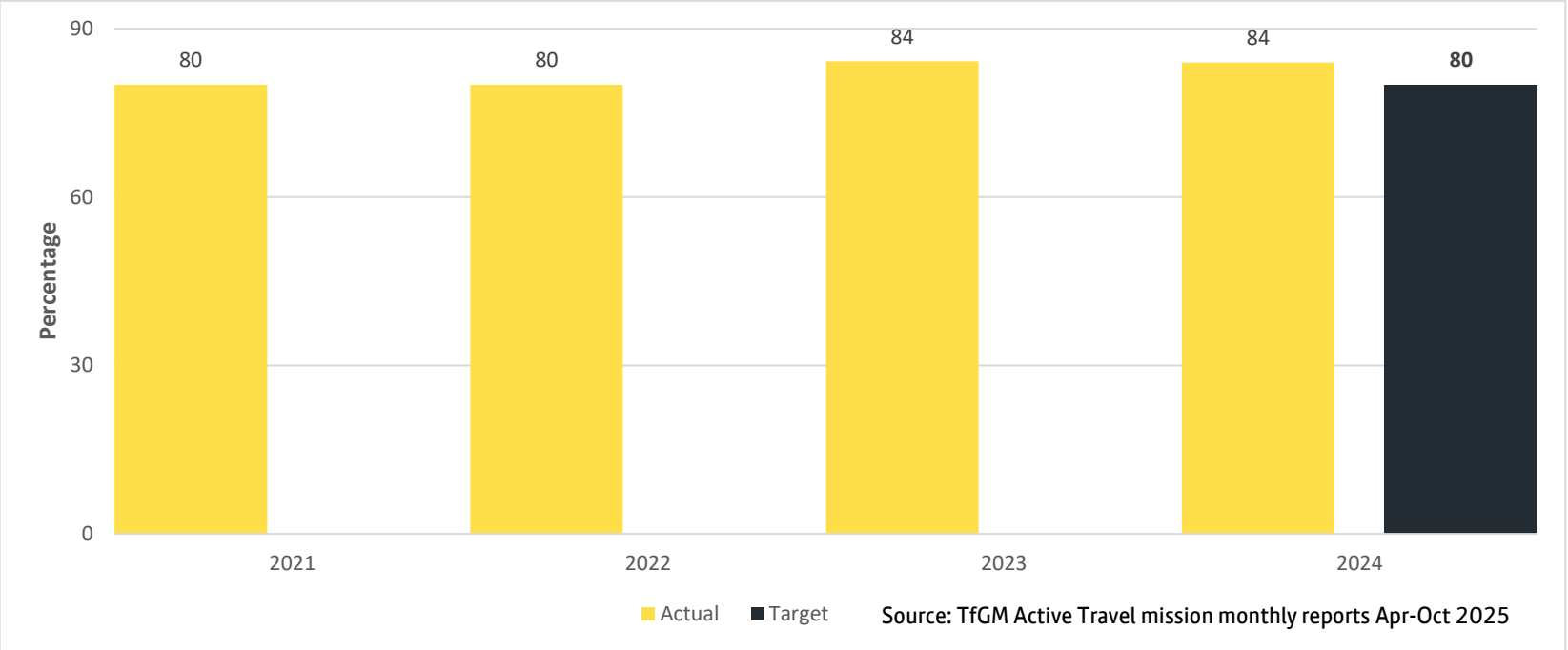


Figure 26: Starling Bank Bike Hire coverage (% of operational area population within 400m)

Integration with public transport

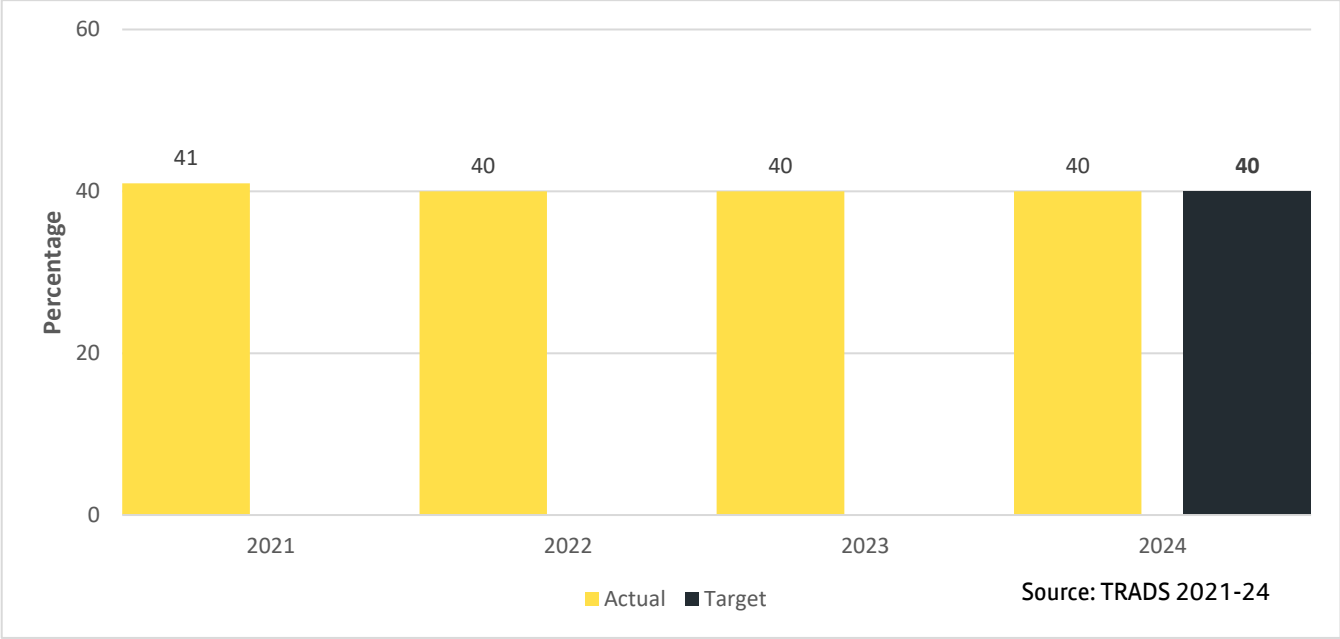


Figure 27: Right Mix: % Mode share of public transport and active travel by Greater Manchester residents

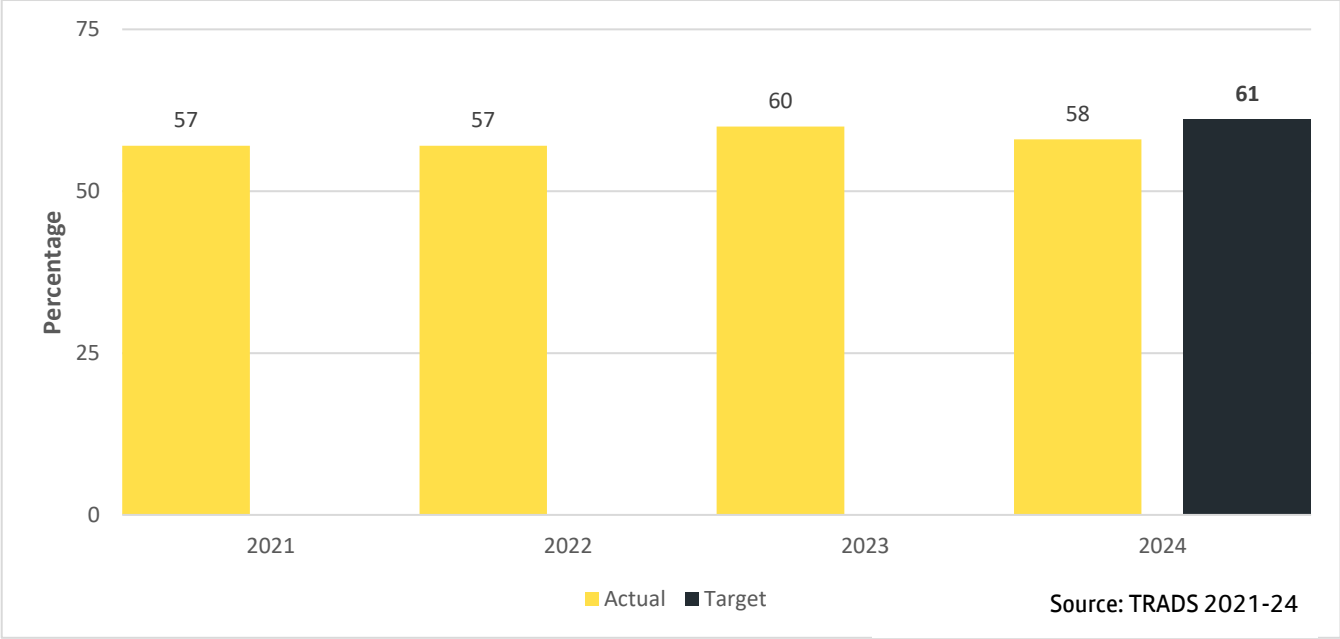


Figure 28: Proportion of trips by Greater Manchester residents <2km for which the main mode is walking/cycling

- The 58% in 2024 is made up of 55% walking and 3% cycling (TRADS 2024).

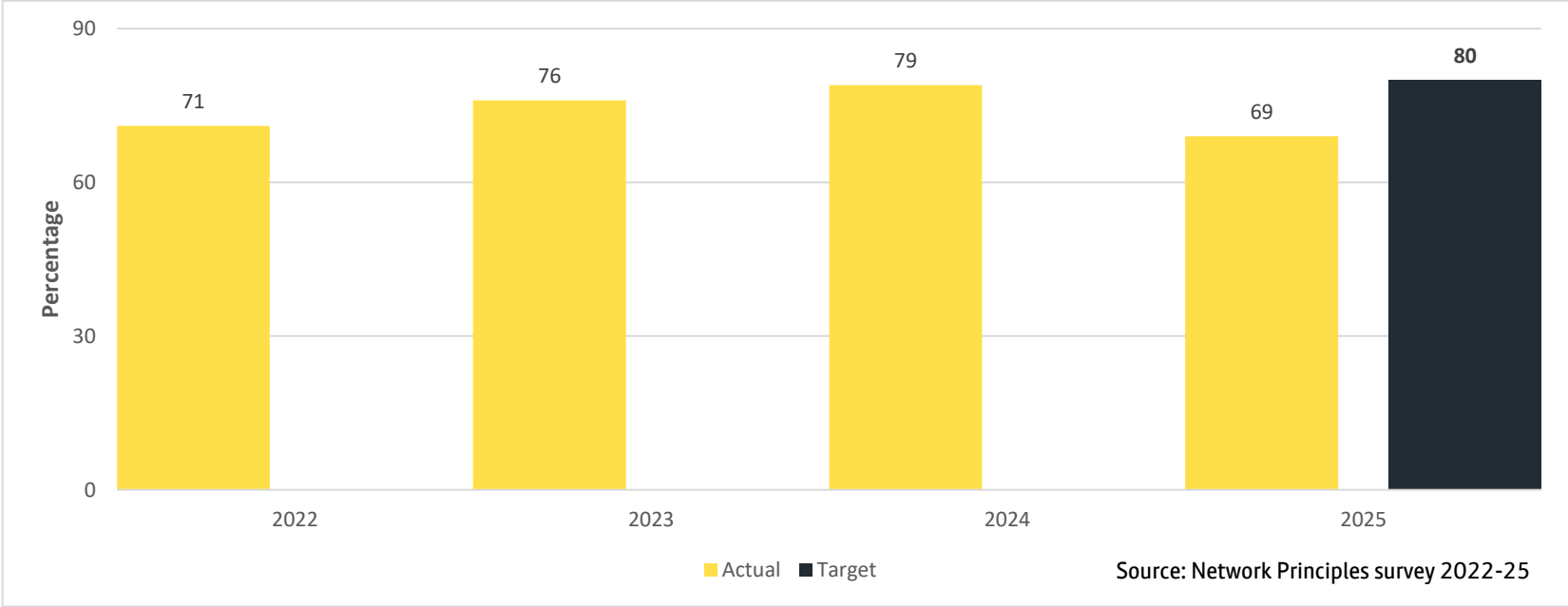


Figure 29: Percentage of walkers who are very satisfied/satisfied with amount of time spent waiting to cross the road

Road danger reduction

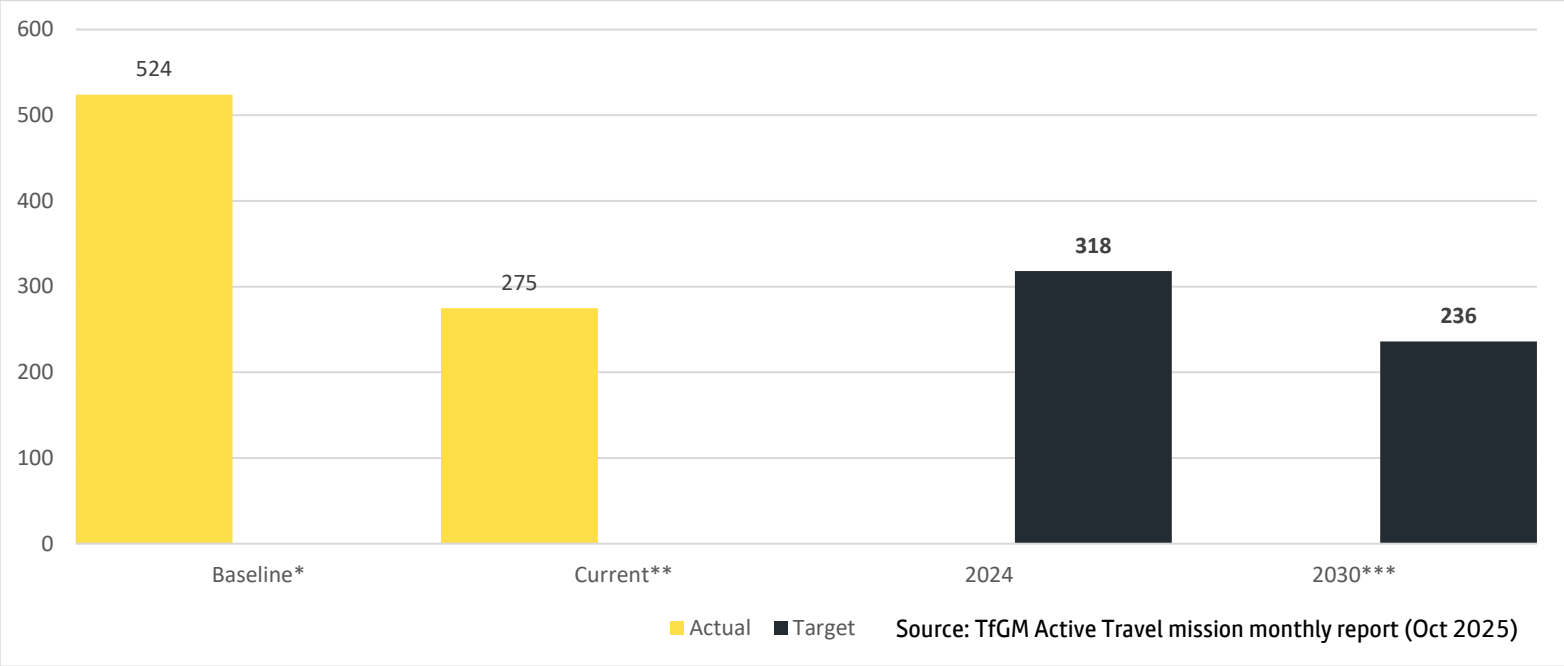


Figure 30: DfT Adjusted number of KSI (killed or seriously injured) pedestrians in Greater Manchester

Notes:
*The baseline is the 2005-09 annual average based on Adjusted KSI casualties from the DfT
**The current figure is the 36-month average of Adjusted KSI casualties ending August 2025
***The 2030 forecast is based on a 50% reduction from the Adjusted 2005-09 baseline

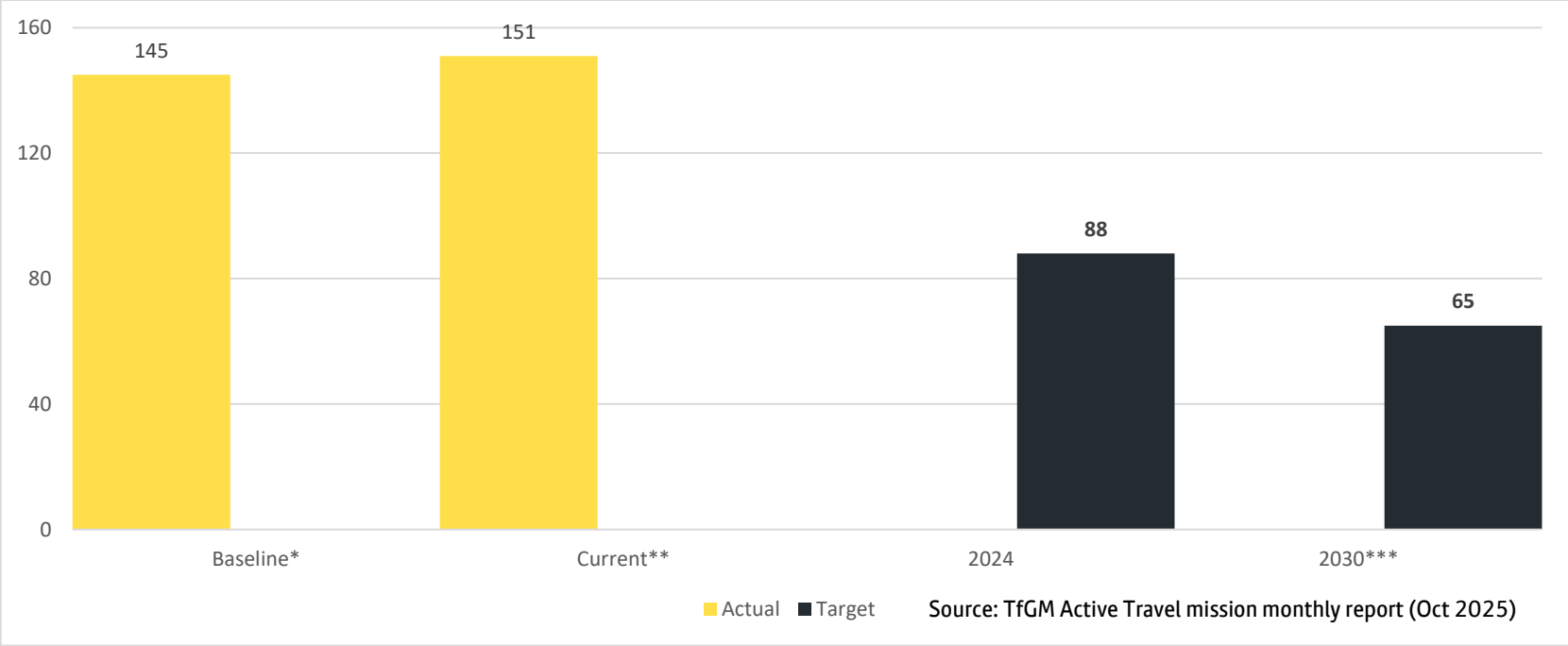


Figure 31: DfT Adjusted number of KSI (killed or seriously injured) cyclists in Greater Manchester

Notes:
*The baseline is the 2005-09 annual average based on Adjusted KSI casualties from the DfT
**The current figure is the 36-month average of Adjusted KSI casualties ending August 2025
***The 2030 forecast is based on a 50% reduction from the Adjusted 2005-09 baseline

Making active travel more inclusive

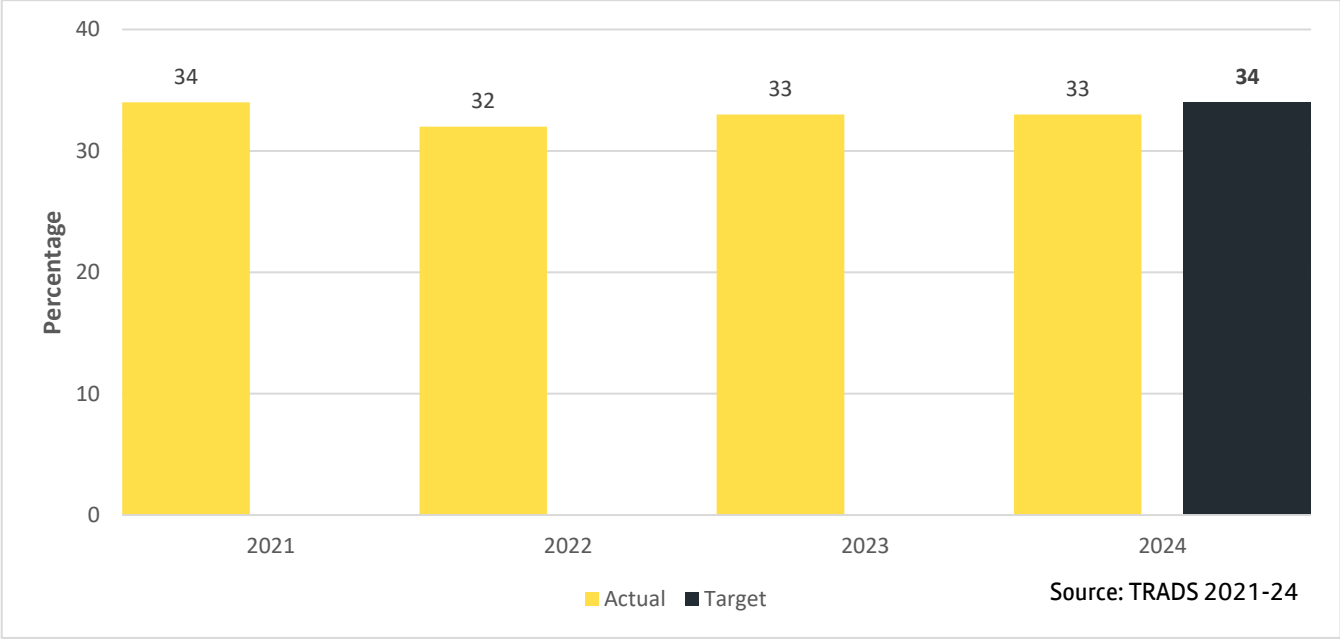


Figure 32: Percentage mode share of active travel by Greater Manchester residents

- The 33% in 2024 is made up of 31% for walking and 2% for cycling.

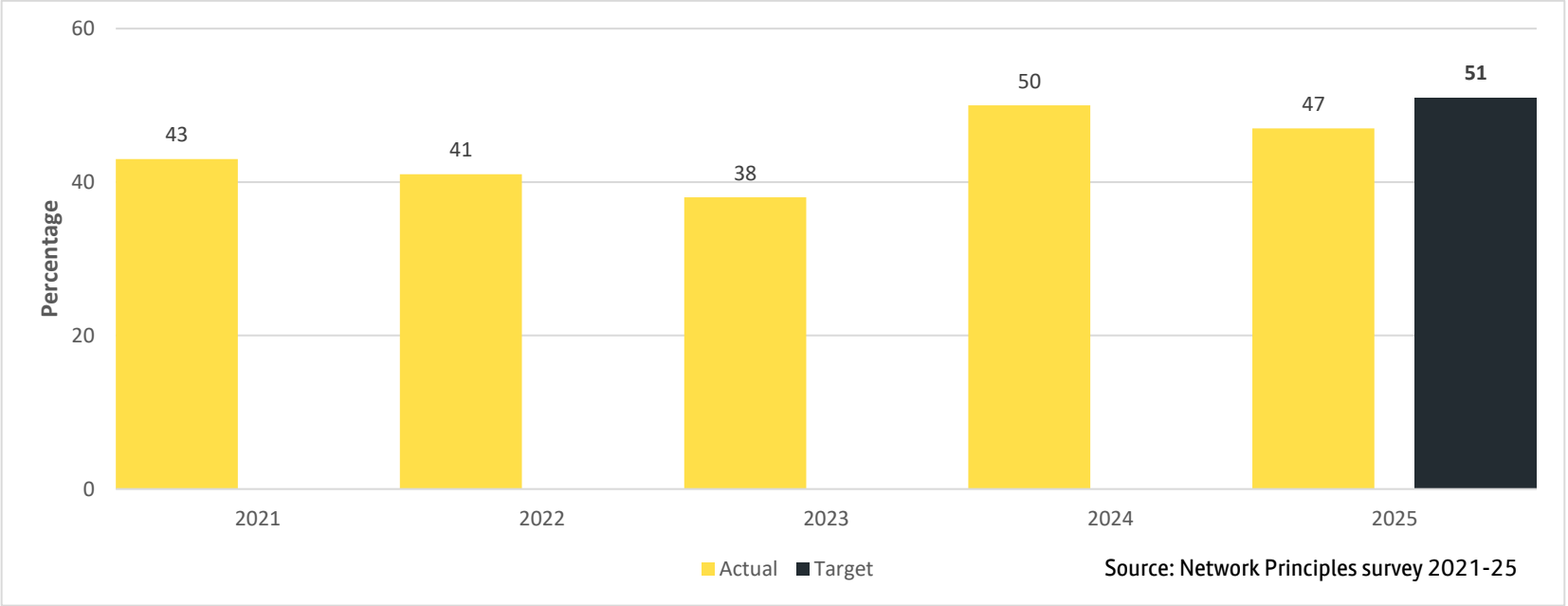


Figure 33: Percentage who agree that GM's transport network encourages you to walk or cycle as part of your trip

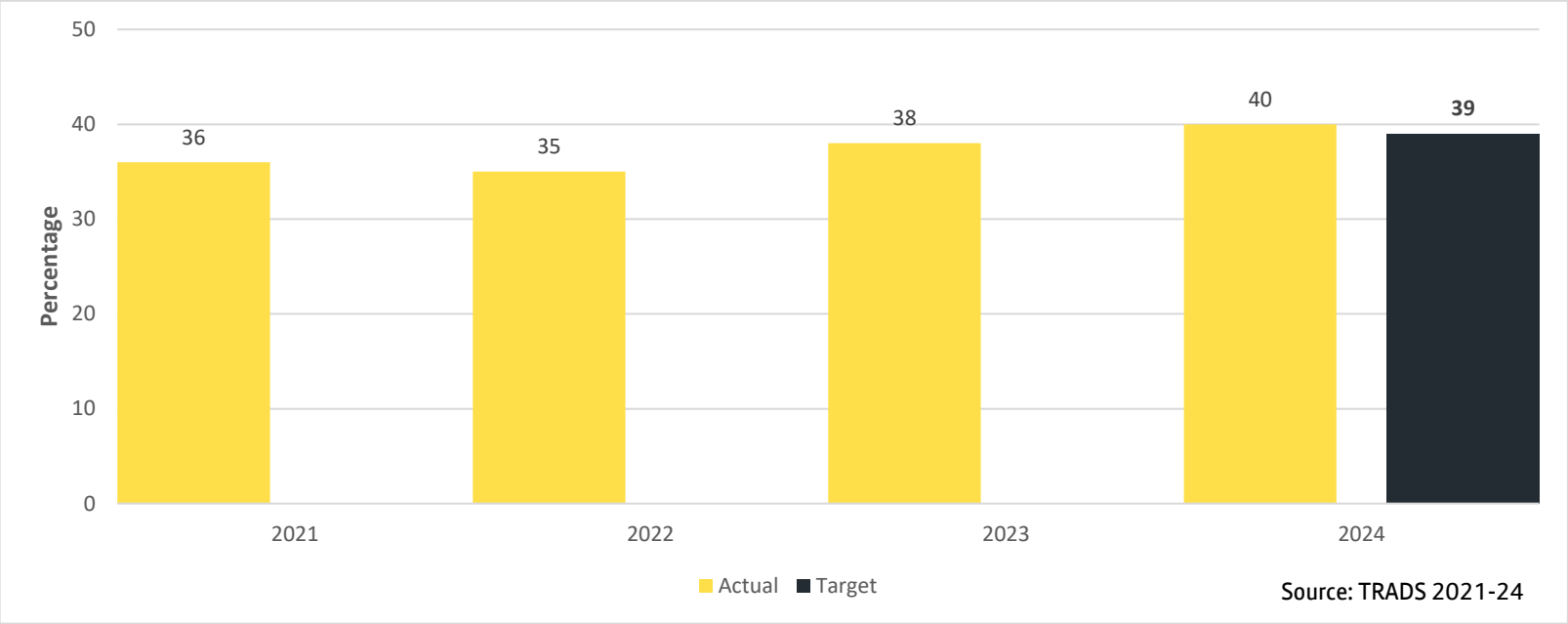


Figure 34: Proportion of Greater Manchester cyclists* who are women

Note:
*Cyclists defined as those who have cycled at least once in the past 12 months

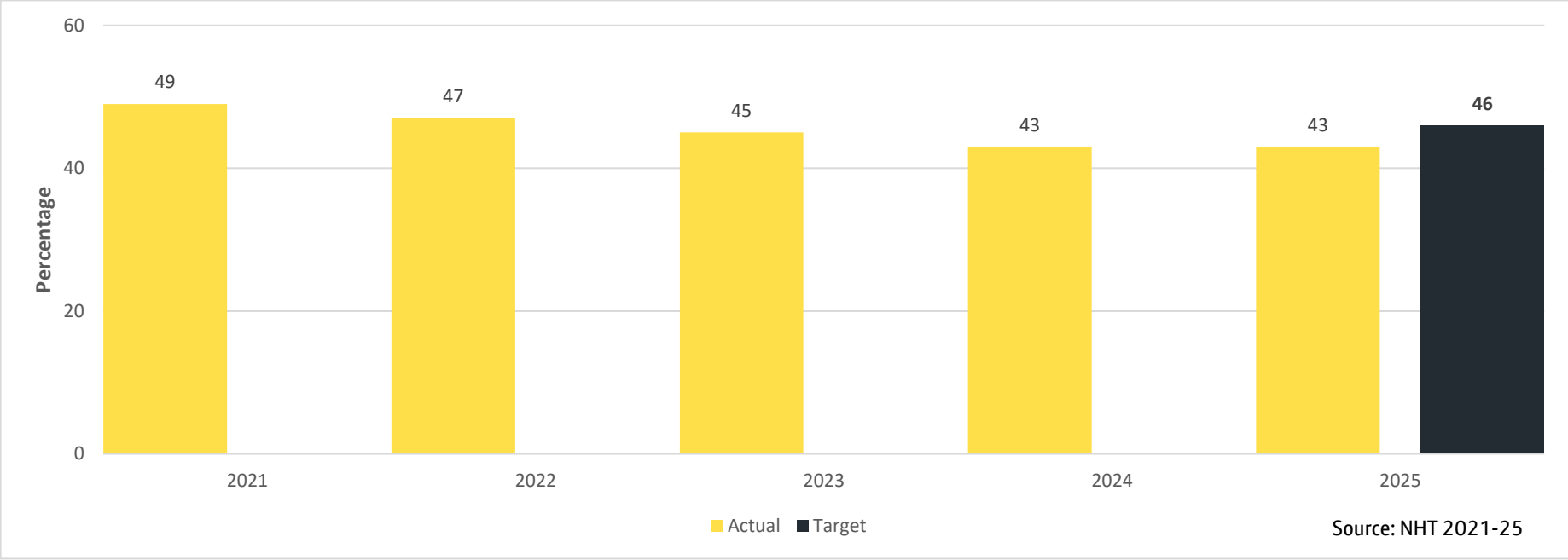


Figure 35: Percentage of residents very satisfied/satisfied with condition of pavements

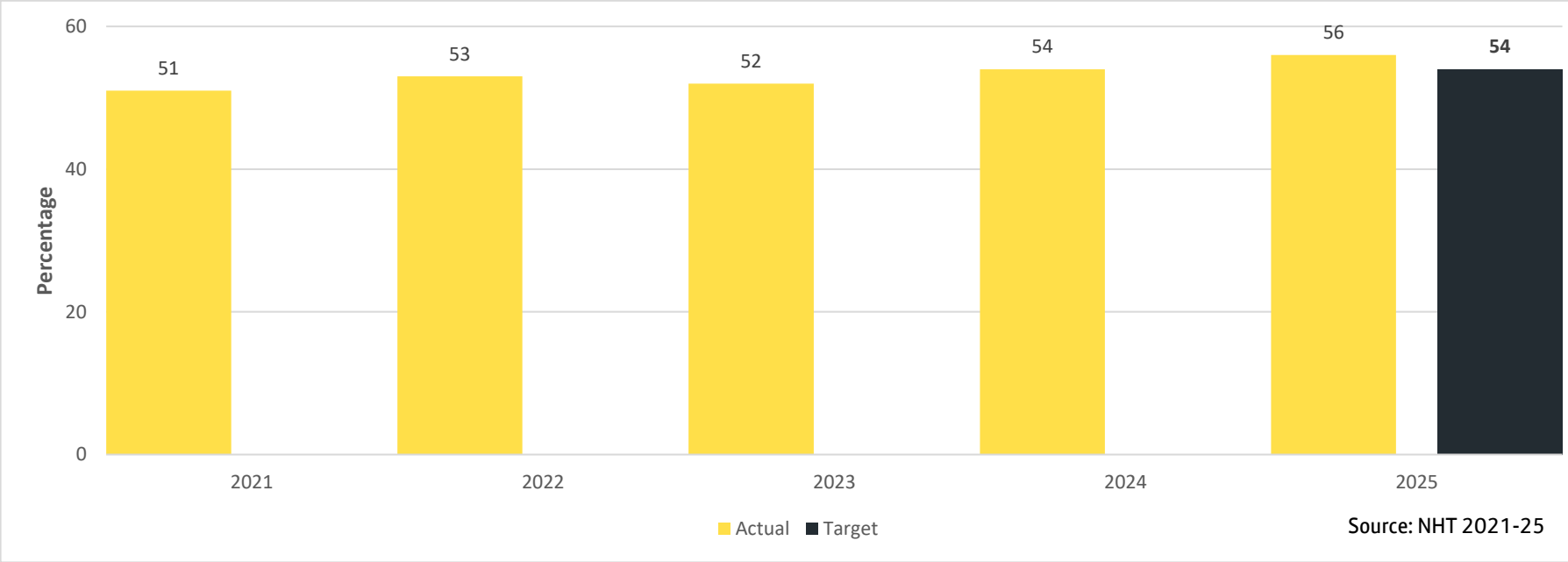


Figure 36: Percentage of residents very satisfied/satisfied with condition of dedicated cycle routes

Engagement & communication

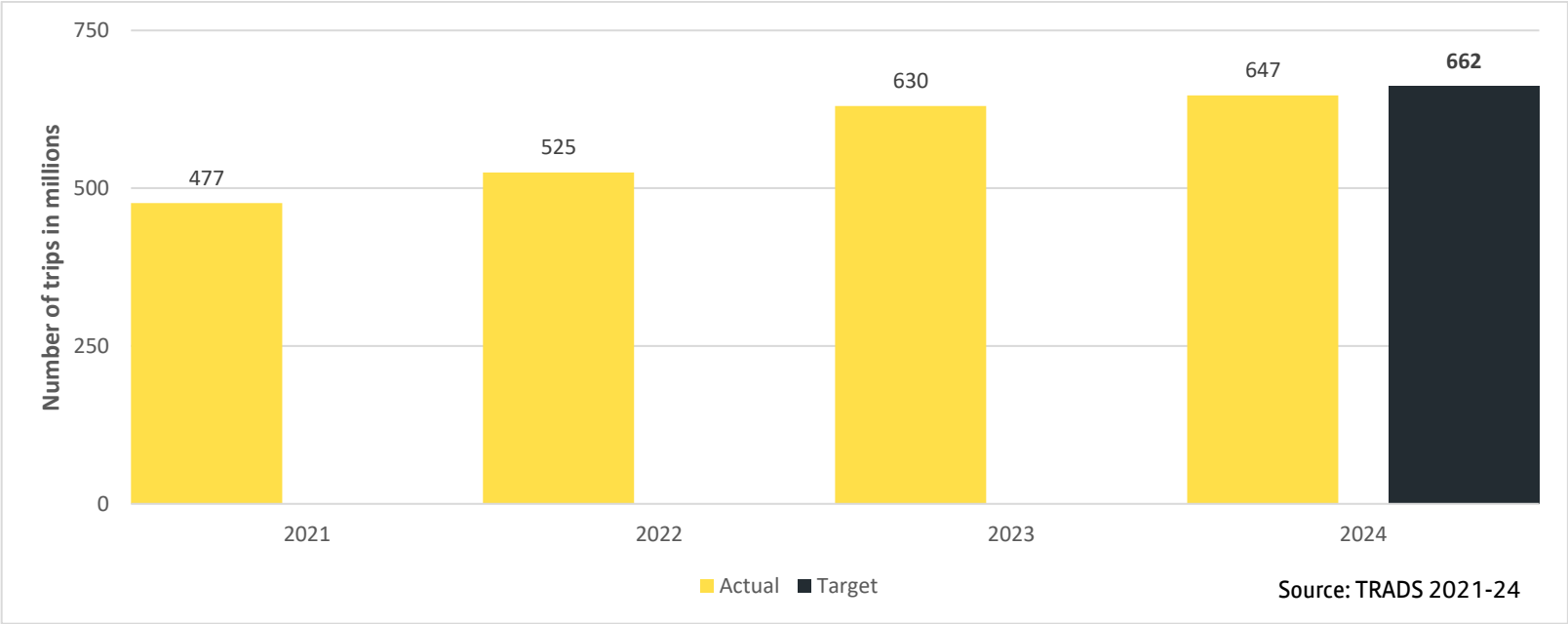


Figure 37: Annual number of walking trips by Greater Manchester residents

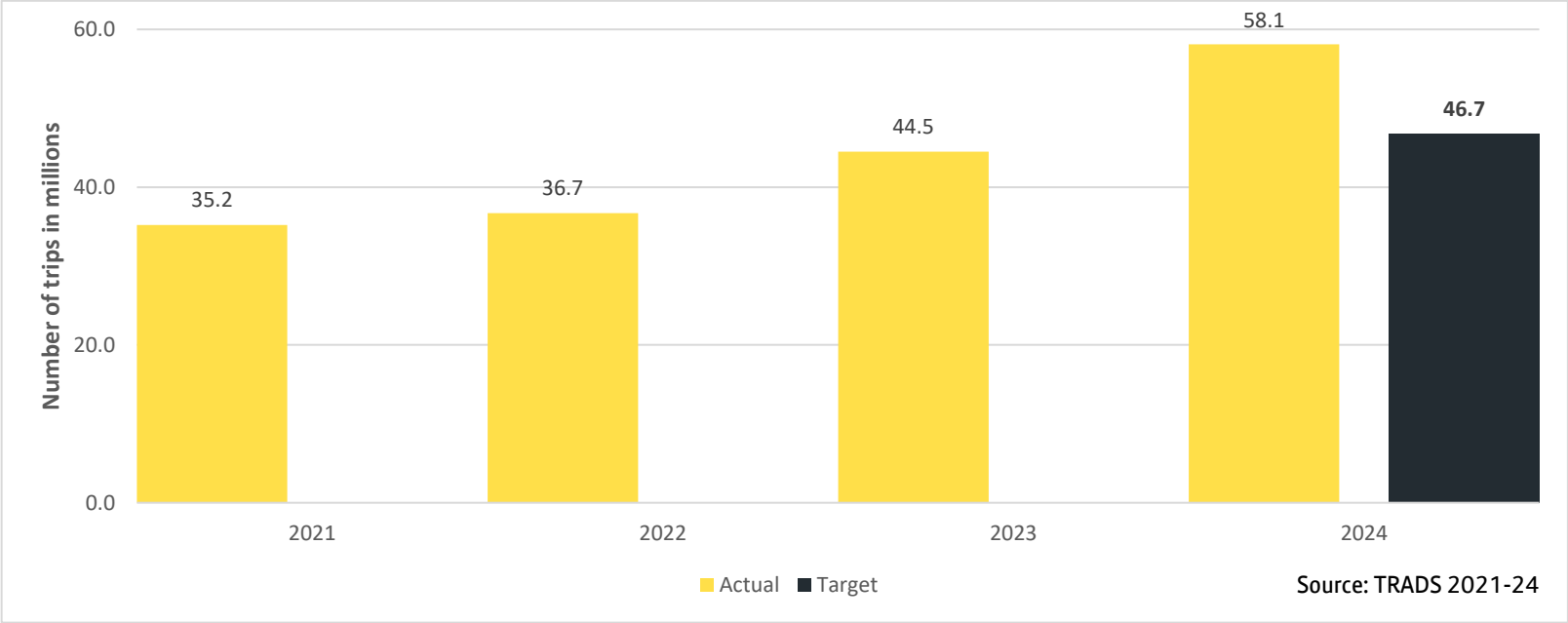


Figure 38: Annual number of cycling trips by Greater Manchester residents

Outcomes

Data in relation to overall trips and usage – behaviours

- Walking accounted for 30% of trips by Greater Manchester residents in 2024 and cycling 3% (TRADS 2024). Estimated at 646.6m and 58.1m annually respectively compared to 630.4m and 44.5m in 2023, representing a 3% increase for walking and a 31% increase for cycling.

Table 1: Main method of travel – percentage of trips

Method of travel	2016-18	2017-19	2021	2022	2023	2024
Car or van driver	39%	39%	41%	40%	39%	38%
Walk	28%	29%	32%	30%	31%	30%
Car or van passenger	18%	18%	15%	17%	19%	20%
Bus, minibus, coach	8%	7%	5%	6%	4%	5%
Bicycle	2%	2%	2%	2%	2%	3%
Taxi, minicab	2%	2%	2%	2%	2%	2%
Metrolink	2%	2%	1%	1%	1%	1%
Train	1%	1%	1%	1%	1%	1%
Other	1%	1%	1%	1%	1%	0%
Total	100%	100%	100%	100%	100%	100%

Note: A trip is a one-way movement to achieve a single purpose. If the respondent described a round trip (which starts and finishes at the same location) eg walking the dog around a local park, this is recorded as two trips: 1. home to park (or the place of furthest distance away from their house), 2. park to home.
Source: TRADS 2016-24

- Residents in Salford (41% walking and 1% cycling) and in Manchester (32% walking and 9% cycling) make a larger share of their trips by active travel than the residents of other Greater Manchester local authorities (TRADS 2024).

Table 2: Main method of travel in each local authority area – percentage of trips in 2023 and 2024

Method of travel	GM		Bolton		Bury		Manchester		Oldham		Rochdale		Salford		Stockport		Tameside		Trafford		Wigan	
	2023	2024	2023	2024	2023	2024	2023	2024	2023	2024	2023	2024	2023	2024	2023	2024	2023	2024	2023	2024	2023	2024
Car or van driver	39%	38%	43%	47%	36%	44%	28%	29%	39%	34%	42%	37%	38%	32%	46%	42%	38%	33%	42%	37%	49%	49%
Walk	31%	30%	28%	23%	38%	28%	36%	32%	32%	33%	27%	32%	36%	41%	26%	28%	33%	34%	30%	30%	22%	21%
Car or van passenger	19%	20%	15%	21%	15%	20%	20%	19%	24%	22%	23%	22%	16%	13%	20%	21%	16%	20%	21%	23%	17%	18%
Bus, minibus, coach	4%	5%	6%	4%	2%	2%	4%	6%	3%	4%	3%	3%	5%	7%	4%	3%	6%	8%	1%	2%	6%	8%
Bicycle	2%	3%	0%	0%	0%	0%	7%	9%	0%	0%	1%	2%	1%	1%	1%	1%	1%	1%	1%	2%	1%	1%
Taxi, minicab	2%	2%	4%	1%	2%	2%	3%	3%	2%	2%	1%	2%	2%	3%	1%	1%	1%	2%	2%	3%	1%	1%
Metrolink	1%	1%	0%	0%	6%	3%	2%	2%	1%	4%	1%	0%	0%	0%	0%	0%	1%	2%	3%	3%	0%	0%
Train	1%	1%	3%	3%	0%	0%	1%	0%	0%	0%	0%	1%	1%	1%	1%	2%	2%	1%	0%	0%	2%	1%
Other	1%	0%	0%	1%	1%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	1%	3%	0%	0%	0%	1%	1%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Source: TRADS 2023 & 2024

- In daily person kilometres, walking is estimated at 1.2m and cycling 400,000 (TRADS 2024).

Table 3: Total person kms per day by method of travel

Method of travel	2016-18	2017-19	2021	2022	2023	2024	2024 as % of 2019
Car or van driver	19,600,000	18,100,000	13,900,000	17,600,000	18,600,000	16,400,000	91%
Car or van passenger	7,700,000	7,500,000	4,100,000	7,400,000	7,400,000	7,700,000	103%
Train	2,700,000	2,300,000	700,000	1,700,000	3,400,000	3,500,000	152%
Bus, minibus, coach	2,700,000	2,400,000	1,600,000	1,500,000	1,100,000	1,500,000	63%
Walk	1,100,000	1,100,000	1,000,000	1,100,000	1,300,000	1,200,000	109%
Other	200,000	300,000	600,000	500,000	800,000	1,100,000	367%
Taxi, minicab	500,000	500,000	300,000	400,000	500,000	600,000	120%
Bicycle	400,000	400,000	300,000	400,000	300,000	400,000	100%
Metrolink	700,000	700,000	300,000	400,000	600,000	700,000	100%
Motorcycle, scooter, moped	80,000	70,000	100,000	40,000	200,000	100,000	143%
Total	35,700,000	33,500,000	23,000,000	31,000,000	34,100,000	33,300,000	99%

Source: TRADS 2016-24

- 20% of all trips by Greater Manchester residents were shopping trips, compared to 19% of walking trips and 10% of cycling trips. Cycling and walking have 29% and 14% respectively of trips for education compared with10% of all trips being for this purpose. (TRADS 2024).

Table 4: Journey purpose by method of travel – % of trips

	All trips				Walking trips				Cycling trips			
	2021	2022	2023	2024	2021	2022	2023	2024	2021	2022	2023	2024
Shopping	19%	20%	23%	20%	17%	18%	22%	19%	9%	9%	10%	10%
Business & Commuting	21%	21%	19%	17%	4%	7%	8%	6%	33%	35%	25%	31%
Sport and entertainment	15%	13%	16%	16%	22%	13%	18%	21%	22%	10%	16%	14%
Visiting friends	6%	6%	8%	8%	3%	4%	5%	5%	3%	5%	5%	4%
Education	10%	12%	8%	10%	15%	21%	13%	14%	8%	24%	26%	29%
Escort to education	10%	9%	7%	9%	14%	14%	8%	11%	2%	0%	1%	2%
Personal business	5%	5%	6%	6%	3%	4%	5%	5%	1%	3%	2%	1%
Escort other	6%	7%	8%	6%	1%	2%	4%	1%	0%	0%	7%	0%
Holiday and round trip	7%	7%	6%	6%	20%	18%	17%	19%	22%	14%	9%	9%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Note that 2021, 2022, 2023 and 2024 cycling data is based on small sample sizes

Source: TRADS 2021-24

- It is estimated that each person in Greater Manchester makes 233 walking trips per year, up from 179 in 2021, a 30% increase (TRADS 2024 & 2021)

Table 5: Number of trips per person per year

Method of travel	2016-18	2017-19	2021	2022	2023	2024
Car or van driver	329	325	233	267	291	289
Walk	233	237	179	195	230	233
Car or van passenger	154	149	87	114	140	152
Bus, minibus, coach	65	60	30	41	30	37
Bicycle	18	18	13	14	16	21
Taxi, minicab	16	16	11	14	14	16
Metrolink	14	14	7	7	10	11
Train	9	8	2	5	8	7
Other	3	4	2	4	3	3
Motorcycle, scooter,	1	1	1	1	2	1
Total	843	832	564	660	744	771

Source: TRADS 2016-24

- Around one-third of all trips (34%) are 1km or less in distance (TRADS 2024).

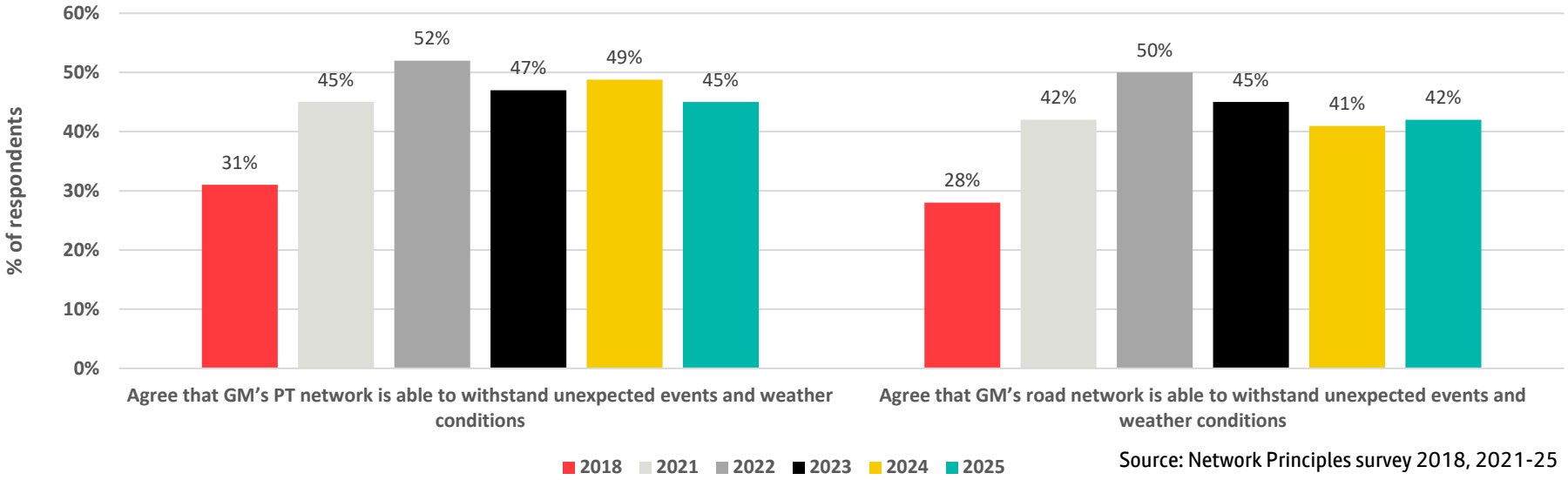
Table 6: Percentage of trips by distance

Distance	2016-18	2017-19	2021	2022	2023	2024
1km or less	33%	33%	32%	32%	33%	34%
1km to 2km	17%	18%	18%	19%	18%	19%
2km to 3km	10%	10%	10%	12%	10%	11%
3km to 5km	13%	12%	12%	13%	12%	13%
5km to 10km	14%	14%	15%	12%	14%	13%
Greater than 10km	12%	12%	13%	12%	13%	11%
Total	100%	100%	100%	100%	100%	100%

Source: TRADS 2021-24

Data in relation to overall trips and usage – attitudes

- Satisfaction with the resilience of Greater Manchester's public transport network in withstanding unexpected events and weather conditions has shown a significant decline, reaching 45% in 2025 down from 49% in 2024. Confidence in the road network's ability to handle unforeseen disruptions has significantly dropped to 42% in 2024 from 50% in 2022 (Network Principles survey 2022-25).



Source: Network Principles survey 2018, 2021-25

Figure 39: Thinking about Greater Manchester's road and public transport networks, do you agree or disagree that they are able to withstand unexpected events and weather conditions?

- 72% of respondents stated that they find it either very easy or easy to change between different types of transport – combining walking or cycling with public transport (Network Principles survey 2025).

Table 7: How easy or difficult do you find it to change between different types of transport – combining walking or cycling with public transport?

	2025
Very easy	17%
Easy	55%
Neither	19%
Difficult	8%
Very difficult	1%
Total	100%

Source: Network Principles survey 2025

- 53% of people agree that the Greater Manchester transport network encourages people to travel in an environmentally friendly way, compared to 51% in 2024 (Network Principles survey 2024 & 2025).
- This year, only 39% of people consider their environmental impact when deciding how to travel, significantly down from 44% last year (Network Principles survey 2024 & 2025).

Data in relation to walking, wheeling and cycling – behaviours

- 58% of trips up to 2km by residents in Greater Manchester are either walked or cycled, compared with 60% in 2023 (TRADS 2023 & 2024).

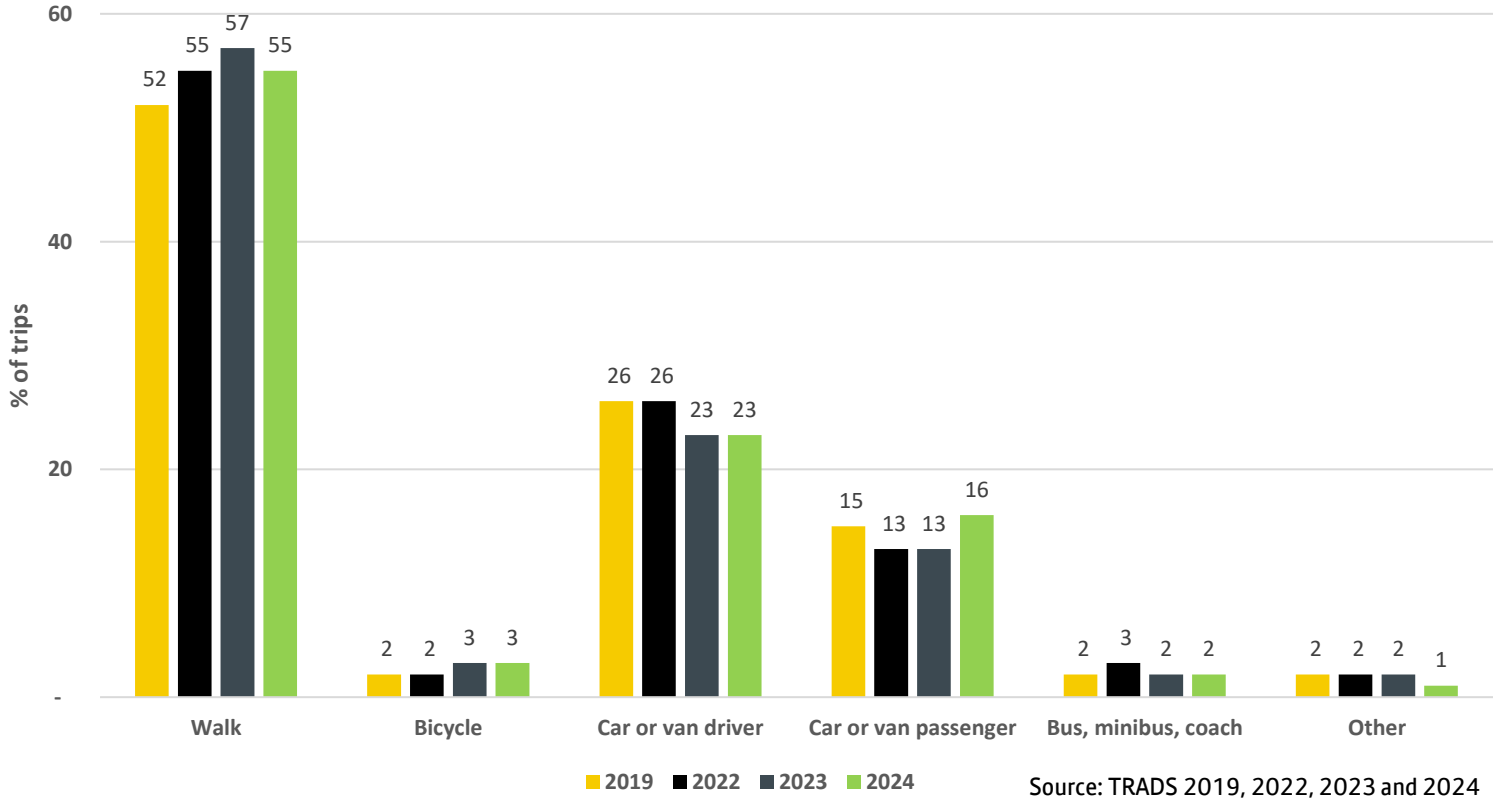
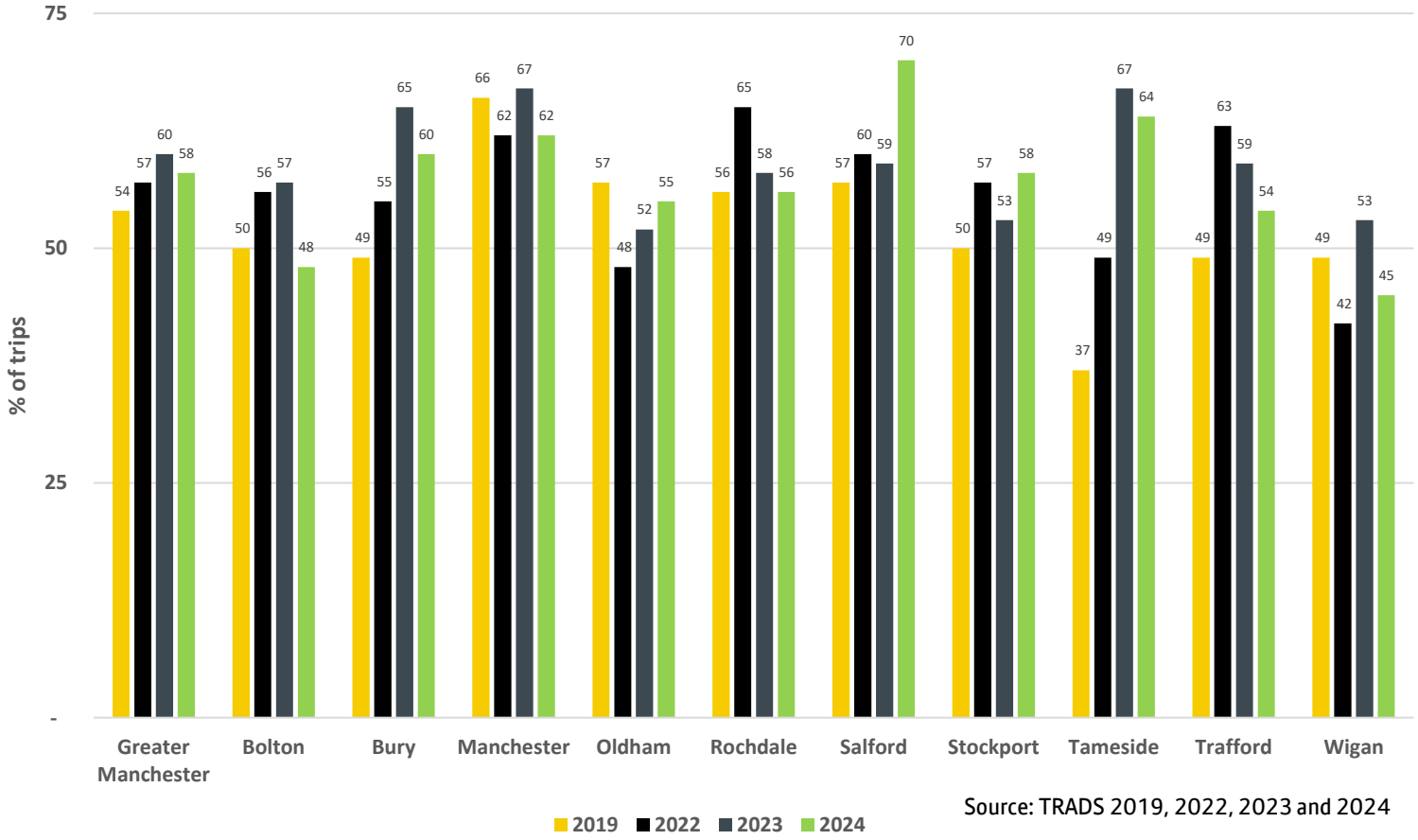


Figure 40: Method of travel share of trips up to 2km by Greater Manchester residents

- Seven in ten (70%) of trips up to 2km undertaken by Salford residents were made by either walking or cycling, compared with less than half (45%) by residents of Wigan and Bolton (48%) (TRADS 2024). In Salford 69% of these trips were walking trips, compared to 44% in Wigan.



Source: TRADS 2019, 2022, 2023 and 2024

Figure 41: Percentage of trips up to 2km undertaken by walking or cycling by local authority area

- The median trip length for walking was 0.5km compared with 1.8km for cycling (TRADS 2024).

Table 8: Walking and cycling trip length in kilometres

	2016-18	2017-19	2021	2022	2023	2024
Walking – mean	0.7	0.7	0.8	0.8	0.8	0.7
Walking – median	0.4	0.5	0.6	0.5	0.5	0.5
Cycling – mean	3.1	3.0	3.2	5.1	2.6	2.4
Cycling – median	2.0	2.0	2.9	3.7	1.8	1.8

Note that 2021, 2022, 2023 & 2024 cycling data is based on small sample sizes

Source: TRADS 2016-24

- Two fifths (40%) of all education trips are walked, with around one in 12 (8%) being cycled (TRADS 2024). This compares with 47% and 7% respectively in 2023 (TRADS 2023 & 2024).

Table 9: Education trips by method of travel – % of trips

Method of travel	2016-18	2017-19	2021	2022	2023	2024
Walk	42%	45%	47%	51%	47%	40%
Bicycle	4%	4%	2%	4%	7%	8%
Motorcycle, scooter, moped	0%	0%	0%	0%	0%	0%
Car or van driver	3%	2%	0%	1%	1%	2%
Car or van passenger	27%	26%	31%	23%	28%	34%
Train	1%	1%	0%	1%	1%	1%
Metrolink	2%	2%	1%	2%	0%	1%
Bus, minibus, coach	21%	19%	17%	16%	14%	13%
Taxi, minicab	1%	1%	1%	1%	1%	1%
Other	0%	0%	0%	0%	0%	0%
Total number of trips	518,249	518,712	425,649	590,102	470,000	609,000

Source: TRADS 2016-24

- One in five (20%) walking trips are made by those aged 16 or under, compared with around one in eleven (9%) of cycle trips (TRADS 2024).

Table 10: Percentage of walking and cycling trips by age group

	Walking				Cycling				Census residents aged 5 and over
Age group	**2021**	**2022**	**2023**	**2024**	**2021**	**2022**	**2023**	**2024**	**2021**
5-10	15%	14%	13%	12%	4%	3%	6%	3%	8%
11-15	6%	9%	6%	6%	3%	9%	1%	5%	7%
16	0%	2%	1%	2%	0%	0%	0%	1%	1%
17-19	1%	3%	3%	3%	4%	0%	25%	23%	4%
20-24	4%	8%	7%	10%	16%	35%	18%	34%	7%
25-34	20%	19%	17%	18%	34%	27%	7%	11%	15%
35-44	16%	13%	17%	16%	17%	13%	16%	12%	14%
45-54	11%	11%	11%	11%	10%	1%	12%	3%	14%
55-59	5%	6%	6%	6%	3%	7%	4%	4%	7%
60-64	6%	4%	5%	5%	3%	0%	5%	1%	6%
65-74	9%	8%	9%	7%	4%	4%	5%	4%	9%
75+	6%	4%	5%	4%	3%	1%	0%	1%	8%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

Note that 2021, 2022, 2023 and 2024 cycling data is based on small sample sizes

Source: TRADS 2021-24

- Half (50%) of walking trips are made by females, compared to just over a quarter of cycle trips (27%) (TRADS 2024).

Table 11: Percentage of walking and cycling trips by gender plus Census gender breakdown for Greater Manchester

	Walking trips				Cycling trips				Census all residents
	2021	2022	2023	2024	2021	2022	2023	2024	2021
Male	44%	47%	49%	50%	73%	78%	72%	73%	49%
Female	56%	53%	51%	50%	27%	22%	28%	27%	51%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

Note that 2021, 2022, 2023 and 2024 cycling data is based on small sample sizes

Source: TRADS 2021-24

- Around three quarters of both walking and cycling trips are undertaken by residents with a white ethnic background (TRADS 2024).

Table 12: Percentage of walking and cycling trips by ethnic background plus Census ethnic background data for Greater Manchester

	Walking trips				Cycling trips				Census all residents
	2021	2022	2023	2024	2021	2022	2023	2024	2021
White	83%	80%	79%	73%	91%	77%	80%	72%	76%
Mixed	1%	2%	2%	2%	1%	3%	4%	4%	3%
Asian	12%	13%	12%	17%	8%	19%	8%	20%	14%
Black	3%	3%	6%	7%	0%	1%	7%	5%	5%
Any other ethnic background	1%	2%	1%	1%	0%	0%	1%	0%	2%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

Note that 2021, 2022, 2023 and 2024 cycling data is based on small sample sizes

Source: TRADS 2021-24

- Around one in twelve (8%) of walking trips are undertaken by someone who has day to day activities limited by a health problem or disability (TRADS 2024).

Table 13: Percentage of walking and cycling trips by day-to-day activities limited by health problem or disability

	Walking				Cycling				Census all residents
	2021	2022	2023	2024	2021	2022	2023	2024	2021
Limited a lot	4%	4%	5%	4%	1%	0%	1%	0%	8%
Limited a little	4%	7%	6%	4%	1%	1%	2%	1%	10%
No	92%	90%	89%	92%	98%	99%	97%	99%	82%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%

Note that 2021, 2022, 2023 and 2024 cycling data is based on small sample sizes

Source: TRADS 2021-24

- Almost three in five of Greater Manchester residents (56%) walk five or more days a week, up from 44% In 2023 (TRADS 2023 & 2024).

Table 14: How frequently do Greater Manchester residents walk? (including leisure, outdoor exercise, to get to a public transport stop/station)

Frequency	2016-18+*	2017-19+	2021+	2022+	2023	2024
5 or more days a week	41%	42%	31%	32%	44%	56%
3 or 4 days a week	15%	16%	22%	21%	18%	16%
2 days a week	11%	11%	18%	17%	16%	12%
1 day a week	8%	8%	9%	8%	8%	6%
At least once a fortnight	2%	2%	1%	2%	2%	1%
At least once a month	2%	2%	1%	2%	3%	2%
At least once a year	1%	1%	1%	1%	5%	4%
Not in the last 12 months	9%	8%	7%	12%	4%	4%
Never used	11%	11%	9%	4%	1%	0%
Total	100%	100%	100%	100%	100%	100%

Notes:

+ Prior to 2023 respondents were asked how often they walked – for 20 minutes or more, in one trip

*Question was only introduced in 2017, so only two-thirds of respondents were asked this question

Source: TRADS 2016-24

Table 15: How frequently do residents walk? (including leisure, outdoor exercise, to get to a public transport stop/station)

Frequency in 2024	GM	Bolton	Bury	Manchester	Oldham	Rochdale	Salford	Stockport	Tameside	Trafford	Wigan
5 or more days a week	56%	47%	50%	67%	62%	60%	64%	49%	58%	53%	41%
3 or 4 days a week	16%	9%	13%	18%	21%	18%	14%	16%	20%	18%	13%
2 days a week	12%	15%	15%	7%	9%	10%	10%	18%	12%	14%	14%
1 day a week	6%	5%	8%	4%	3%	5%	3%	9%	7%	7%	7%
At least once a fortnight	1%	1%	1%	0%	0%	1%	1%	1%	0%	1%	2%
At least once a month	2%	2%	0%	1%	1%	0%	1%	3%	1%	1%	3%
At least once a year	4%	13%	9%	1%	1%	3%	3%	1%	0%	2%	13%
Not in the last 12 months	4%	7%	4%	2%	2%	3%	4%	2%	2%	3%	7%
Never used	0%	0%	0%	0%	1%	-	1%	1%	1%	1%	0%
Total	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Source: TRADS 2024

One in ten residents (10%) cycle at least once a fortnight (TRADS 2023 & 2024).

Table 16: How frequently do Greater Manchester residents cycle?

Frequency	2016-18*	2017-19	2021	2022	2023	2024
5 or more days a week	3%	3%	2%	2%	2%	2%
3 or 4 days a week	1%	1%	1%	1%	2%	2%
2 days a week	2%	2%	2%	2%	2%	2%
1 day a week	3%	3%	3%	3%	3%	3%
At least once a fortnight	2%	2%	2%	1%	1%	1%
At least once a month	3%	3%	4%	3%	3%	3%
At least once a year	5%	4%	4%	3%	4%	3%
Not in the last 12 months	41%	38%	35%	48%	55%	53%
Never used	39%	43%	46%	37%	28%	31%
Total	100%	100%	100%	100%	100%	100%

Notes:

*Question was only introduced in 2017, so only two-thirds of respondents were asked this question

Source: TRADS 2016-24

- Levels of leisure walking have increased since the pre-pandemic period, with almost half of adults (43.4%) walking for leisure at least twice in 28 days. Walking for travel is below pre-pandemic levels, with around three in ten adults (29.6%) walking for travel at least twice in 28 days. This follows a dip and then recovery in the proportion of adults walking for travel at this frequency during and following the pandemic. (GM Moving analysis of Active Lives November 2023-24 data).
- Overall active travel levels have been recovering post-pandemic and are now at similar levels to the 2015-16 baseline, with 32.5% of adults undertaking active travel at least twice in the last 28 days in November 2022-23. This is slightly lower than the level seen pre-pandemic (GM Moving analysis of Active Lives November 2023-24 data).

- Greater Manchester adult activity levels November 2023-24 in the Active Lives results published by Sport England show that 71.7% of adults in the region are active for at least 30 minutes a week, equating to 1,685,000 adults moving: a similar proportion to the 2022-23 results (72%).
- Around 49% of children and young people in Greater Manchester meet Chief Medical Officer guidelines and achieve an average of 60 minutes or more of physical activity a day. This is an increase from 12 months ago when the level was around 46%. Around 30% of children and young people are failing to achieve 30 minutes of physical activity a day (Sports England Active Children and Young People November 2023-24 data).
- Almost three in five children (58%) and young people in the survey had used active travel in the last week, while around 61% had walked, 20% had cycled and 15% had ridden a scooter (GM Moving analysis of Active Children and Young People December 2023-24 data).
- Almost all the trips that have train, Metrolink or bus as the main method of travel had a walking leg as part of the trip (TRADS 2022, 2023 & 2024).

Table 17: Percentage of main method of travel trips that include a walking or cycling leg

Main method of travel	Walking			Cycling		
	2022	2023	2024	2022	2023	2024
Walk	100%	100%	100%	0%	0%	0%
Bicycle	0%	1%	1%	100%	100%	100%
Motorcycle, scooter, moped	0%	0%	0%	0%	0%	0%
Car or van driver	1%	1%	4%	0%	0%	0%
Car or van passenger	1%	2%	5%	0%	0%	0%
Train	95%	97%	87%	4%	0%	2%
Metrolink	96%	100%	97%	0%	0%	1%
Bus, minibus, coach	97%	99%	97%	0%	0%	0%
Taxi, minicab	1%	2%	4%	0%	0%	0%

Note: A trip is a one-way movement to achieve a single purpose.
Source: TRADS 2022-24

- 71% of respondents (Metrolink Tram Passenger survey 2025) stated that they 'walked' to their first Metrolink stop when they started their journey, with 1% cycling.

- 46% of people walking or wheeling could have used the car; 13% of people cycling could have used the car (TRADS 2024).

Table 18: For walking trips was a car available for the trip?

	2016-18	2017-19	2021	2022	2023	2024
Yes	27%	31%	55%	29%	49%	46%
No	73%	69%	45%	71%	51%	54%
Total	100%	100%	100%	100%	100%	100%

Source: TRADS 2016-24

Table 19: For cycling trips was a car available for the trip?

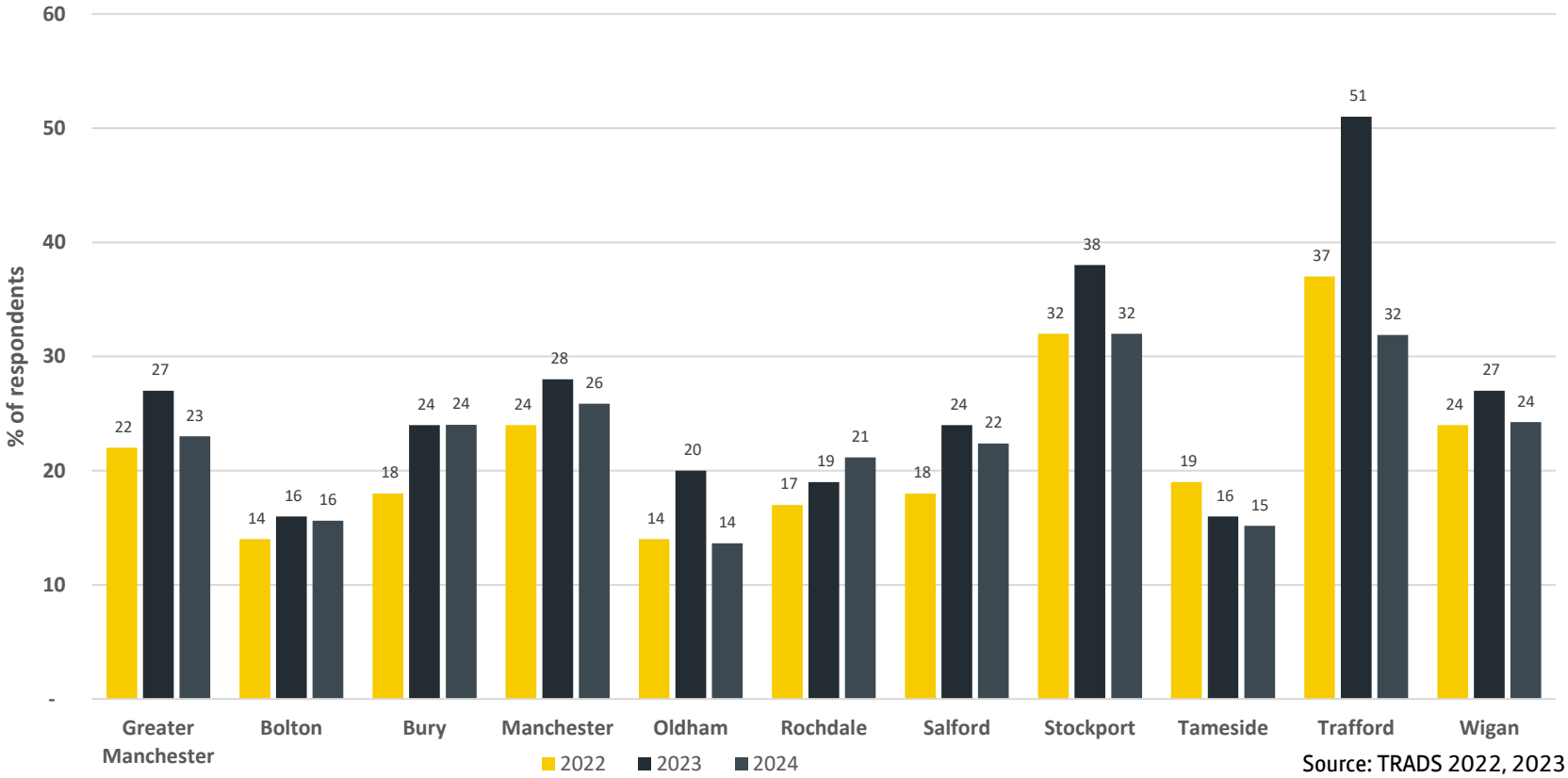
	2016-18	2017-19	2021	2022	2023	2024
Yes	21%	19%	38%	27%	33%	13%
No	79%	81%	62%	73%	67%	87%
Total	100%	100%	100%	100%	100%	100%

Note that 2021, 2022, 2023 and 2024 cycling data is based on small sample sizes

Source: TRADS 2016-24

- 25% of respondents can ride a bike/cycle and have access to a working bike or cycle. Three In ten (30%) express that they cannot ride a bike (Network Principles survey 2025).

- About a quarter of households in Greater Manchester have access to a bike. Access to a bike varies from over 30% in Stockport and Trafford, to under 17% in in Bolton, Oldham and Tameside (TRADS 2024).



Source: TRADS 2022, 2023 & 2024

Figure 42: Percentage of households with access to a bike by local authority

Figure 43 shows that the number of recorded bicycle thefts in Greater Manchester reduced in 2024, standing at 2,455.

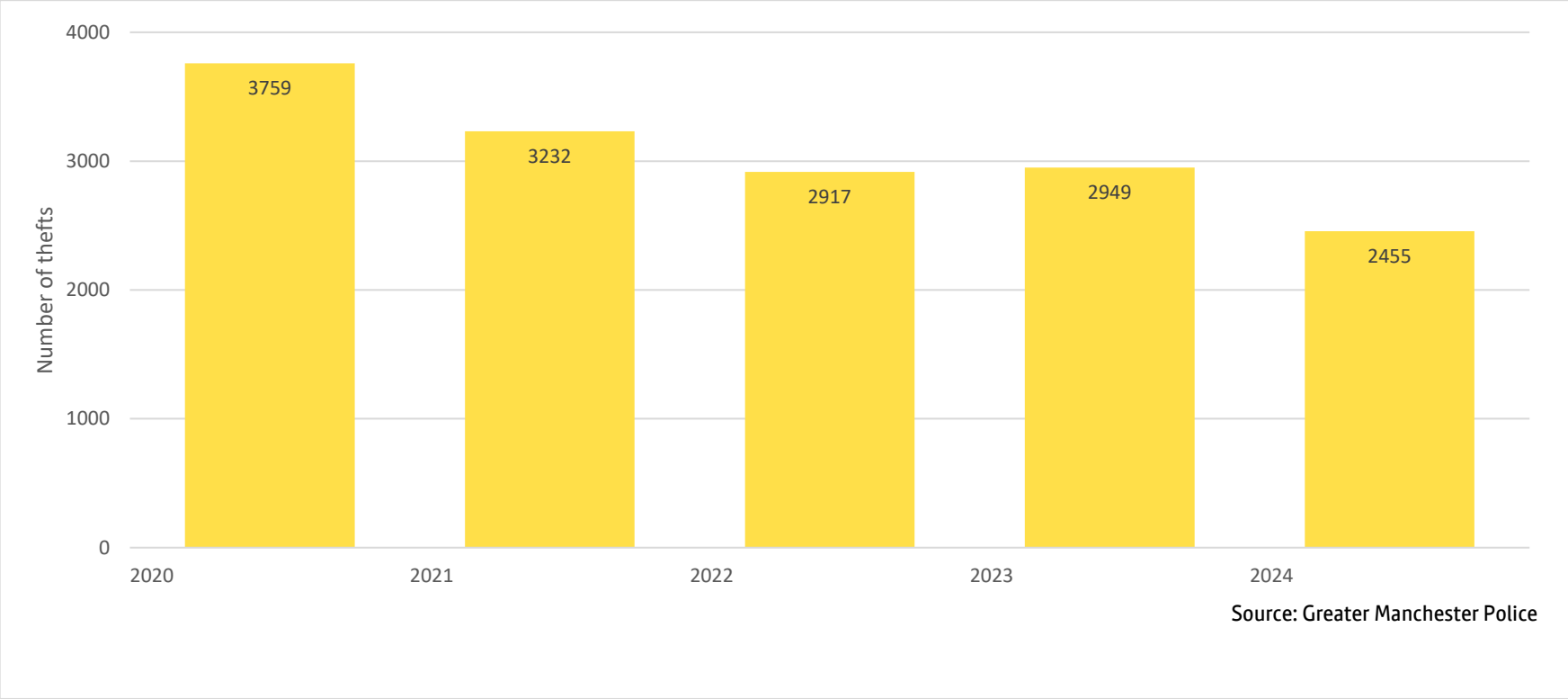


Figure 43: Recorded bicycle thefts in Greater Manchester

Figure 44 shows the location attached to the recorded bicycle thefts in 2022, 2023 & 2024.

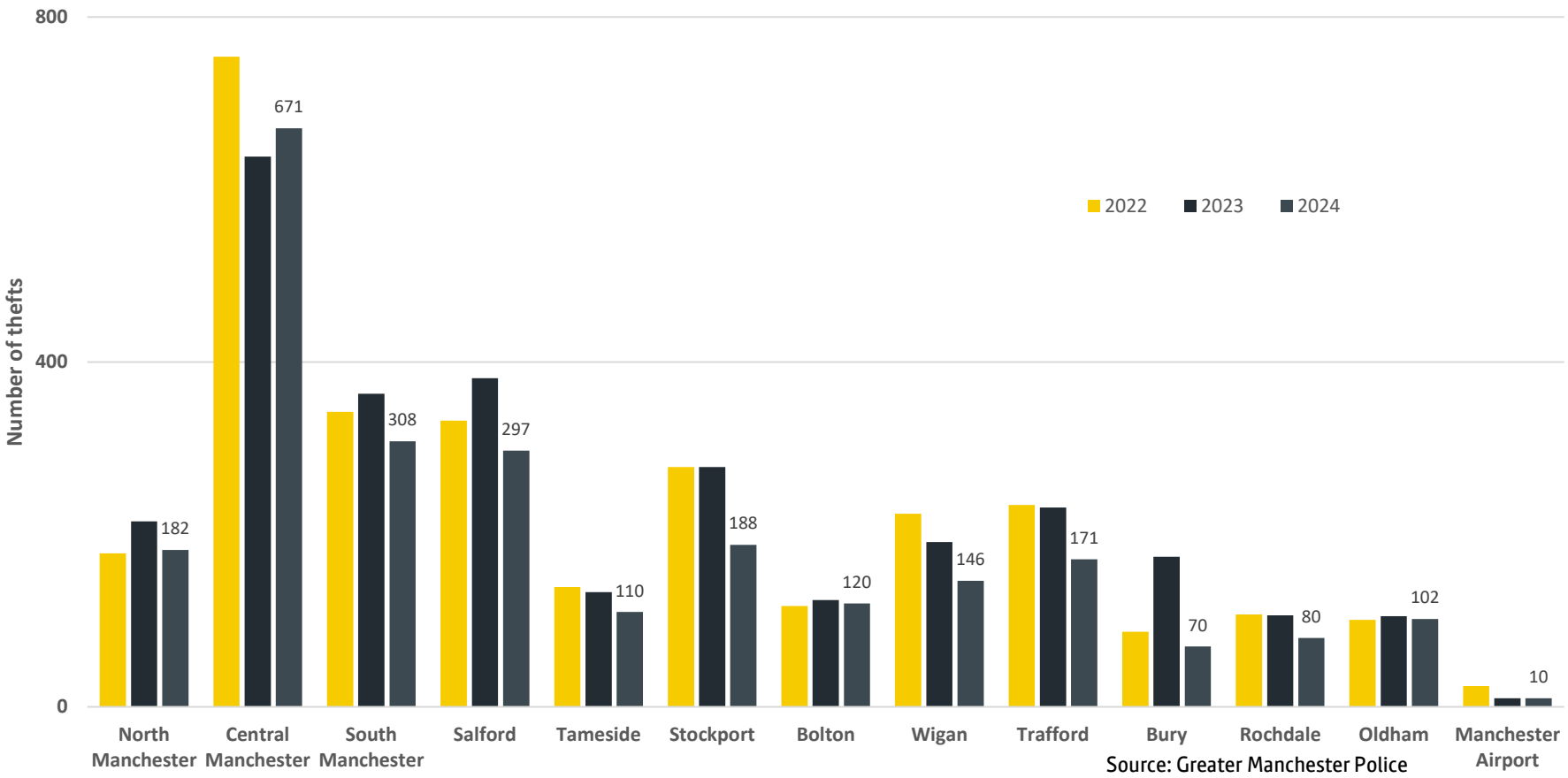
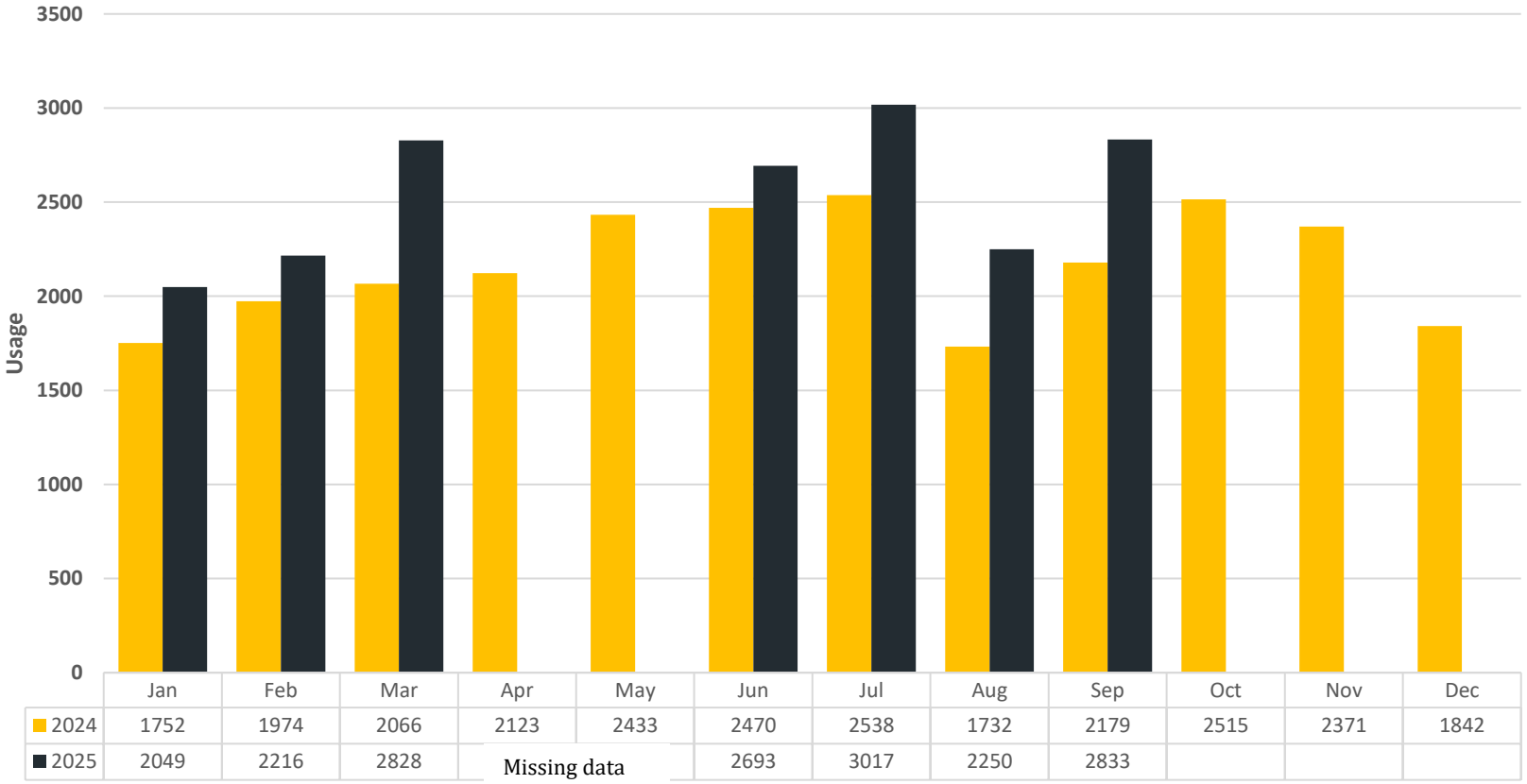


Figure 44: Recorded bicycle thefts in Greater Manchester by location in 2022, 2023 & 2024

Cycle hubs usage in Greater Manchester in 2024 & 2025 year to date, is shown in Figure 45.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2024	1752	1974	2066	2123	2433	2470	2538	1732	2179	2515	2371	1842
2025	2049	2216	2828			2693	3017	2250	2833			

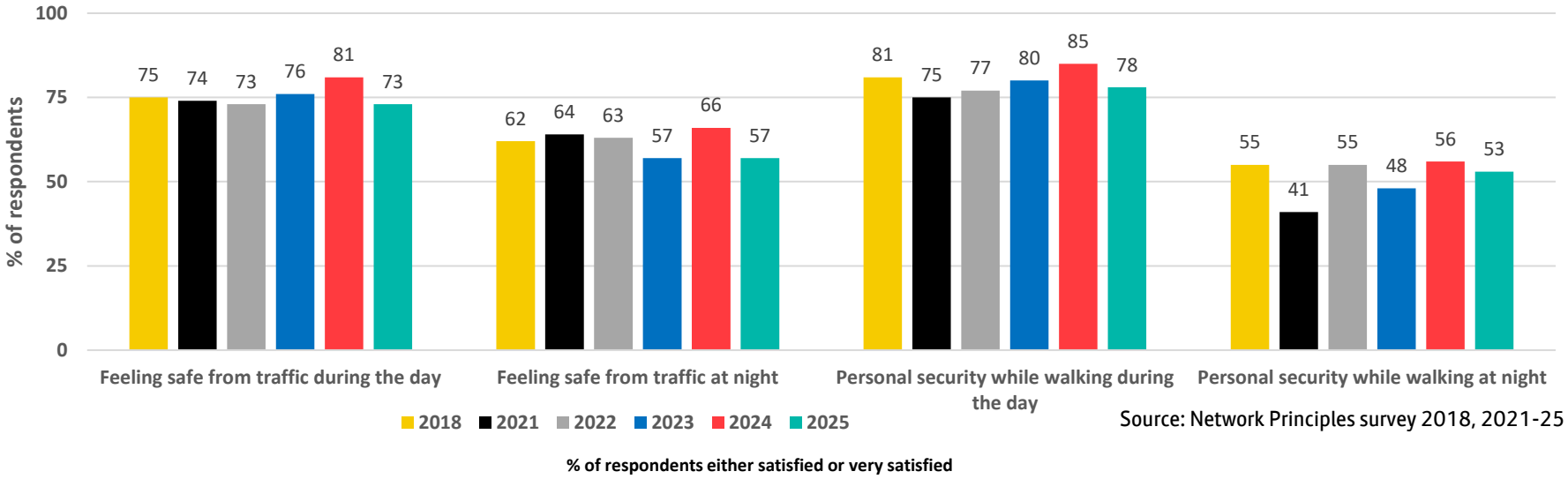
Source: Active Travel Team cycle hub data

Figure 45: Cycle hub usage in Greater Manchester (per month) in 2024 & 2025

Note: there was a problem with April and May 2025 recording, so some card entry data is missing

Data in relation to walking, wheeling and cycling – attitudes

- There's been a significant decrease in perceptions of personal security while walking during the day (down from 85% in 2024 to 78% in 2025). At night there is also a decrease (down from 56% to 53%) (Network Principles survey 2024 & 2025).
- The proportion of people feeling safe from traffic during the day decreased significantly from 81% in 2024 to 73% in 2025, and feeling safe from traffic at night also saw a significant fall from 66% to 57% (Network Principles survey 2024 & 2025).

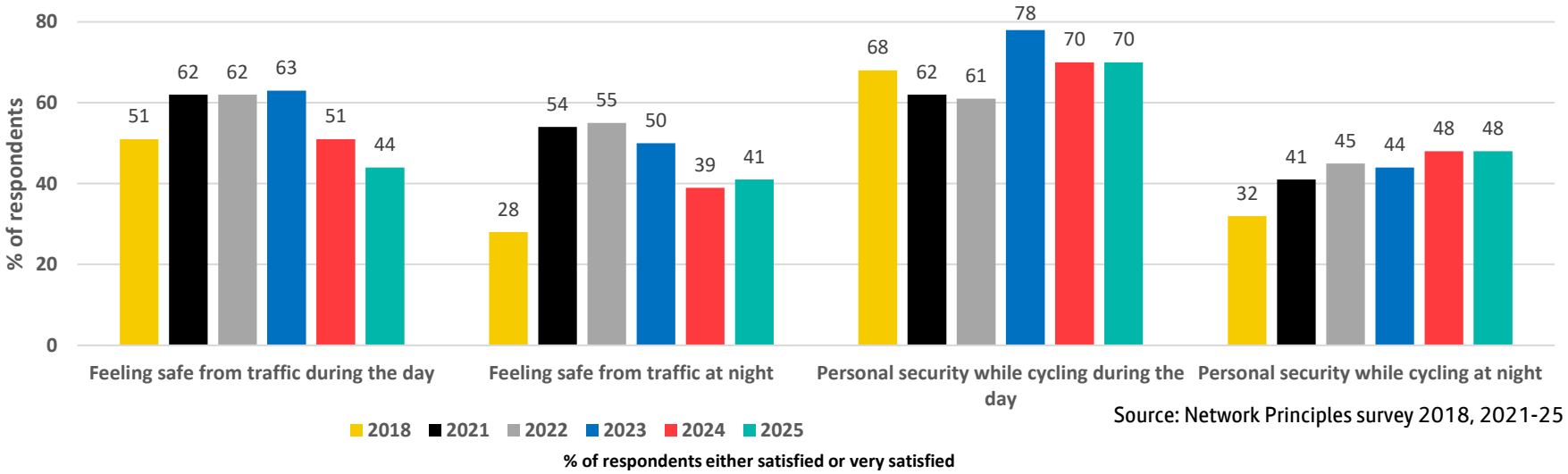


Source: Network Principles survey 2018, 2021-25

Figure 46: Rating of various aspects when walking

- 54% of residents were satisfied with the provision of safe crossing points in Greater Manchester in 2025 compared with 52% in 2024 (NHT 2024 & 2025).
- 53% of residents were satisfied with cycle crossing facilities at junctions in Greater Manchester in 2025 compared with 51% in 2024 (NHT 2024 & 2025).

- Feelings of safety from traffic during the day saw a significant decline from 51% in 2024 to 44% in 2025 (Network Principles survey 2024 & 2025). See Figure 47.
- Cyclists' sense of personal security during both the day and night has remained stable at 70% and 48% respectively in both 2024 and 2025 (Network Principles survey 2024 & 2025).

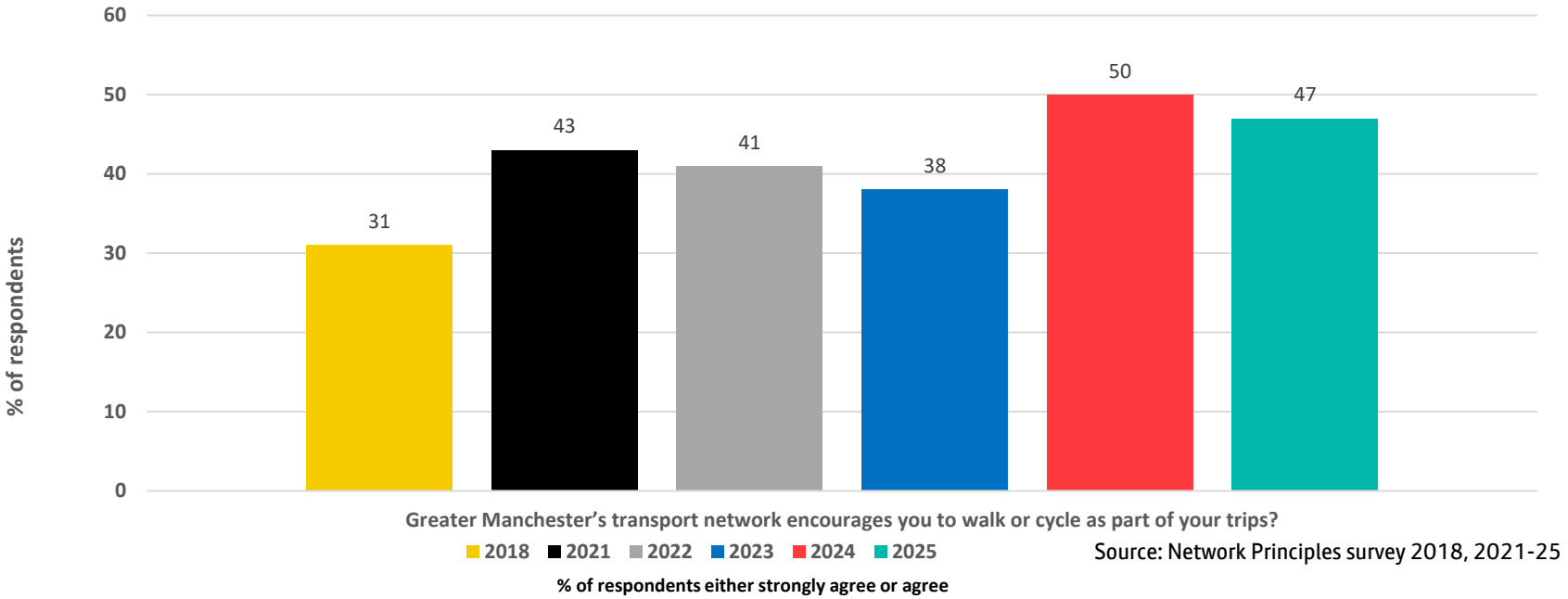


Source: Network Principles survey 2018, 2021-25

Figure 47: Rating of various aspects when cycling

- The proportion of cyclists satisfied with the availability of dedicated cycle routes in Greater Manchester has declined significantly, from 54% in 2024 to 49% in 2025. This drop is primarily driven by frequent cyclists, whose satisfaction has sharply fallen from 58% to 48%, while satisfaction among infrequent cyclists has remained steady at 50% (Network Principles survey 2024 & 2025).
- The satisfaction with the condition of dedicated cycle routes in Greater Manchester was 49% in both 2024 and 2025 (Network Principles survey 2024 & 2025).

- In 2025, 47% of the respondents agreed that Greater Manchester's transport network encourages them to walk or cycle as part of their trips, a significant decrease from 50% in 2024 (Network Principles survey 2024 & 2025).



Source: Network Principles survey 2018, 2021-25

Figure 48: Do you agree or disagree that Greater Manchester's transport network encourages you to walk or cycle as part of your trip?

- Satisfaction among walkers and wheelers in Greater Manchester about the time spent waiting to cross roads has seen a significant decrease, falling from 79% in 2024 to 69% in 2025. Prior to this there had been a positive trend, rising from 67% in 2018 to 79% in 2024. (Network Principles survey 2025).

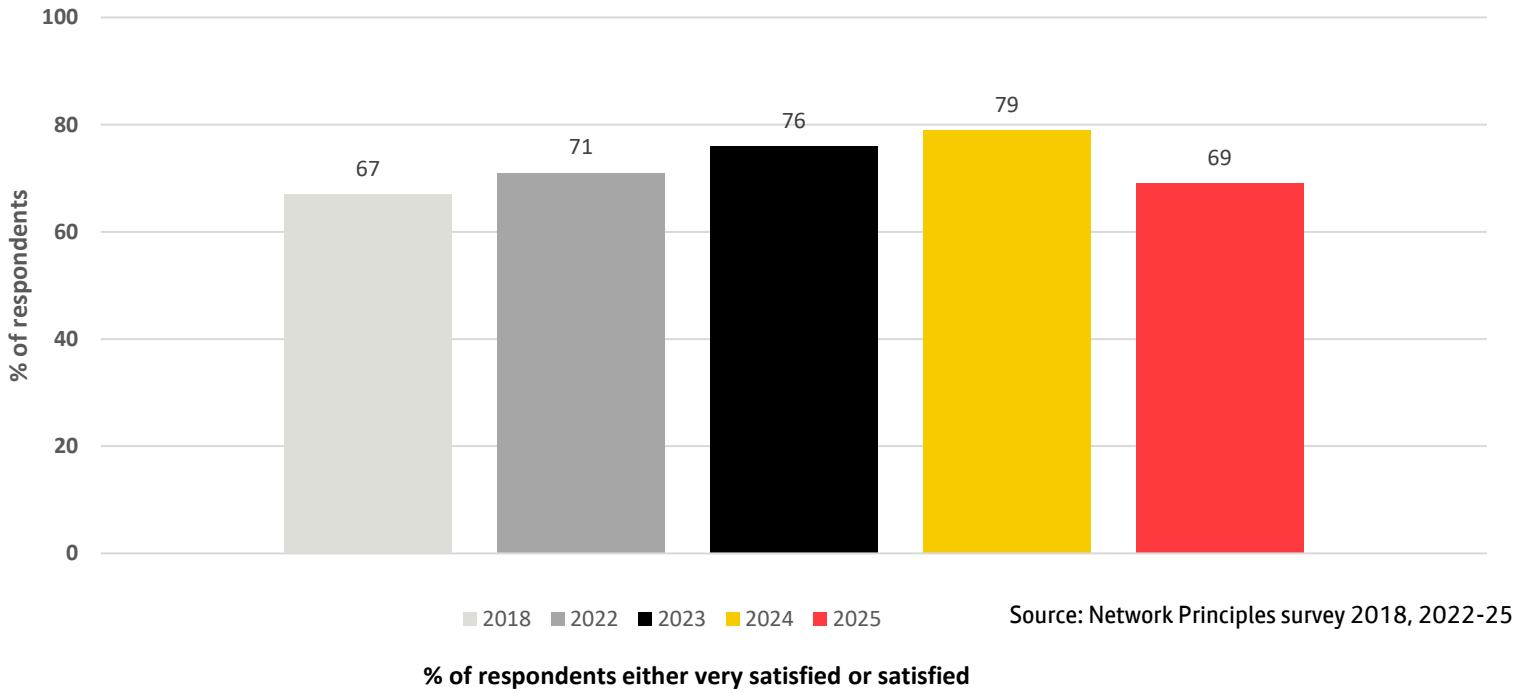
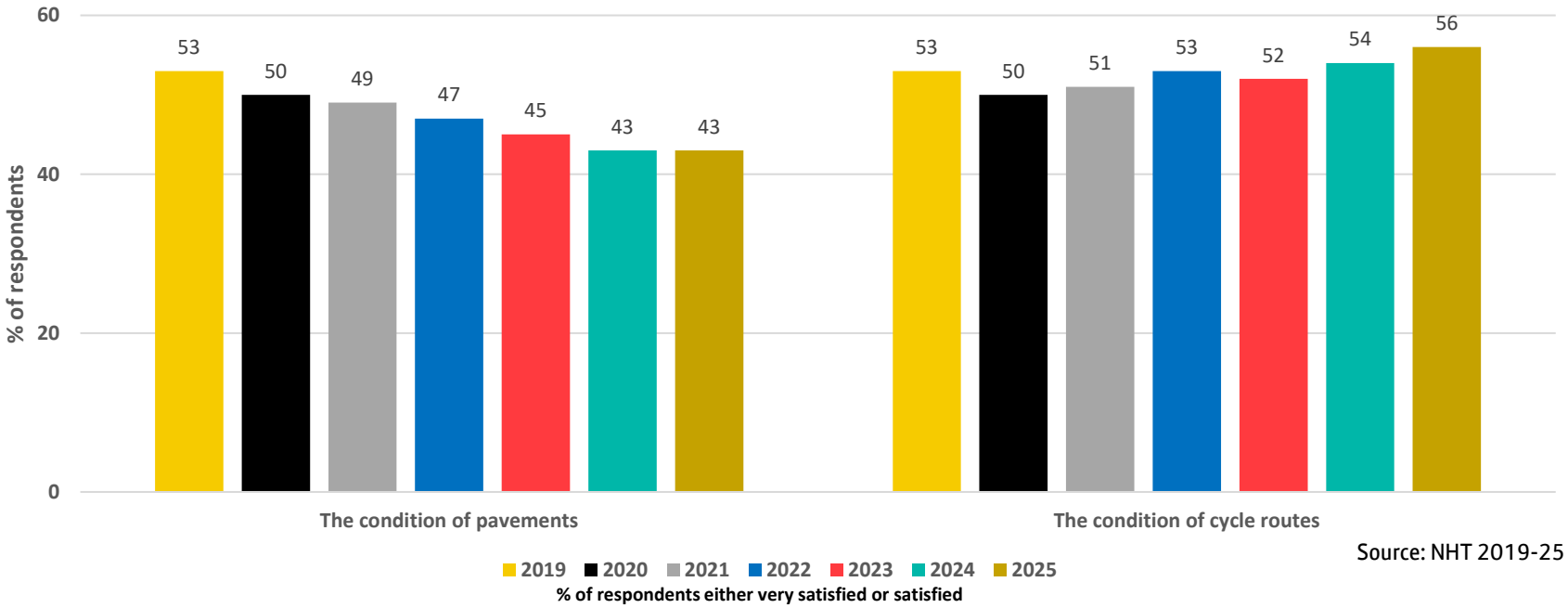


Figure 49: Walkers' satisfaction with the amount of time spent waiting to cross the road

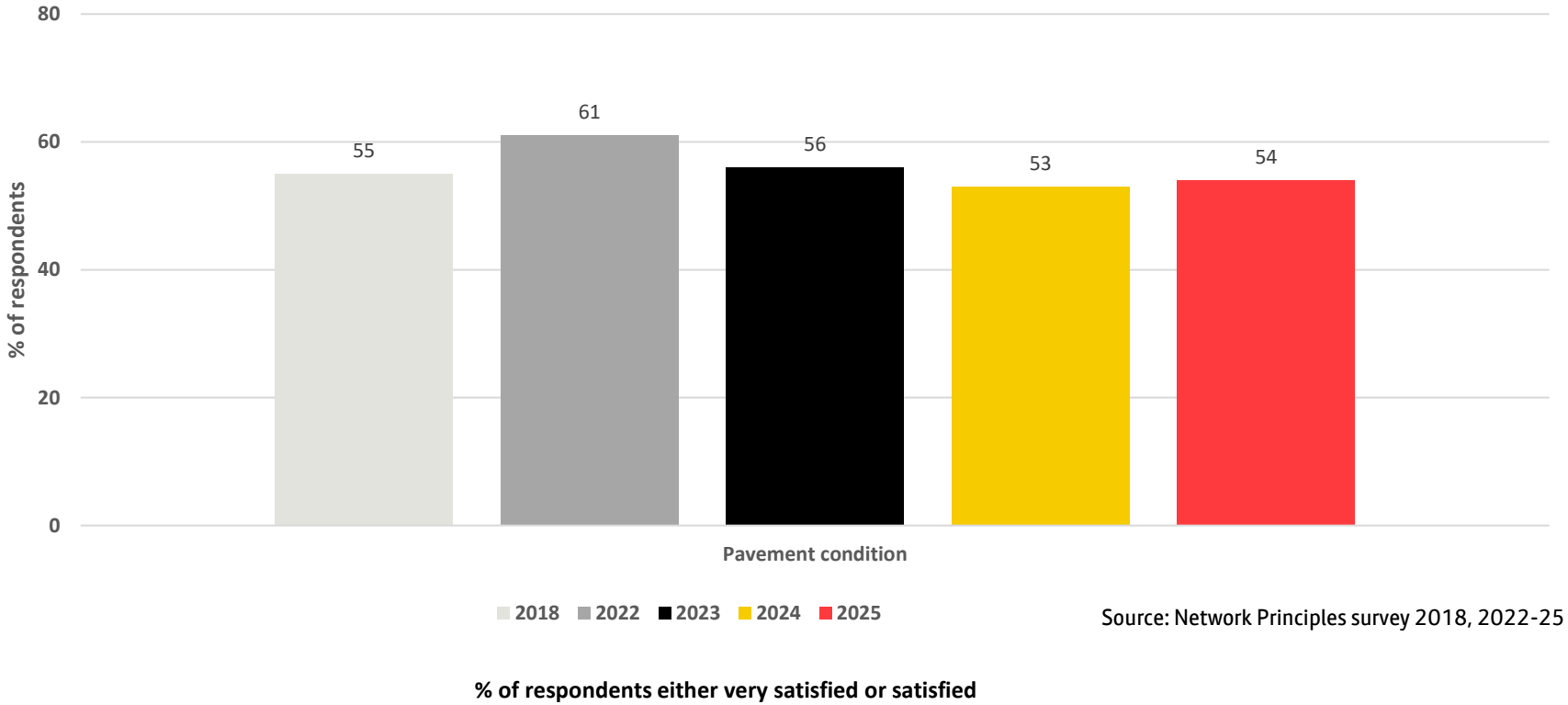
- 43% of Greater Manchester residents are satisfied with the condition of pavements (see Figure 50) and 56% are satisfied with the condition of cycle routes (NHT 2025). Figure 50 also shows that satisfaction with the condition of pavements has declined over the last few years whereas for the condition of cycle routes it has increased.



Source: NHT 2019-25

Figure 50: Satisfaction with the condition of pavements and the condition of cycle routes

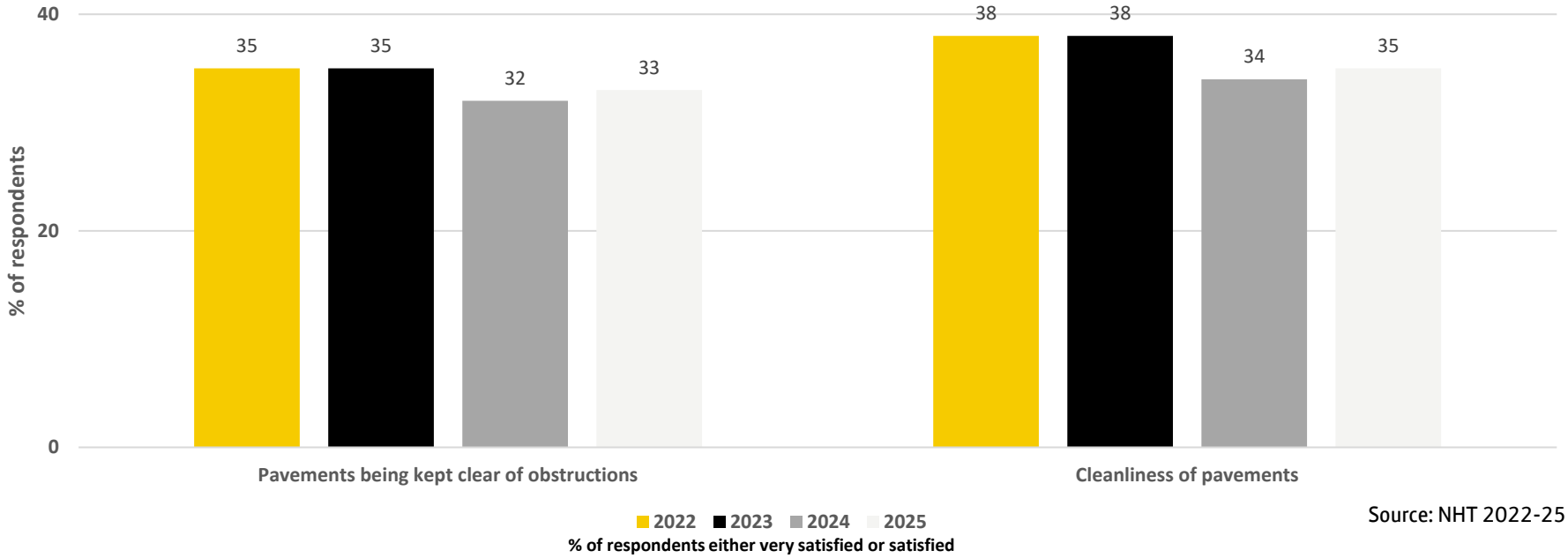
- Satisfaction with pavement conditions in Greater Manchester has shown minor fluctuations over recent years, with no significant change recorded in 2025. Satisfaction with pavement conditions has gradually declined from 61% in 2022 to 54% in 2025 (Network Principles survey 2025).



Source: Network Principles survey 2018, 2022-25

Figure 51: Walkers' satisfaction with pavement condition

- 33% of people are satisfied with pavements being kept clear of obstructions and 35% are satisfied with the cleanliness of pavements (NHT 2025).



Source: NHT 2022-25

Figure 52: Satisfaction with pavements being kept clear of obstructions and the cleanliness of pavements

Starling Bank Bike Hire data

561,319 rides were made from October 2024 to September 2025. This is about 22% higher than in the previous year.

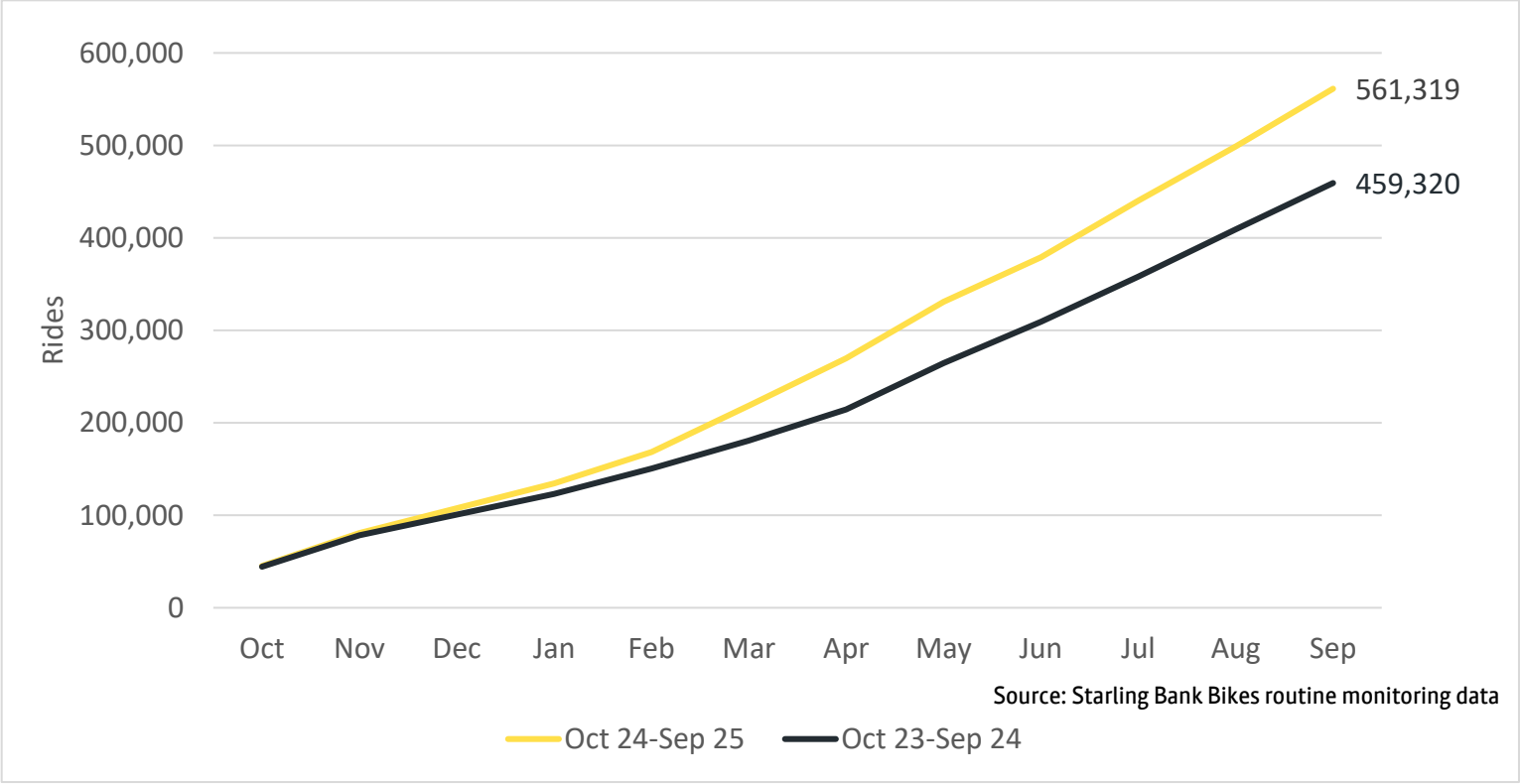


Figure 53: Cumulative Starling Bank Bike Hire rides (last 12 months vs previous 12 months)

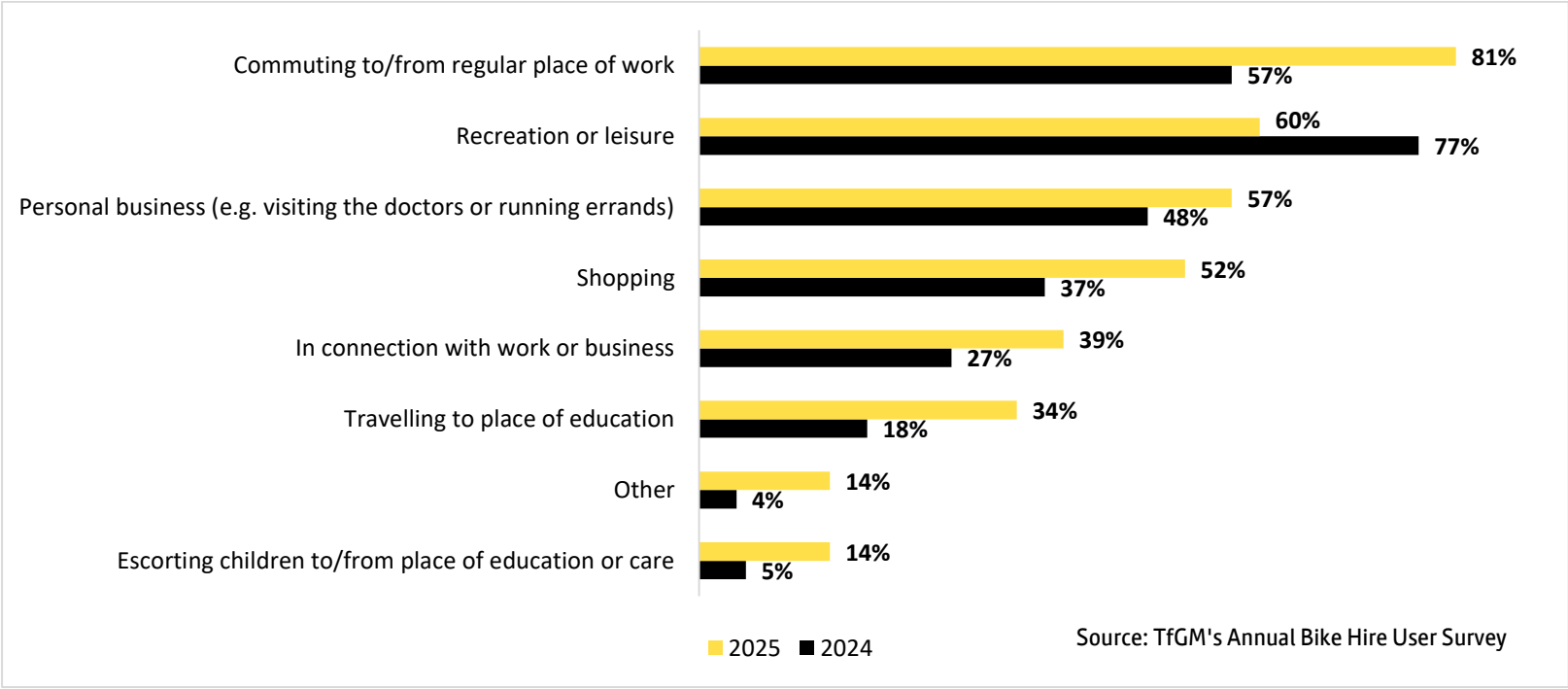


Figure 54: Starling Bank Bike Hire journey purpose of trips (2025 Base: 355; 2024 Base: 238)

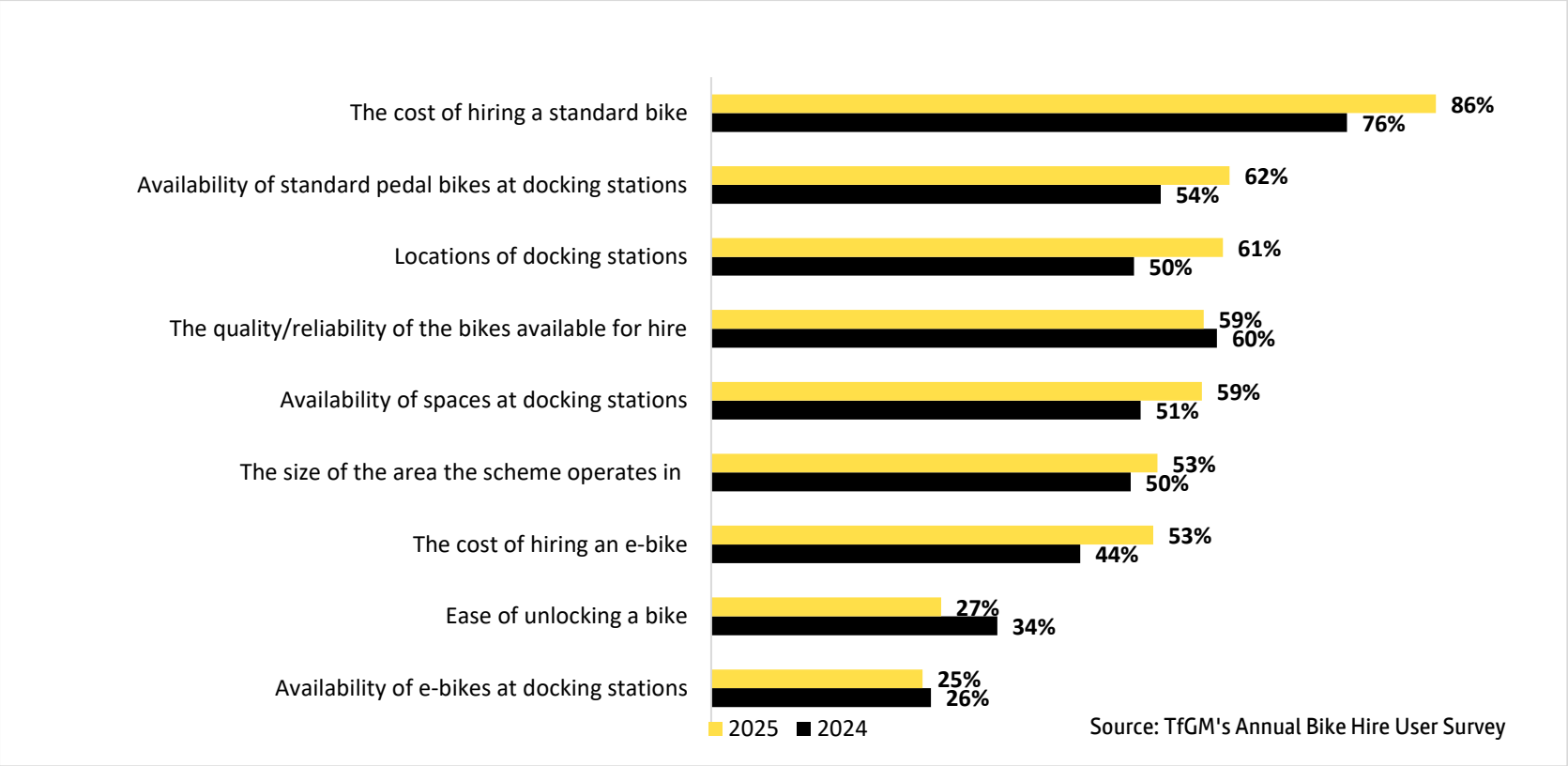


Figure 55: Starling Bank Bike Hire satisfaction (2025 Base: 361; 2024 Base: 252)

Cordon counts

Altrincham – latest published data 2023

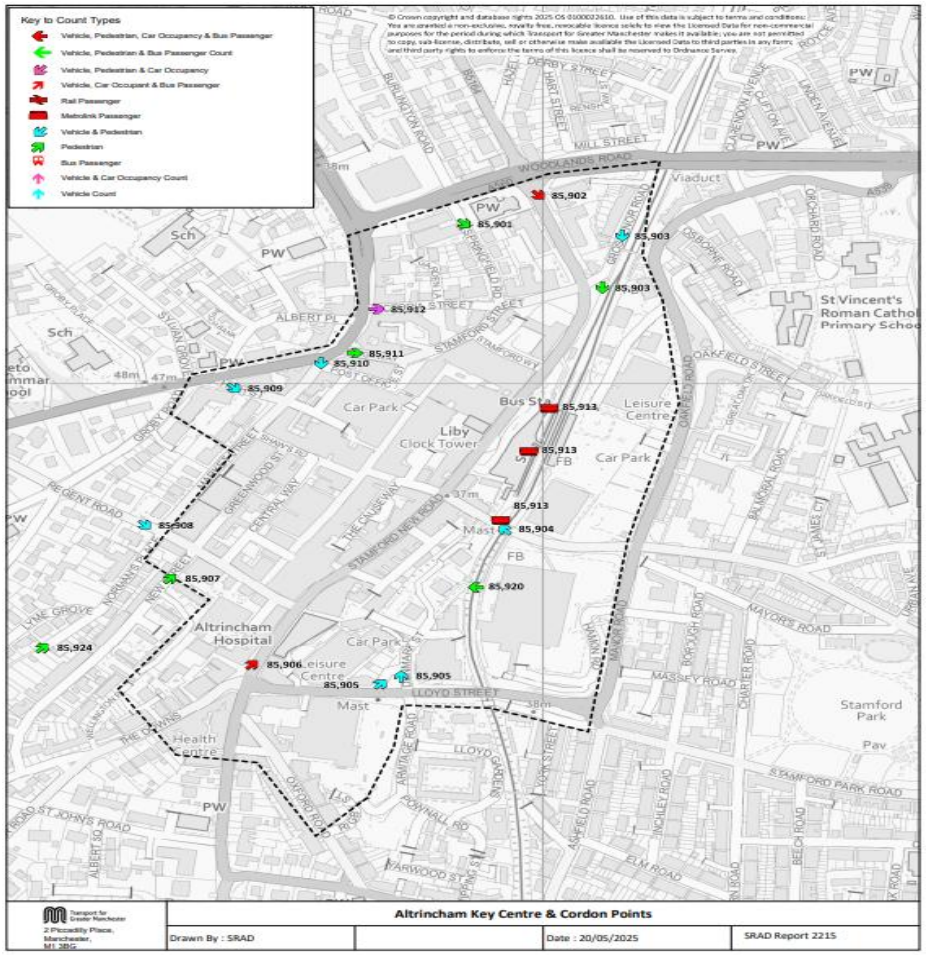


Figure 56: Altrincham key centre and cordon points

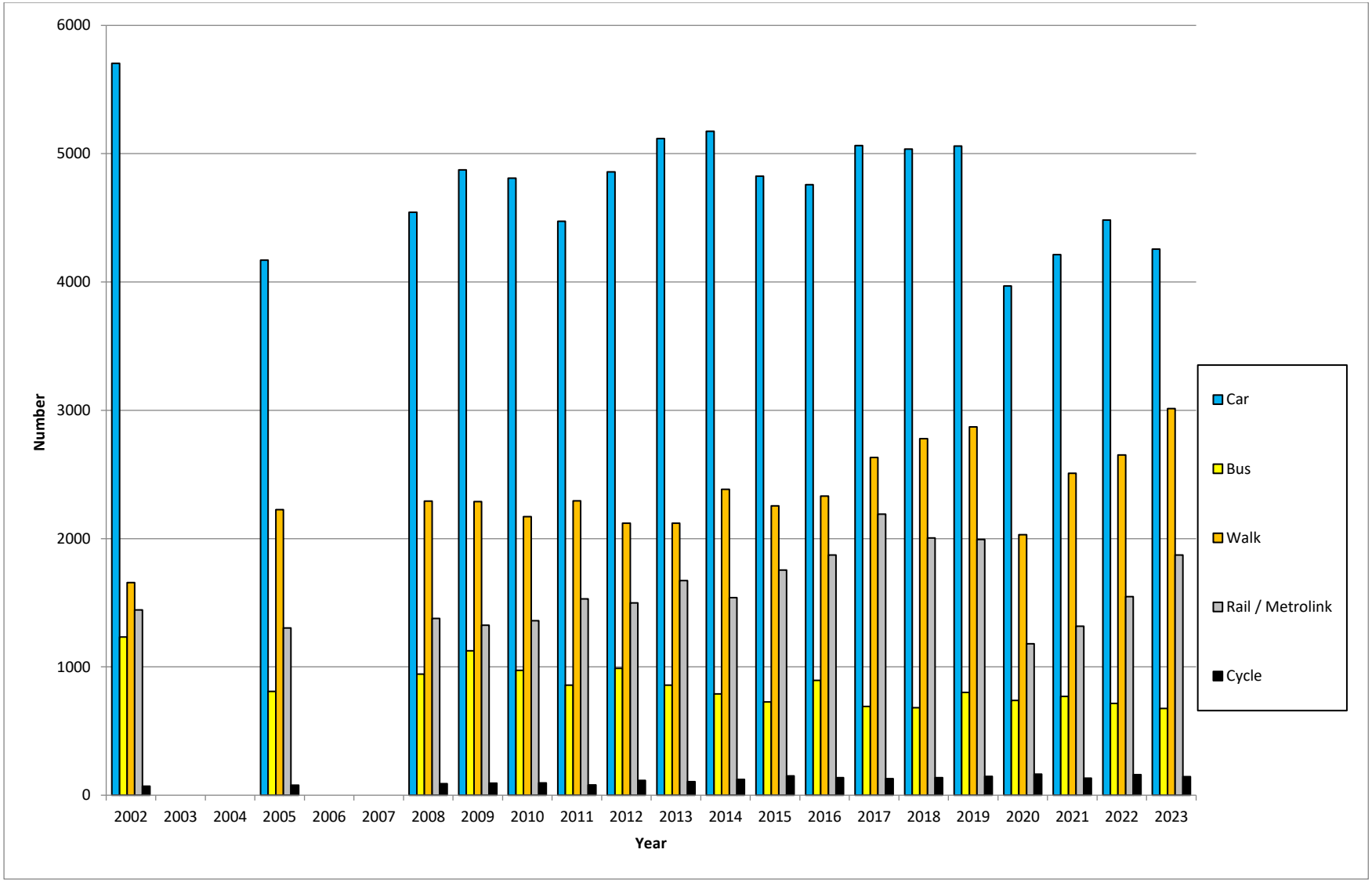


Figure 57: Car and non-car trips into Altrincham key centre 07:30-09:30

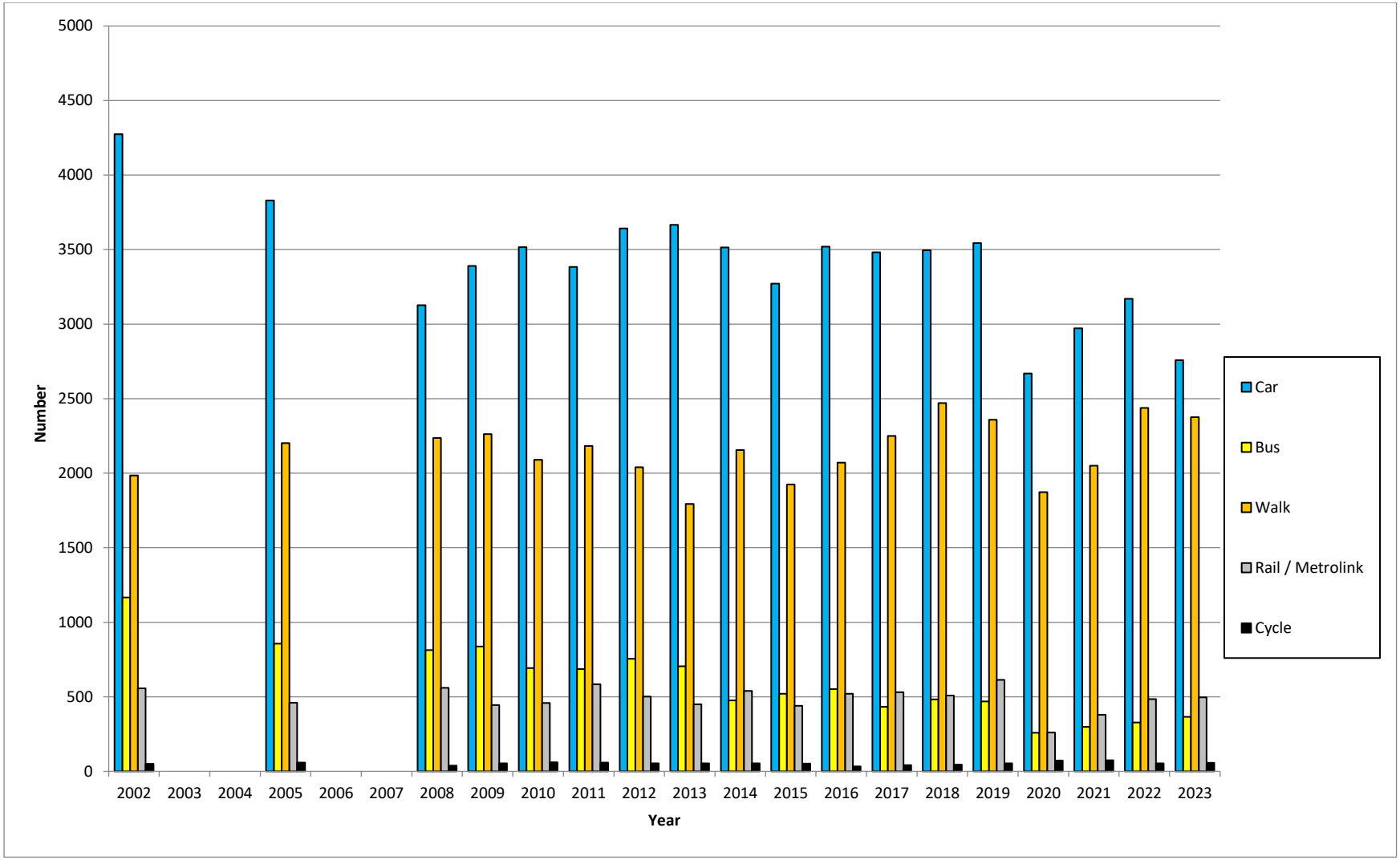


Figure 58: Car and non-car trips into Altrincham key centre 10:00-12:00

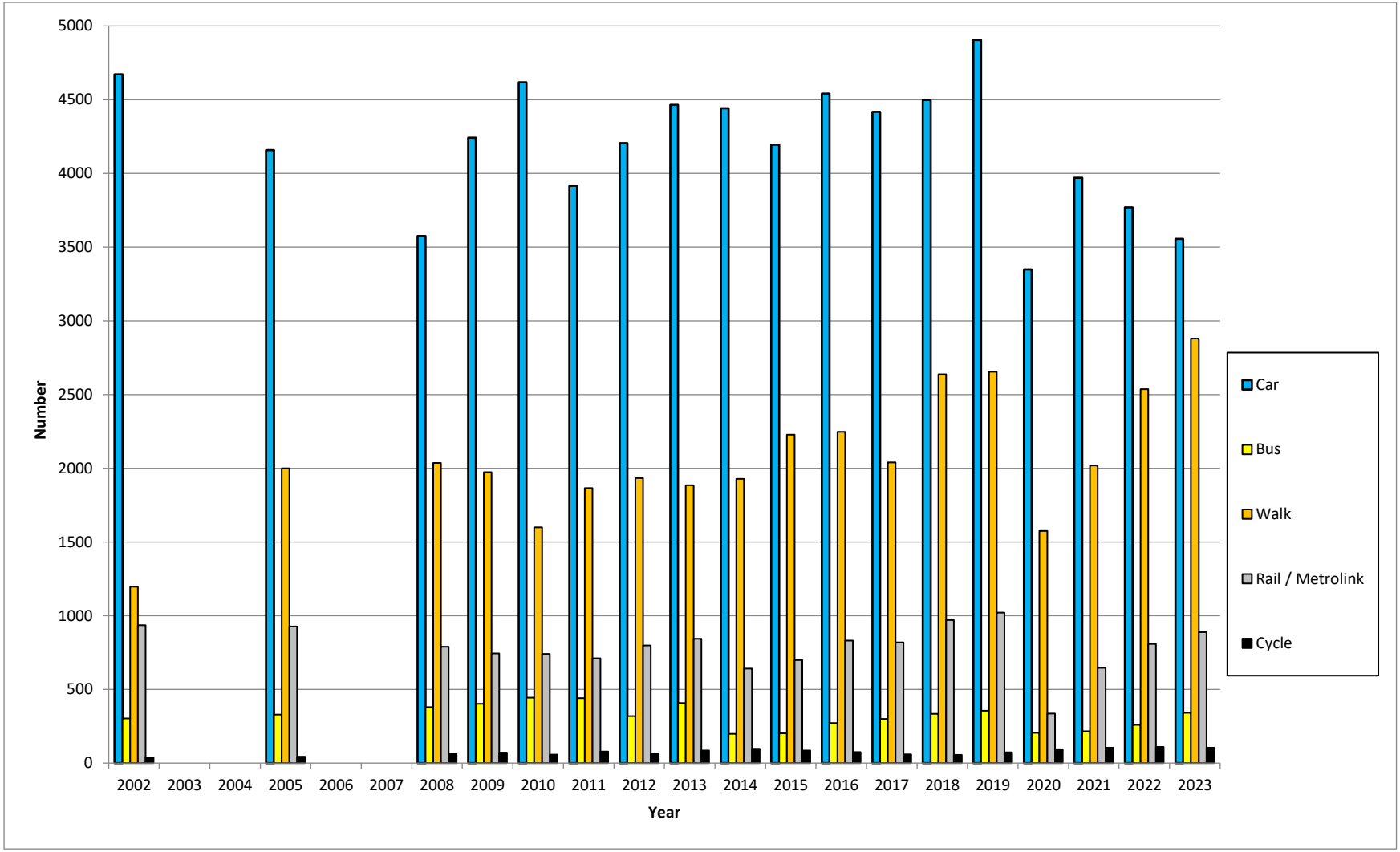


Figure 59: Car and non-car trips into Altrincham key centre 16:00-18:00

Table 20: Trend in pedestrians entering Altrincham key centre

Year	07:30-09:30	10:00-12:00	16:00-18:00
2002	1658	1985	1196
2005	2225	2202	2000
2008	2293	2237	2036
2009	2289	2262	1973
2010	2171	2089	1600
2011	2294	2182	1866
2012	2120	2039	1933
2013	2121	1793	1885
2014	2385	2156	1928
2015	2256	1924	2228
2016	2331	2070	2248
2017	2632	2250	2039
2018	2778	2470	2637
2019	2871	2359	2655
2020	2031	1873	1574
2021	2509	2051	2019
2022	2652	2437	2537
2023	**3014**	**2376**	**2879**
2023/2002	**1.82**	**1.20**	**2.41**

Ashton – latest published data 2022

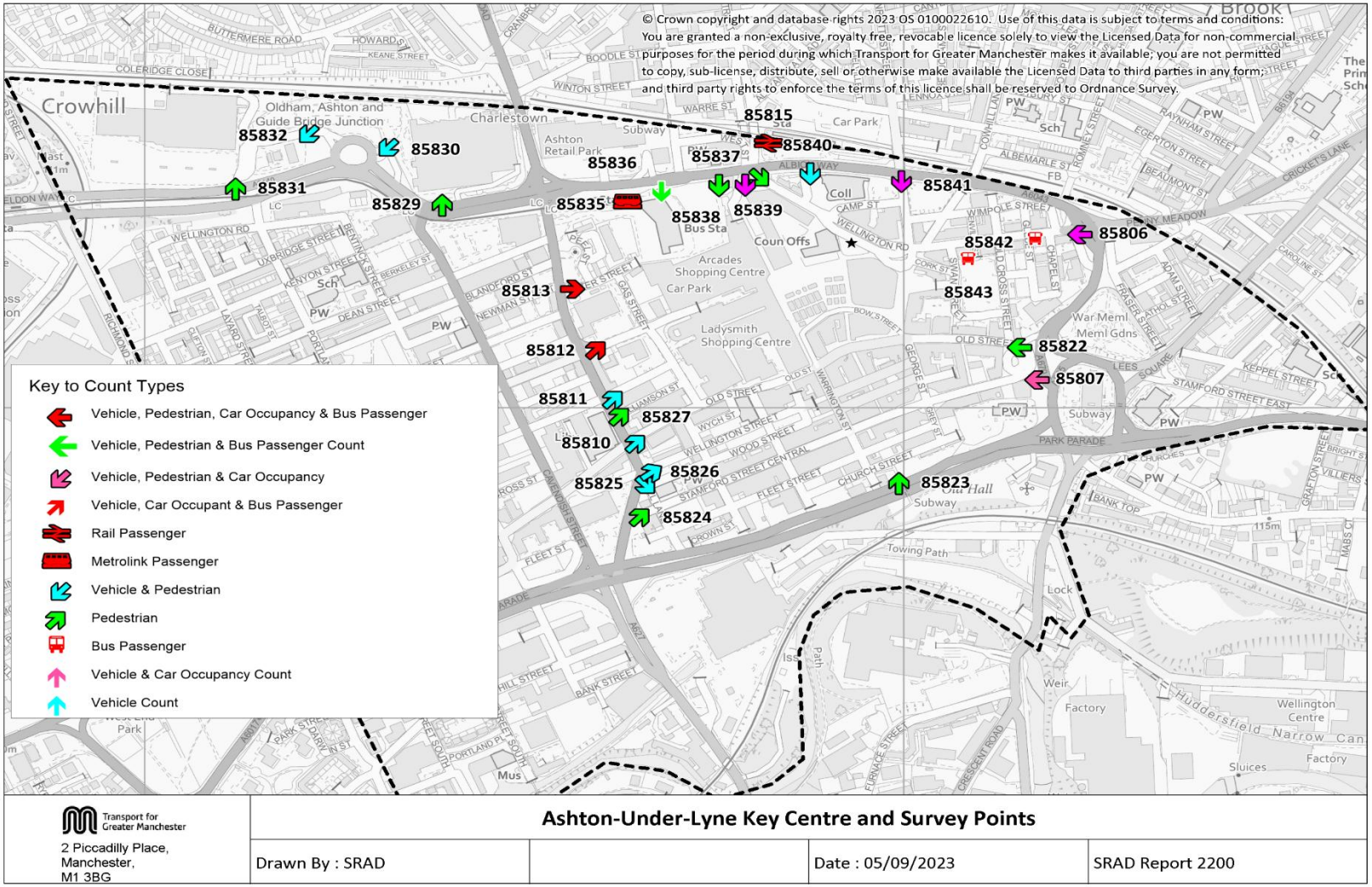


Figure 60: Ashton-Under-Lyne key centre and survey points

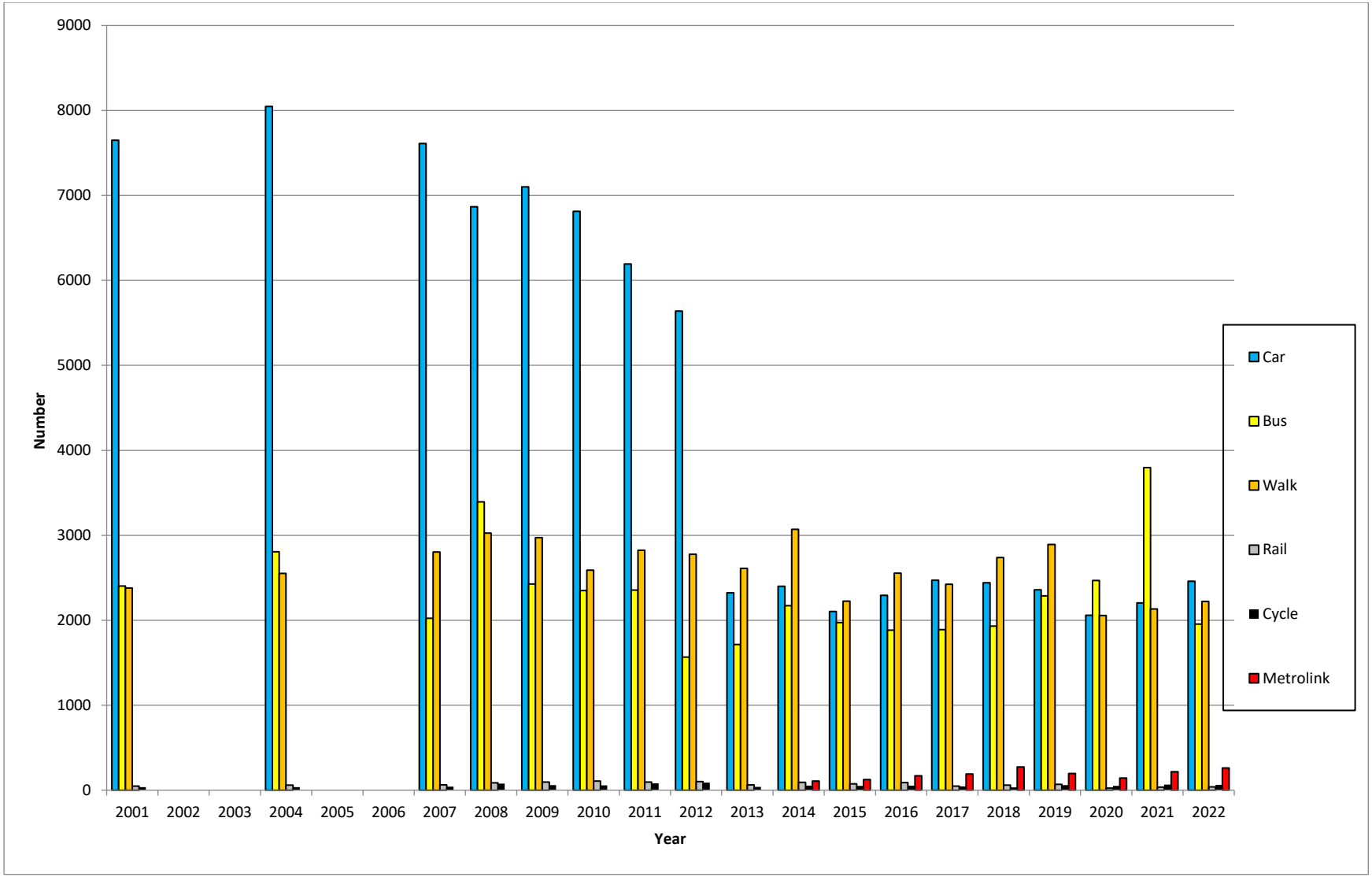


Figure 61: Car and non-car trips into Ashton key centre 07:30-09:30

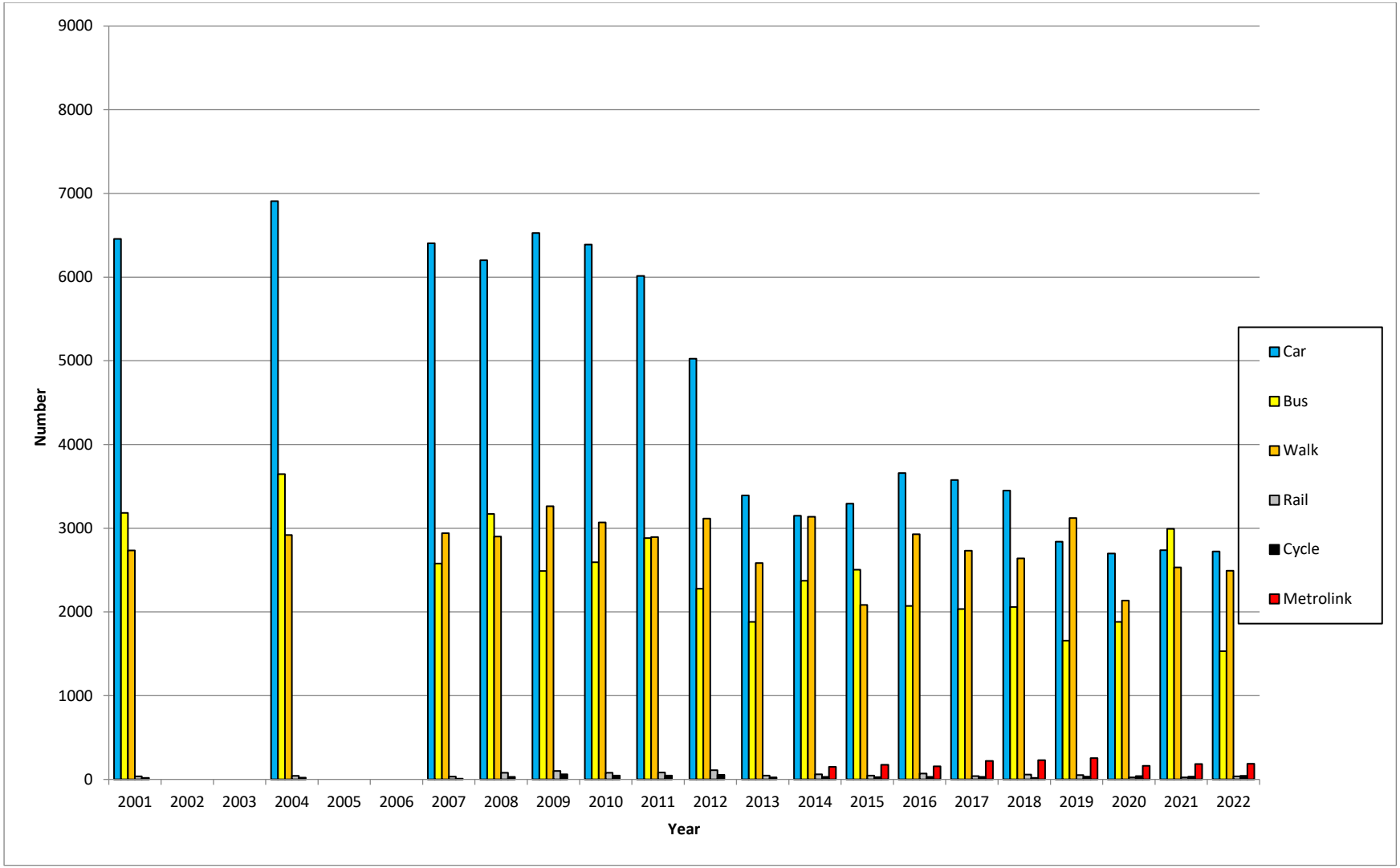


Figure 62: Car and non-car trips into Ashton key centre 10:00-12:00

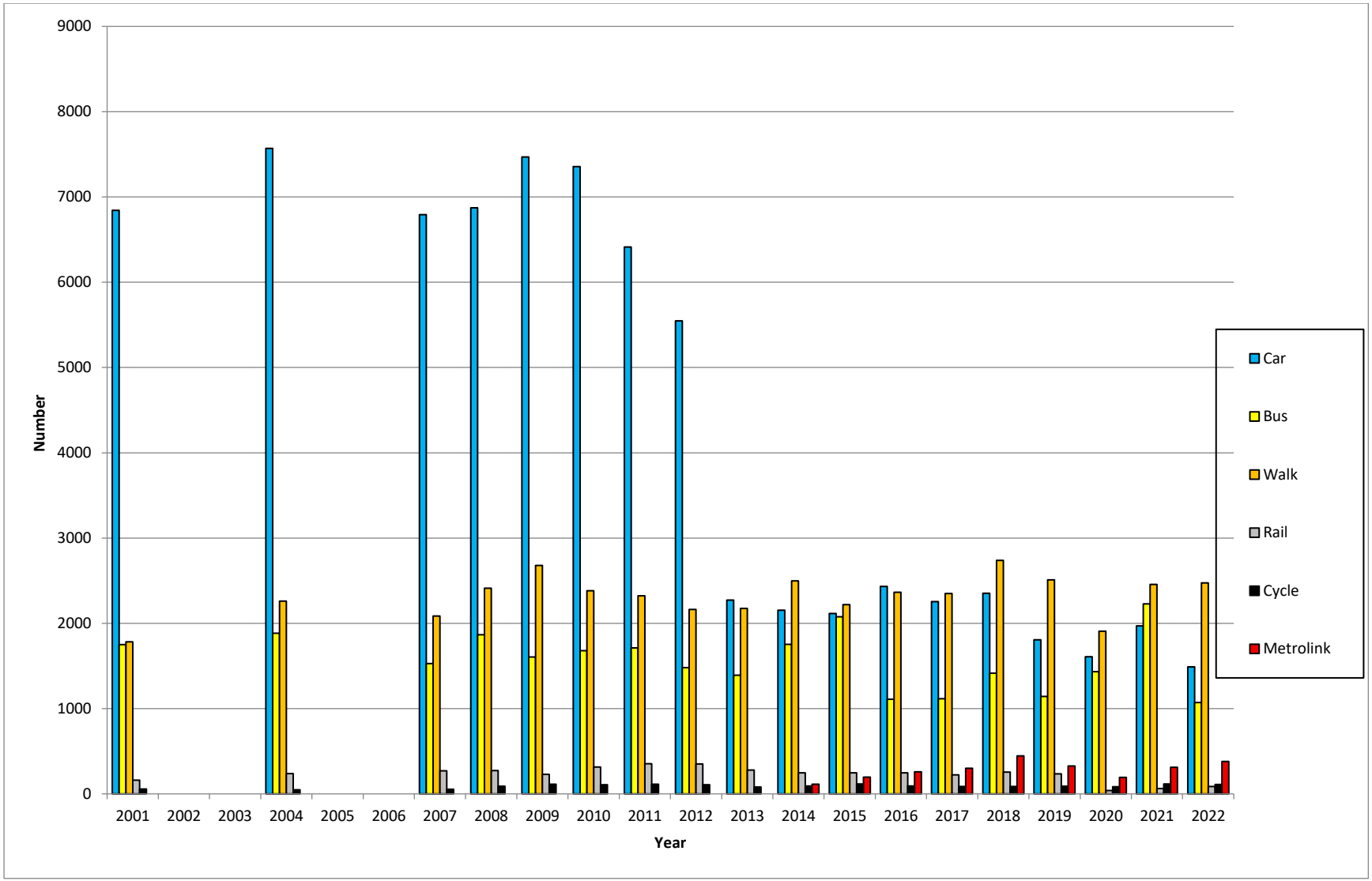


Figure 63: Car and non-car trips into Ashton key centre 16:00-18:00

Table 21: Pedestrians entering Ashton key centre 2001, 2004 & 2007-22

Year	07:30-09:30	10:00-12:00	16:00-18:00
2001	2379	2735	1784
2004	2550	2919	2261
2007	2802	2941	2085
2008	3027	2901	2412
2009	2973	3263	2678
2010	2590	3070	2382
2011	2825	2896	2322
2012	2776	3116	2162
2013	2610	2585	2174
2014	3071	3139	2499
2015	2224	2083	2219
2016	2555	2928	2363
2017	2425	2731	2351
2018	2739	2641	2737
2019	2891	3123	2509
2020	2055	2136	1909
2021	2134	2532	2457
2022	**2222**	**2492**	**2474**
2022/2001	**0.93**	**0.91**	**1.39**

Bolton – latest published data 2023

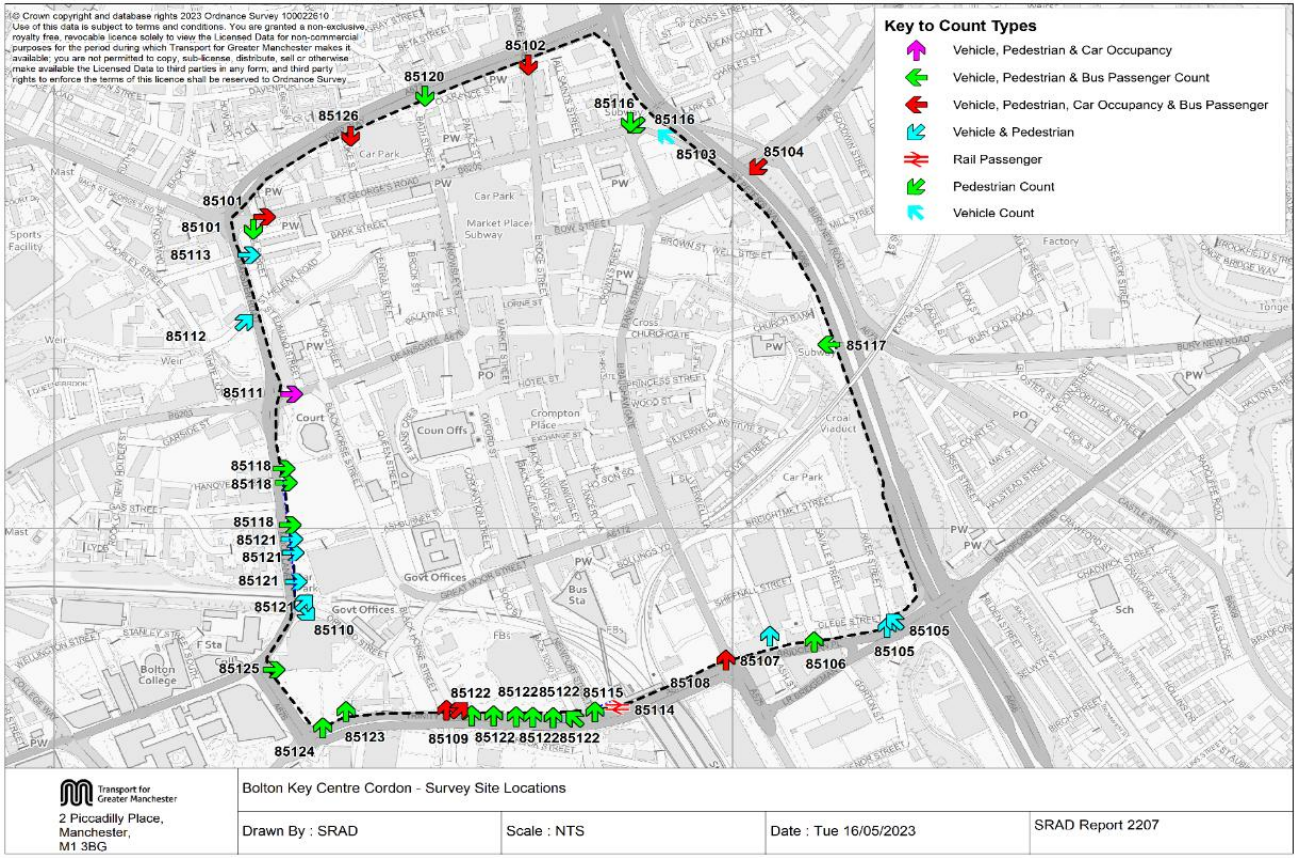


Figure 64: Bolton key centre cordon survey site locations

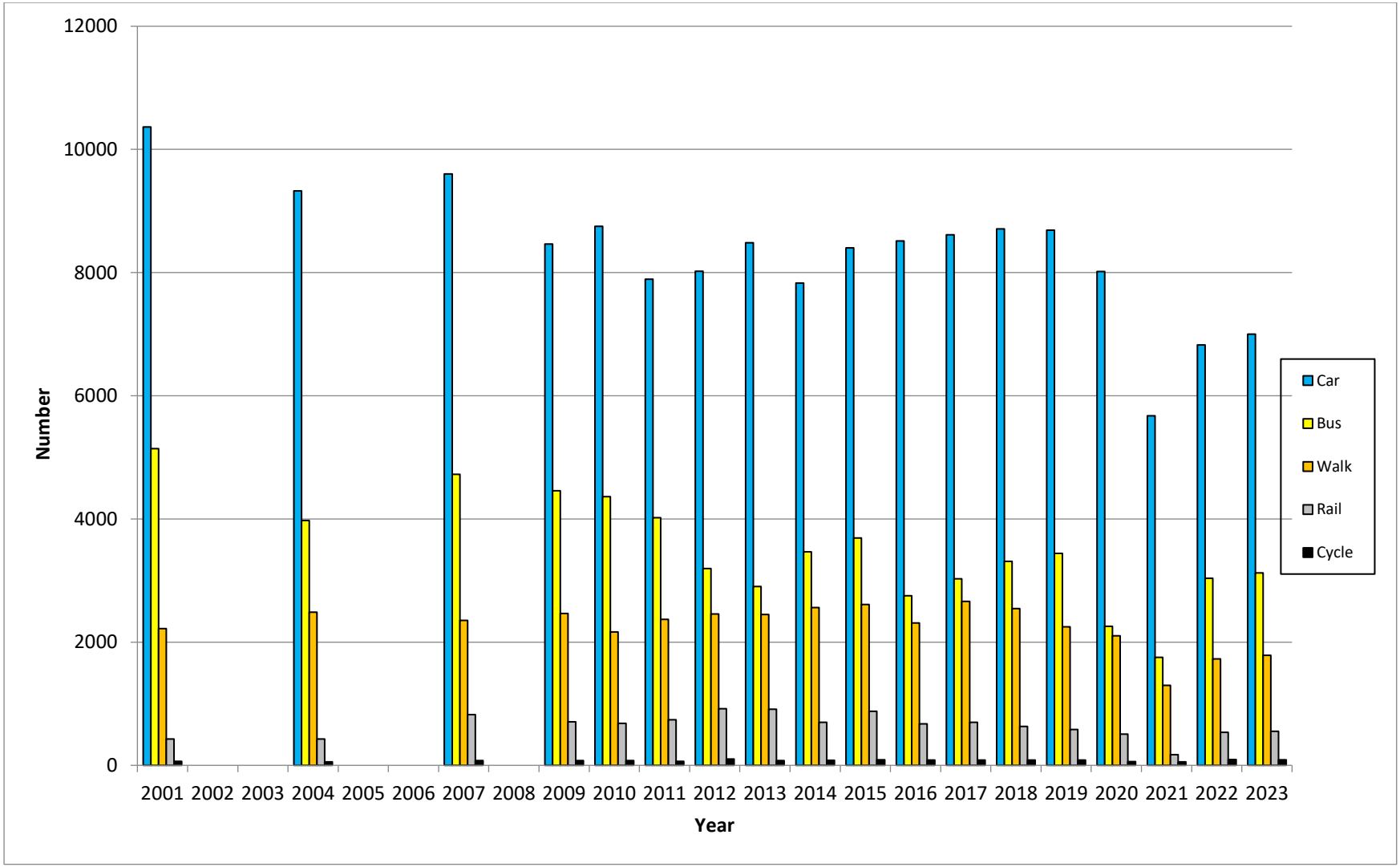


Figure 65: Car and non-car trips into Bolton key centre 07:30-09:30

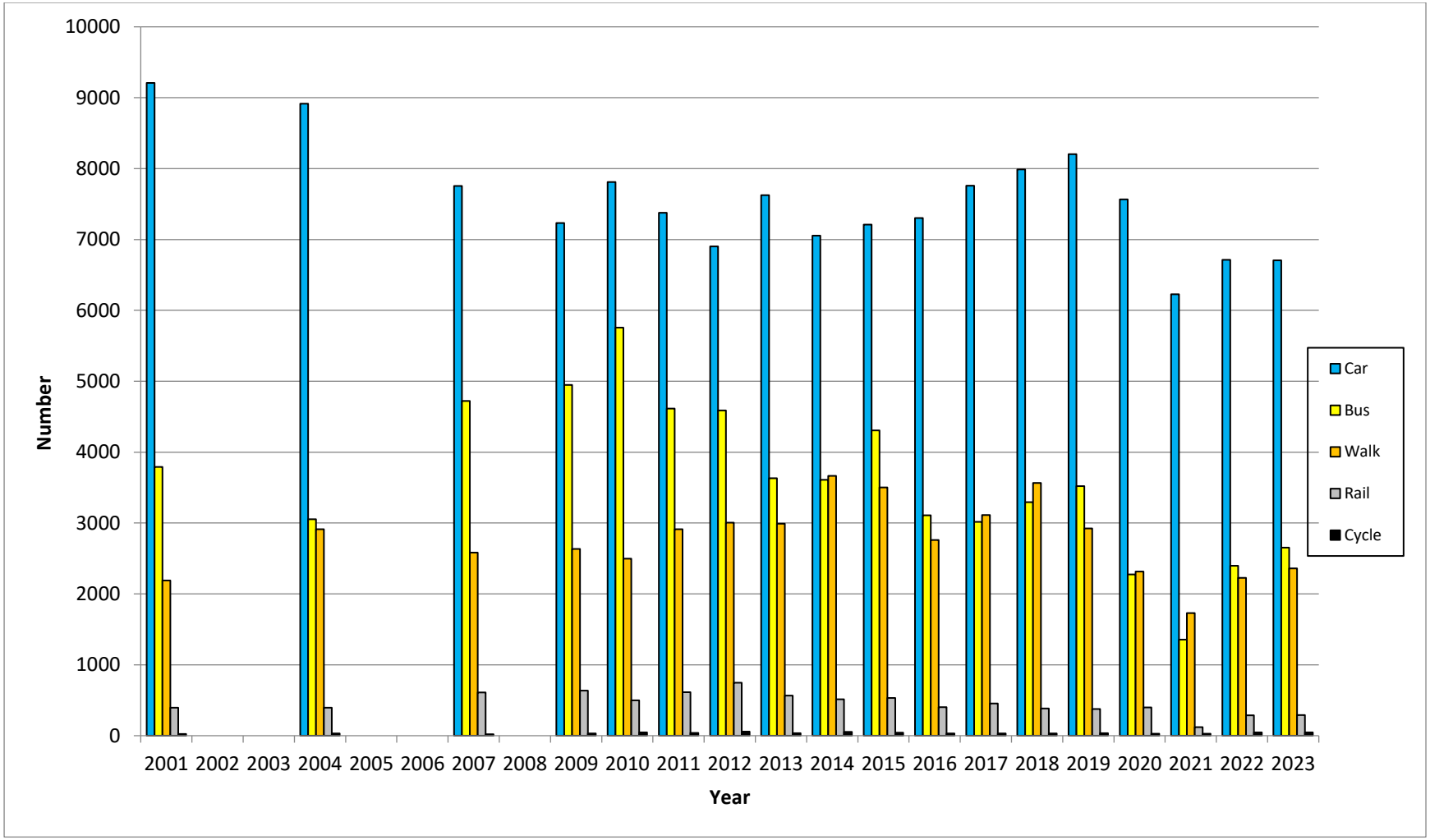


Figure 66: Car and non-car trips into Bolton key centre 10:00-12:00

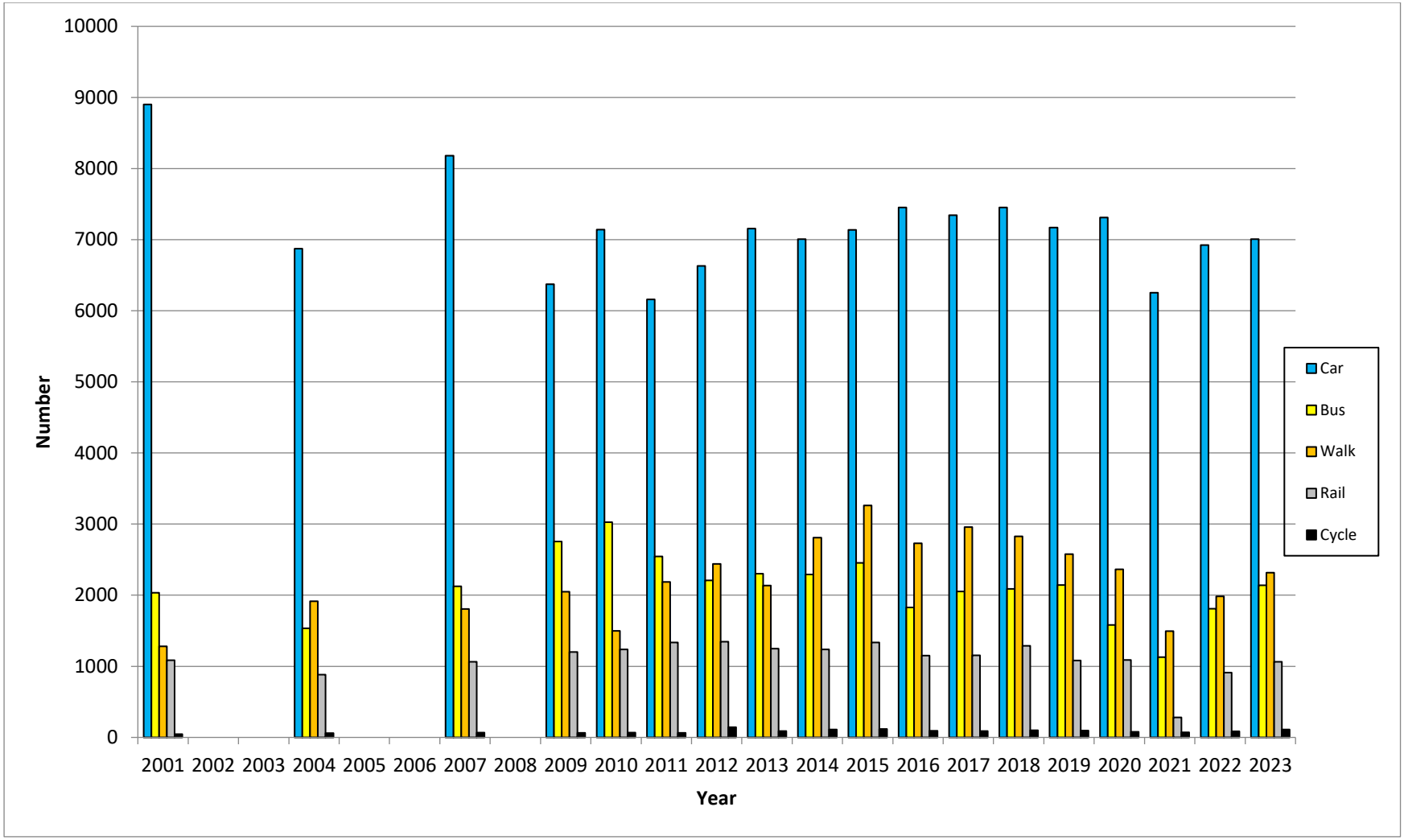


Figure 67: Car and non-car trips into Bolton key centre 16:00-18:00

Table 22: Trend in pedestrians entering Bolton key centre

Year	07:30-09:30	10:00-12:00	16:00-18:00
2001	2220	2191	1281
2004	2486	2911	1913
2007	2355	2581	1807
2009	2464	2635	2050
2010	2167	2499	1497
2011	2368	2911	2188
2012	2456	3005	2440
2013	2451	2990	2137
2014	2563	3666	2810
2015	2611	3501	3262
2016	2312	2760	2729
2017	2662	3112	2956
2018	2543	3566	2829
2019	2251	2923	2576
2020	2105	2315	2365
2021	1300	1728	1495
2022	1730	2228	1985
2023	**1786**	**2361**	**2317**
2023/2001	**0.80**	**1.08**	**1.81**

Bury – latest published data 2023

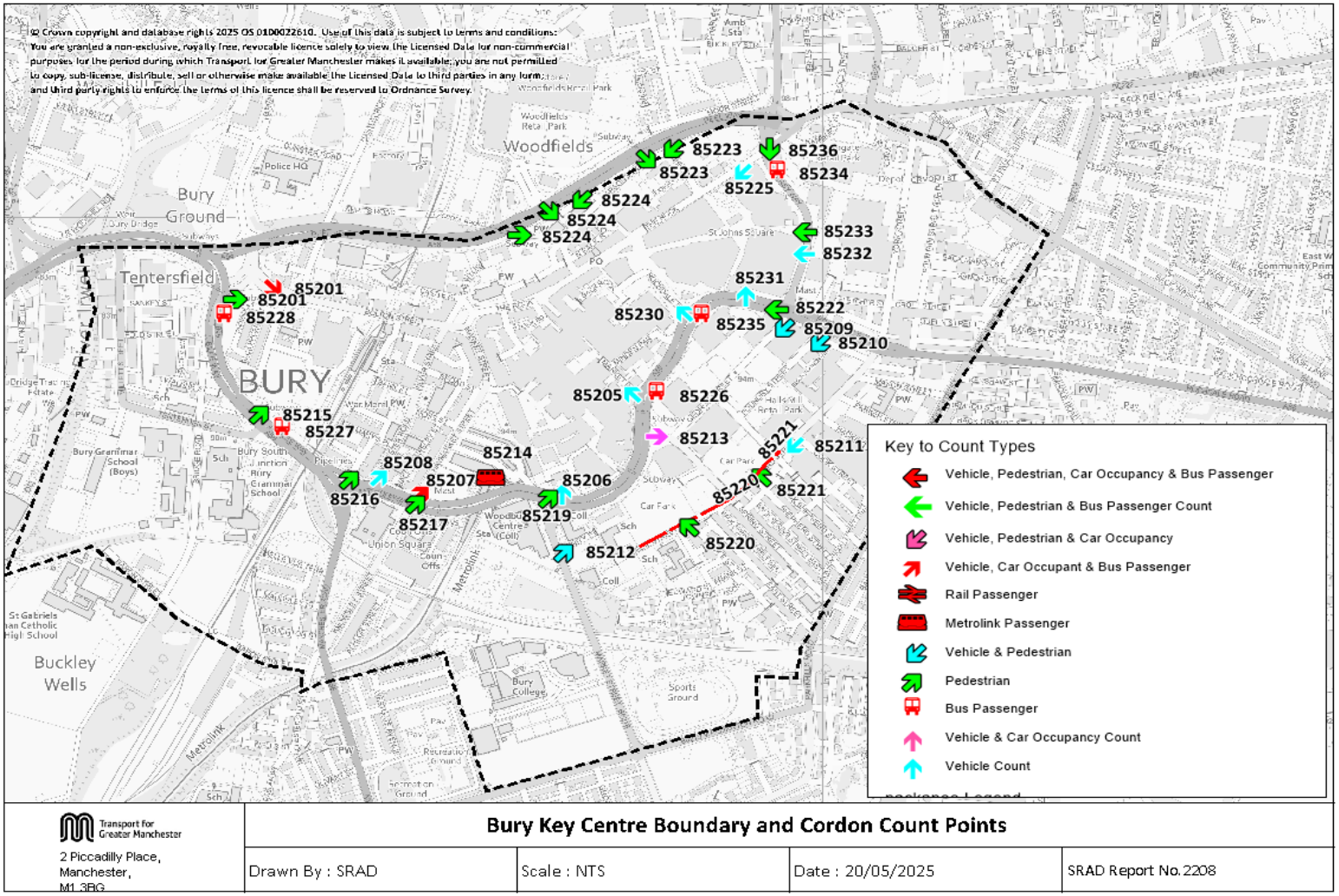


Figure 68: Bury key centre boundary and cordon count points

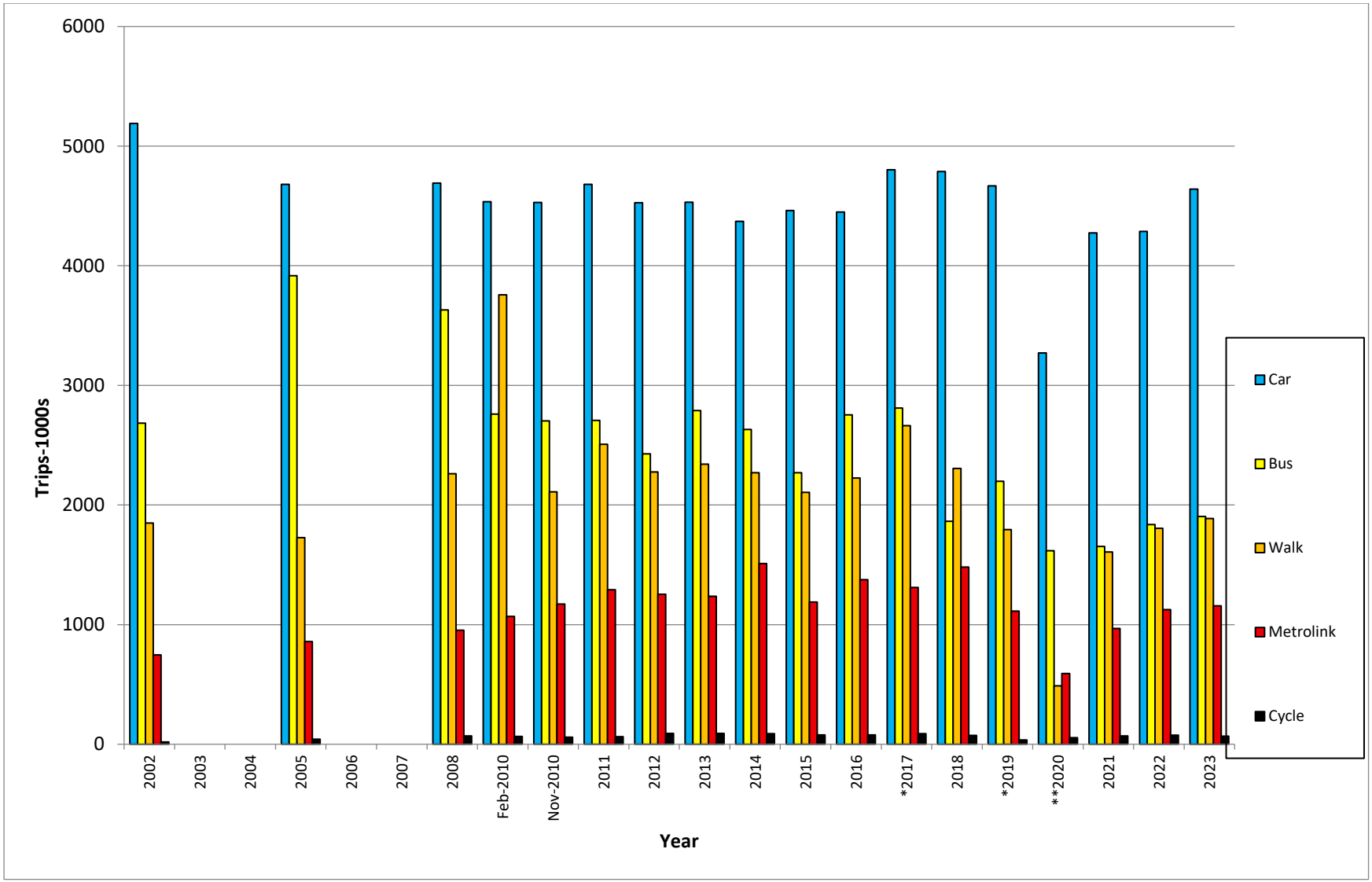


Figure 69: Car and non-car trips into Bury key centre 0730-0930

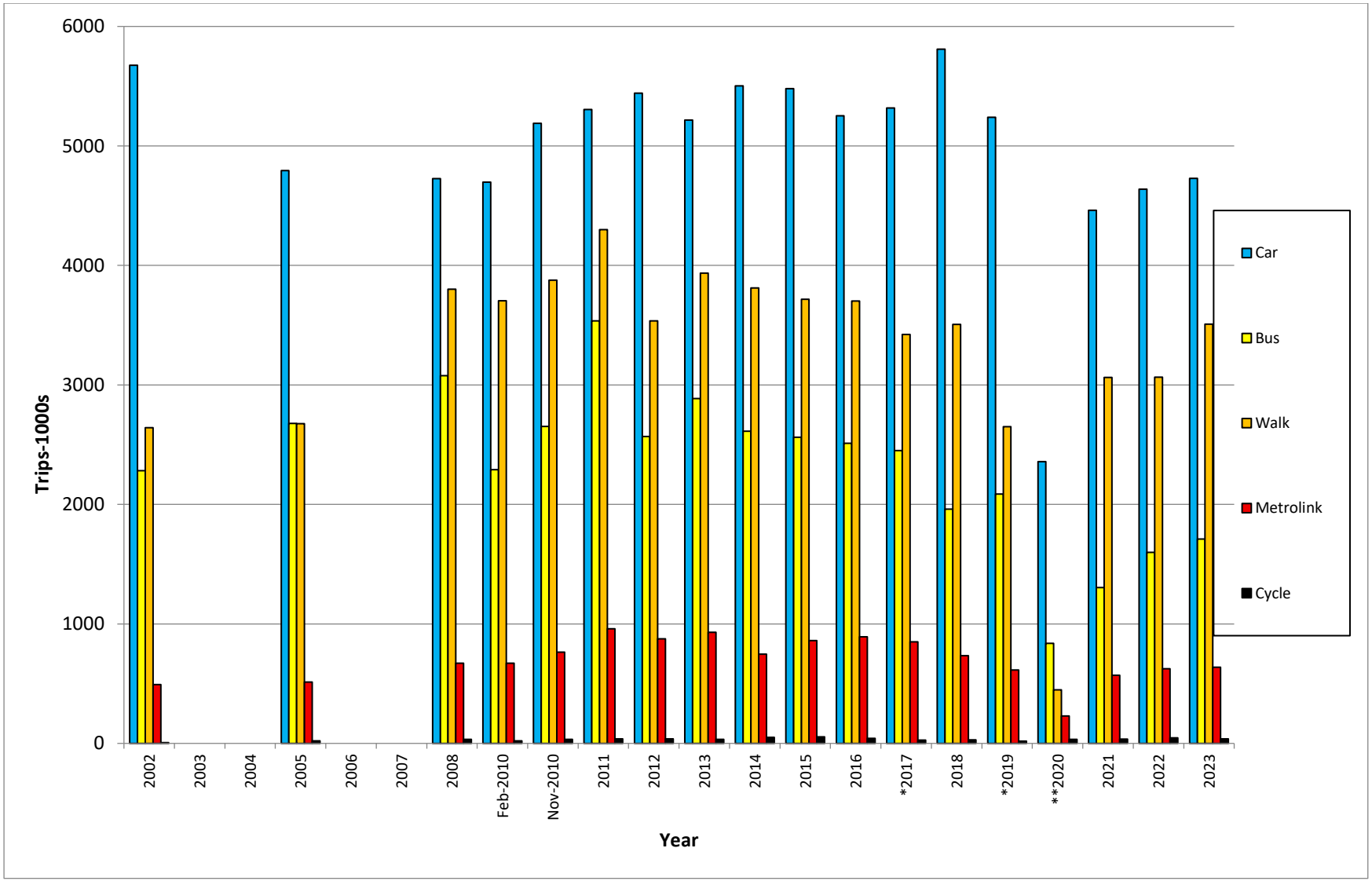


Figure 70: Car and non-car trips into Bury key centre 10:00-12:00

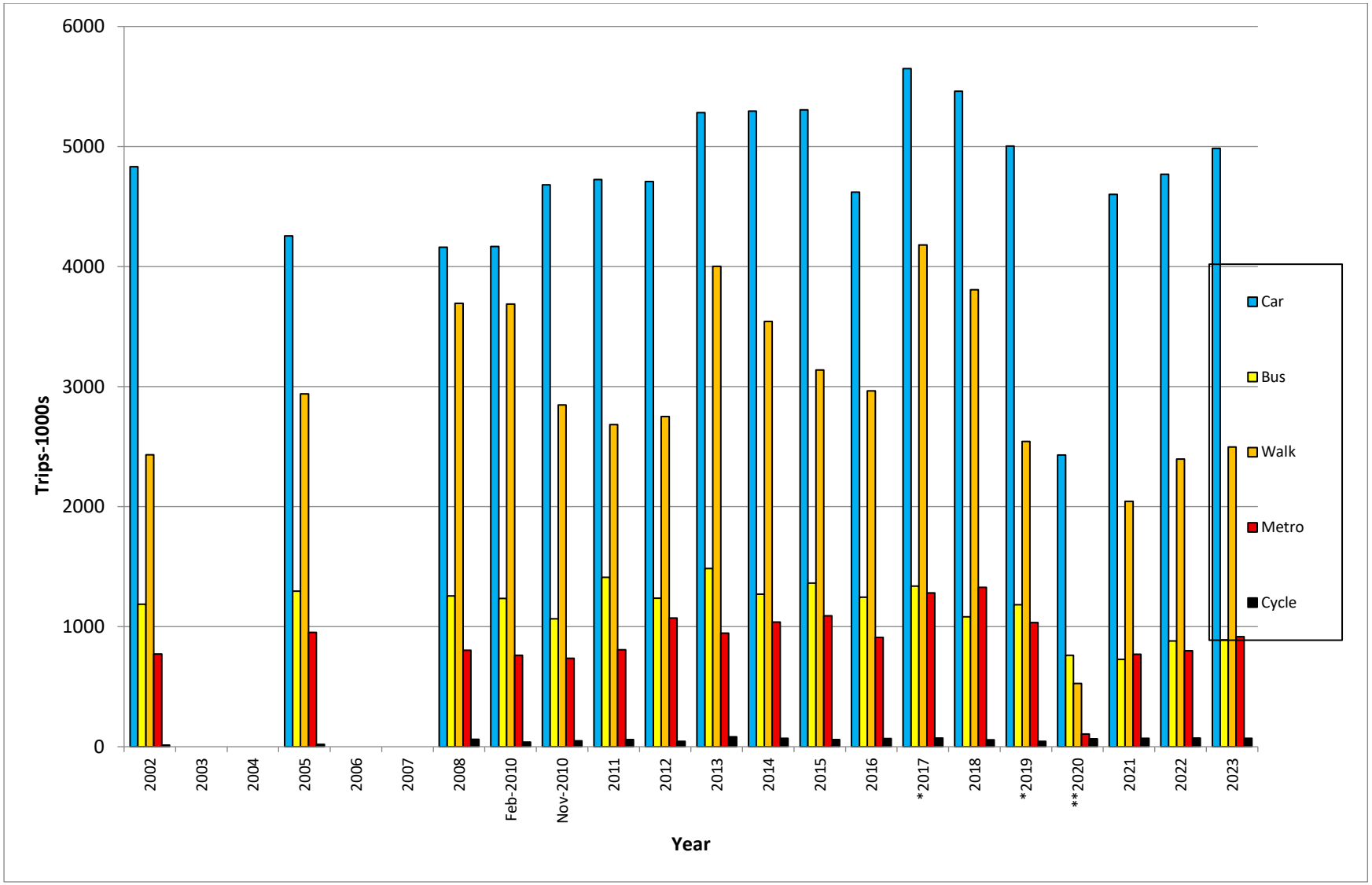


Figure 71: Car and non-car trips into Bury key centre 16:00-18:00

Table 23: Trend in pedestrians entering Bury key centre

Year	07:30-09:30	10:00-12:00	16:00-18:00
2002	1849	2642	2433
2005	1726	2676	2940
2008	2262	3801	3693
Feb-2010	3756	3704	3688
Nov-2010	2109	3876	2846
2011	2507	4300	2683
2012	2276	3535	2751
2013	2341	3935	4002
2014	2269	3811	3543
2015	2105	3717	3138
2016	2226	3703	2965
2017	2663	3423	4180
2018	2305	3507	3806
2019*	1794	2651	2544
2020**	488	448	526
2021	1608	3062	2045
2022	1804	3064	2396
2023	**1886**	**3509**	**2496**
2023/2002	**1.02**	**1.33**	**1.03**

Notes

*2019 – The surveys were affected by heavy rain in all time periods – it is thought this will have significantly reduced pedestrian flows.

**2020 – The surveys were affected by Covid-19 lockdown restrictions which significantly reduced pedestrian flows

Eccles – latest published data 2023

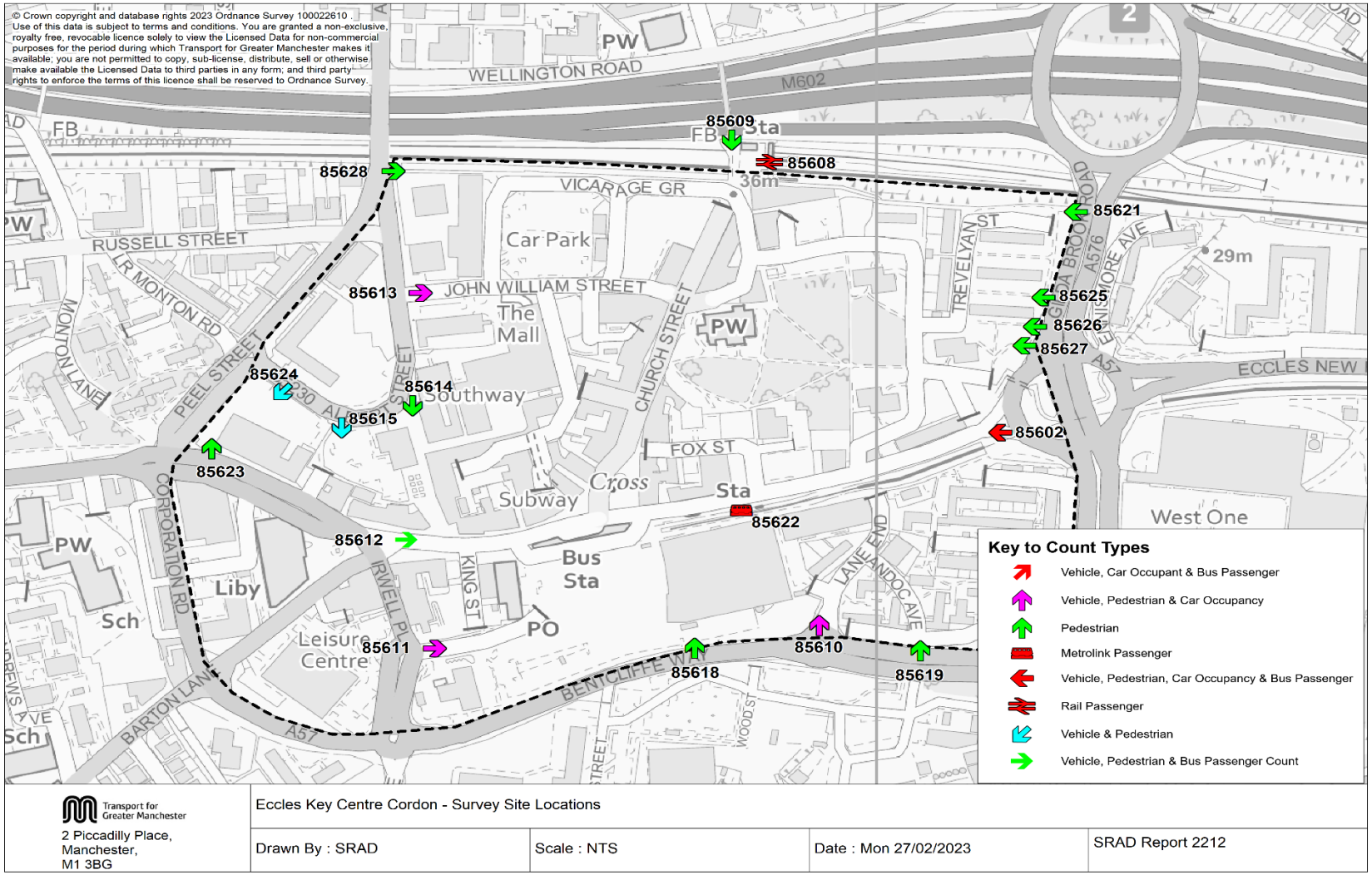


Figure 72: Eccles key centre cordon survey site locations

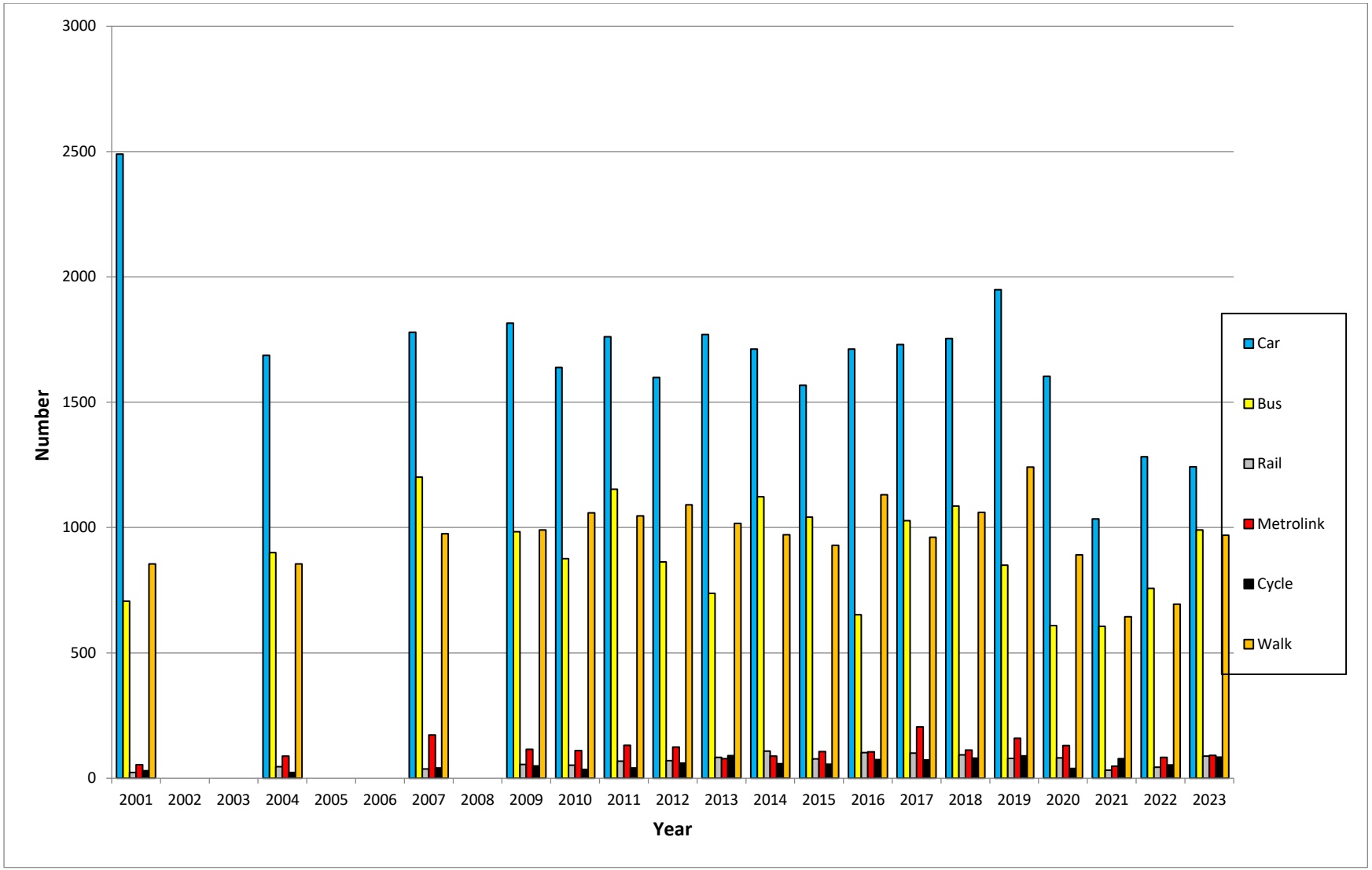


Figure 73: Car and non-car trips into Eccles key centre 07:30-09:30

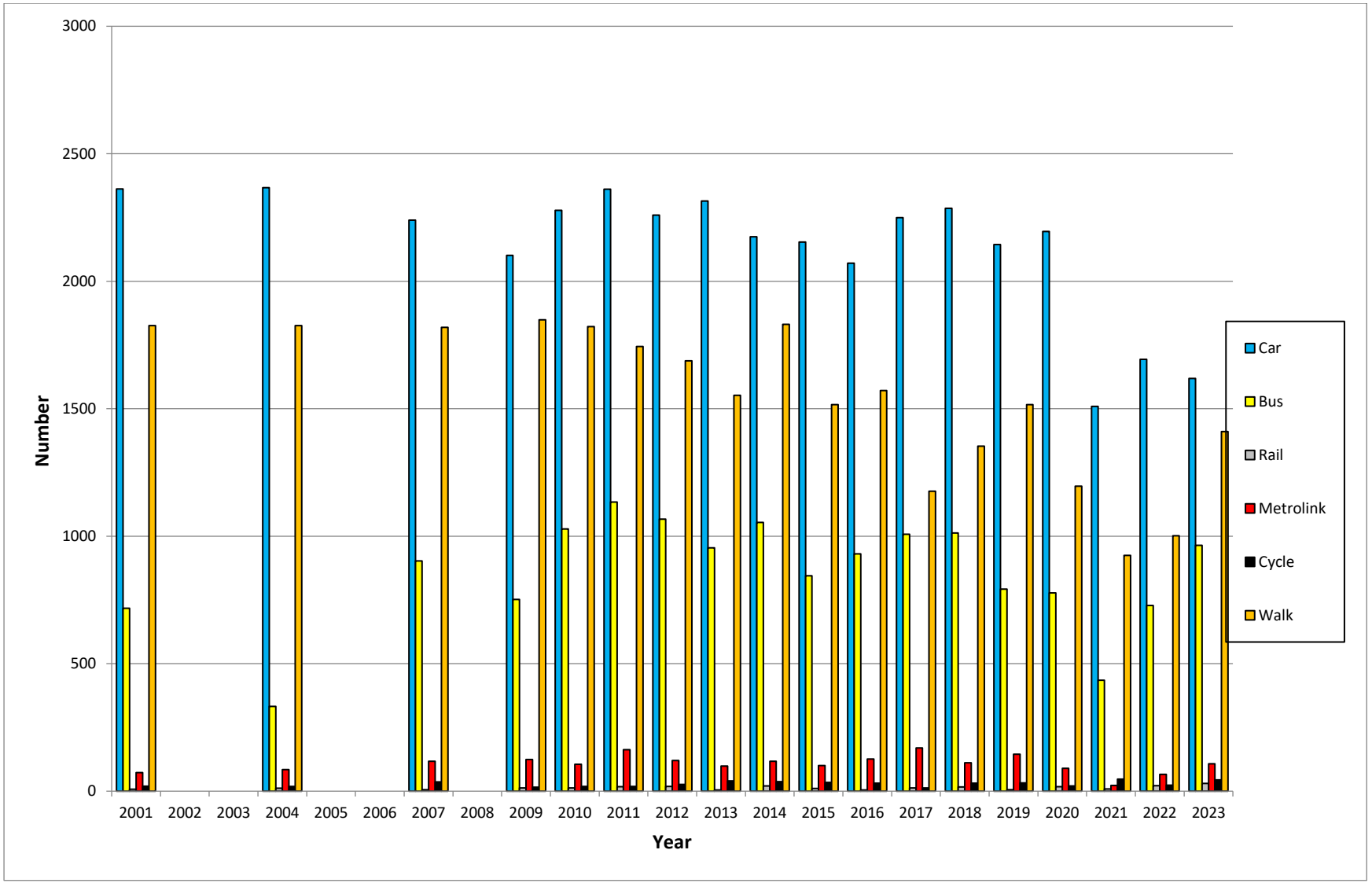


Figure 74: Car and non-car trips into Eccles key centre 10:00-12:00

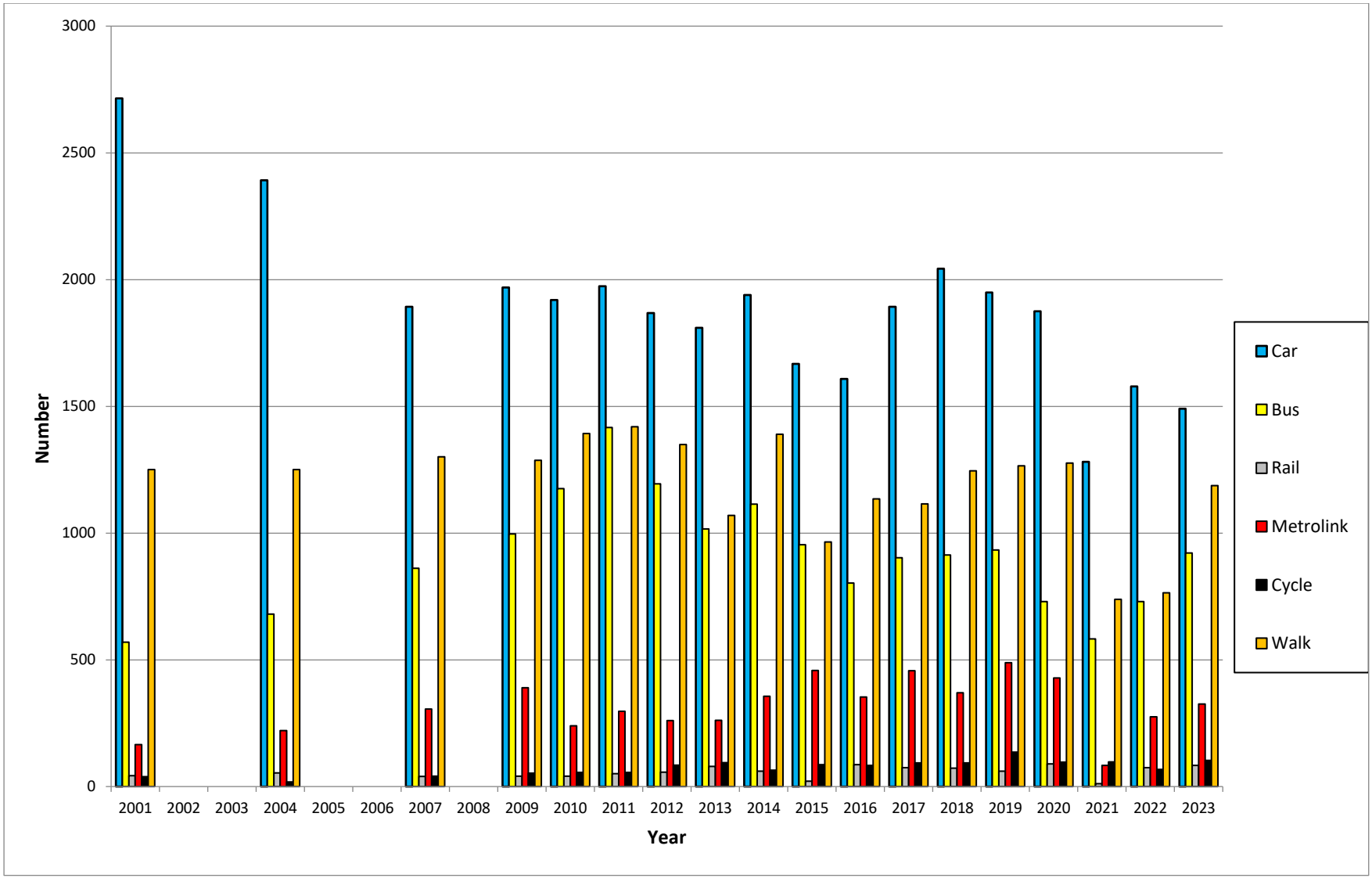


Figure 75: Car and non-car trips into Eccles key centre 16:00-18:00

Table 24: Trend in pedestrians entering Eccles key centre

Year	07:30-09:30	10:00-12:00	16:00-18:00
2004	855	1826	1251
2007	975	1819	1301
2009	990	1849	1287
2010	1059	1822	1393
2011	1047	1744	1420
2012	1091	1688	1349
2013	1017	1553	1070
2014	971	1831	1390
2015	929	1516	965
2016	1131	1571	1135
2017	961	1176	1115
2018	1061	1353	1246
2019	1241	1516	1265
2020*	891	1196	1276
2021**	644	925	739
2022	694	1002	764
2023	**969**	**1410**	**1187**
2023/1997	**1.13**	**0.77**	**0.95**

Notes

* 2020 – Lower flows in the AM and off peak compared to the previous year may have been the result of weather conditions on the day of survey. For the 2019 survey the weather was dry and unseasonably warm, whereas 2020 saw continuous heavy rain

** 2021 – Surveys were conducted in unseasonably warm and sunny weather after torrential rain affected the previous year's surveys. This may have had an exaggerated effect on flows, particularly pedestrians and cyclists and also bus occupancy rates

Manchester – latest published figures 2023

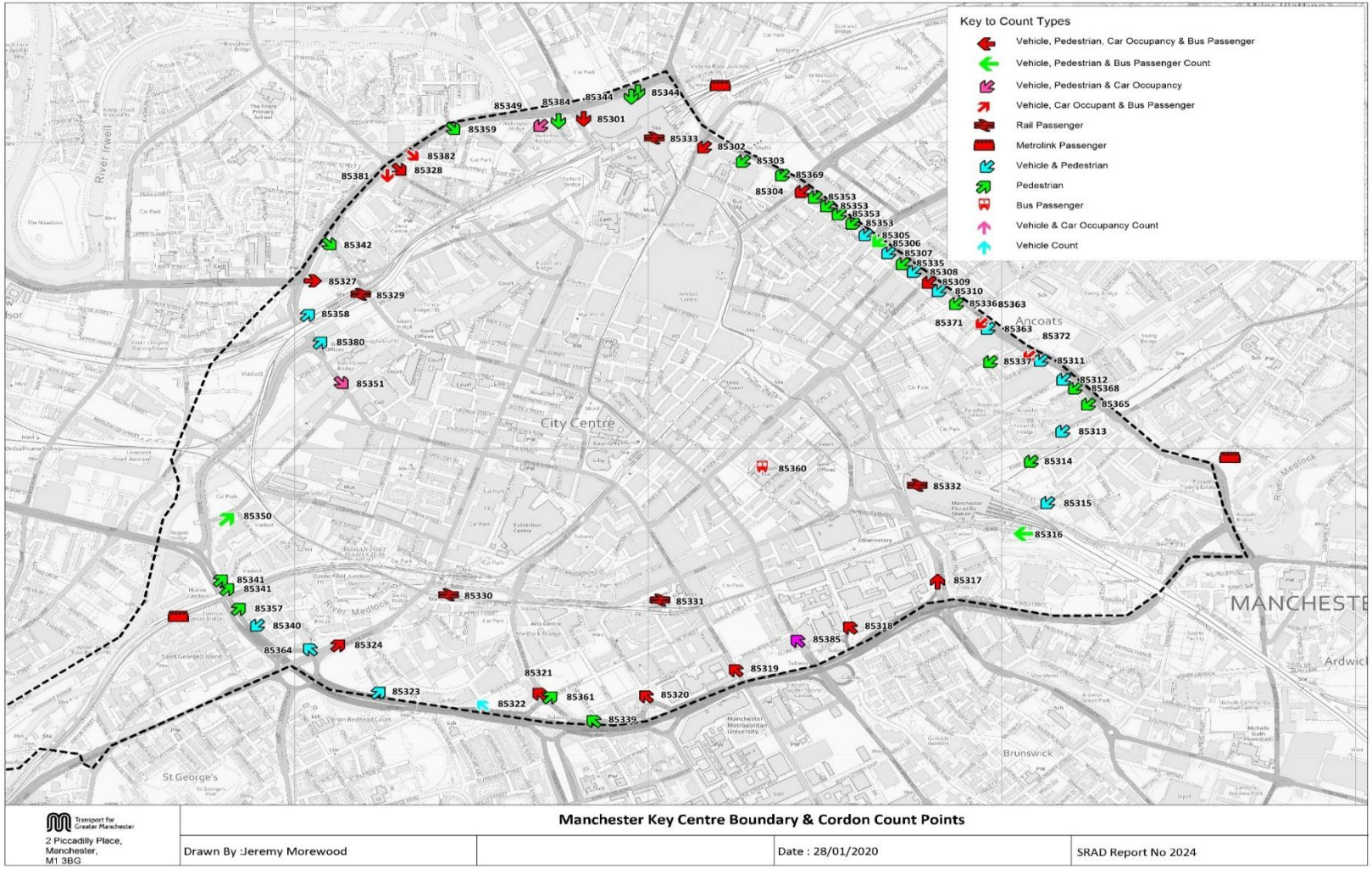


Figure 76: Manchester key centre boundary & cordon count points

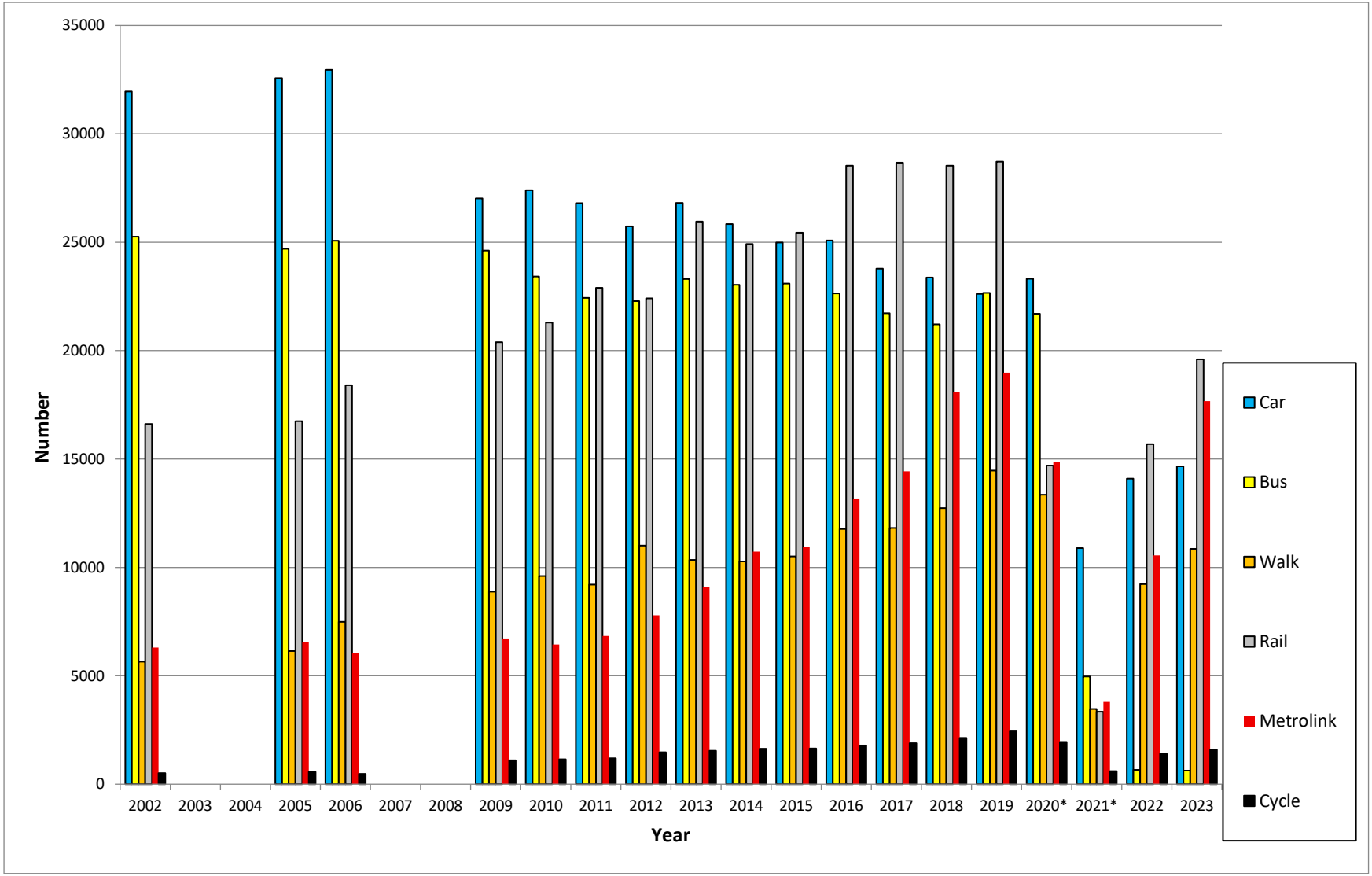


Figure 77: Car and non-car trips into Manchester key centre 07:30-09:30

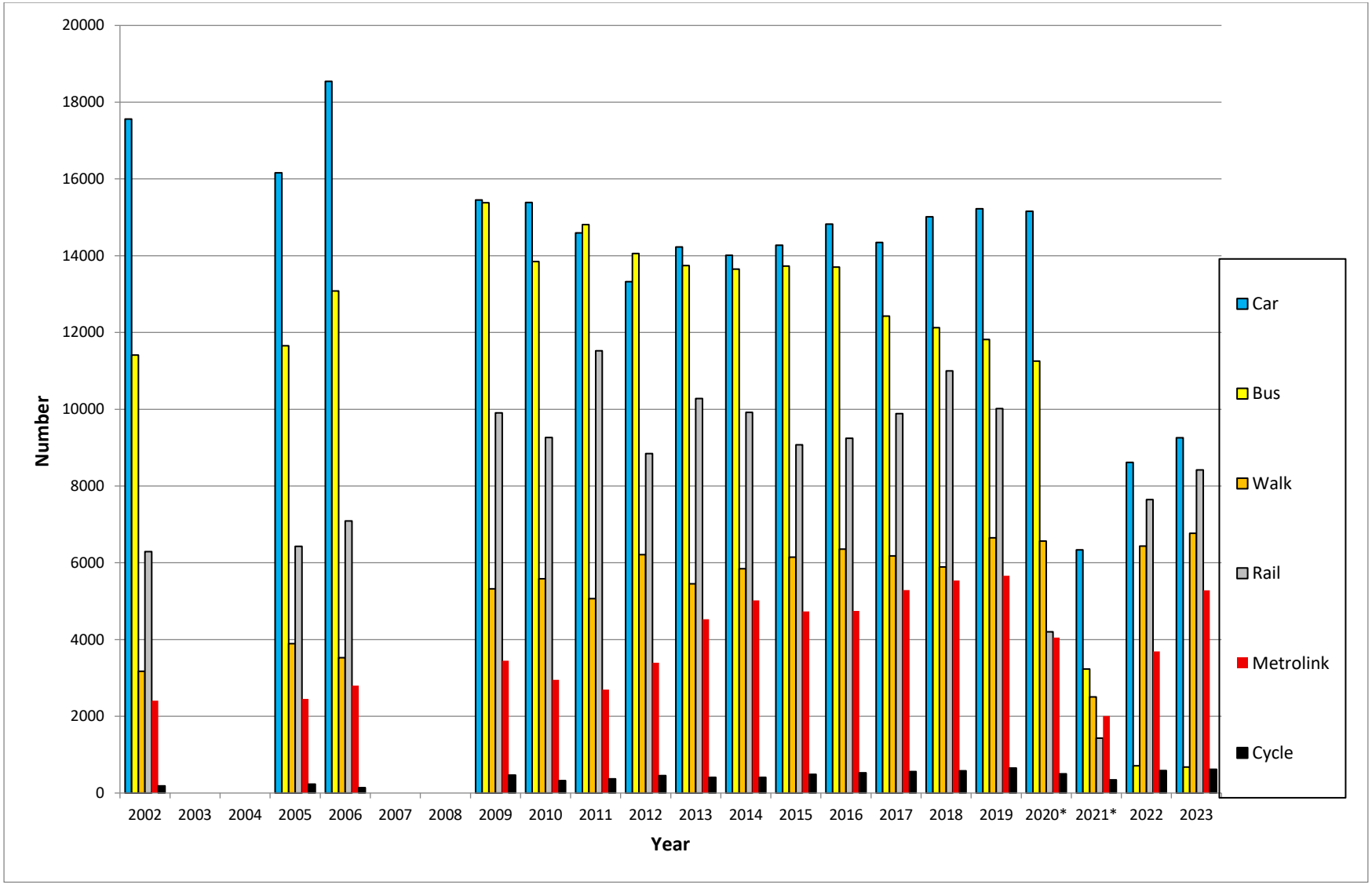


Figure 78: Car and non-car trips into Manchester key centre 10:00-12:00

Table 25: Trend in pedestrians entering Manchester key centre

Year	07:30-09:30	10:00-12:00
2002	5653	3174
2005	6143	3891
2006	7485	3528
2009	8877	5320
2010	9599	5583
2011	9207	5063
2012	11009	6212
2013	10348	5454
2014	10277	5846
2015	10506	6146
2016	11773	6354
2017	11821	6176
2018	12734	5890
2019	14463	6650
2020	13352	6567
2021	3471	2502
2022	9235	6433
2023	**10856**	**6767**
2023/2002	**1.92**	**2.13**

Oldham – latest published data 2022

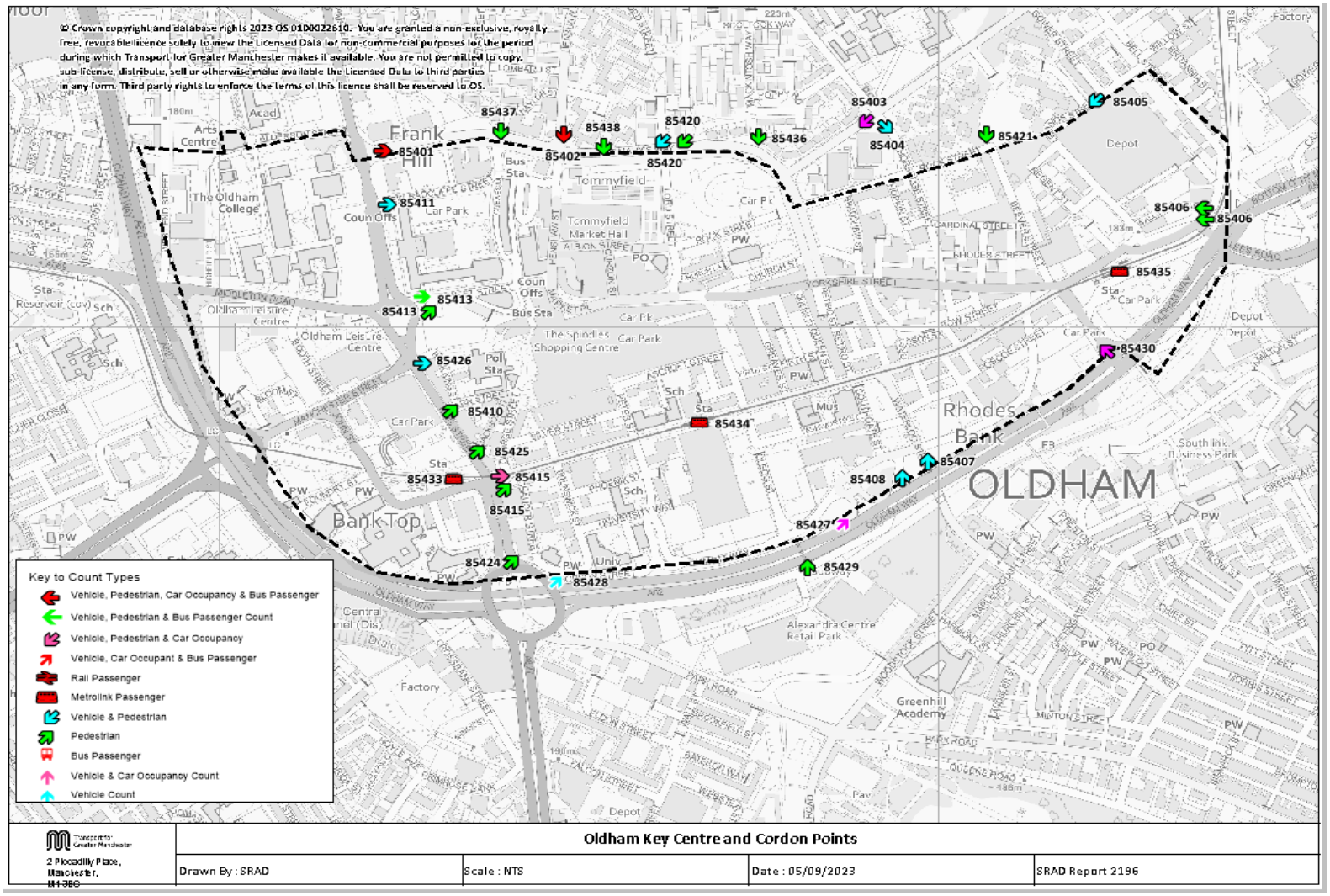


Figure 79: Oldham key centre and cordon points

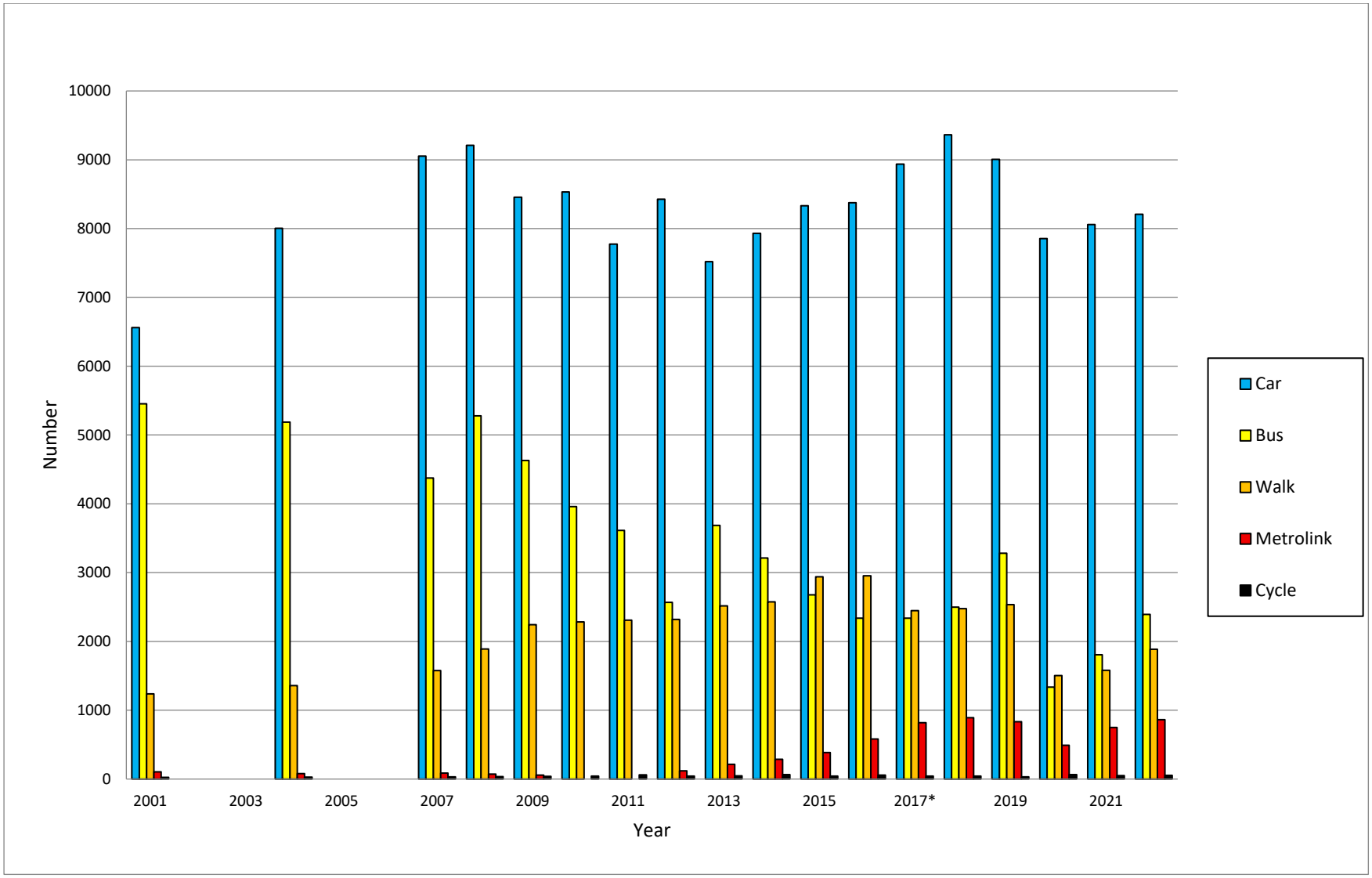


Figure 80: Car and non-car trips into Oldham key centre 07:30-09:30

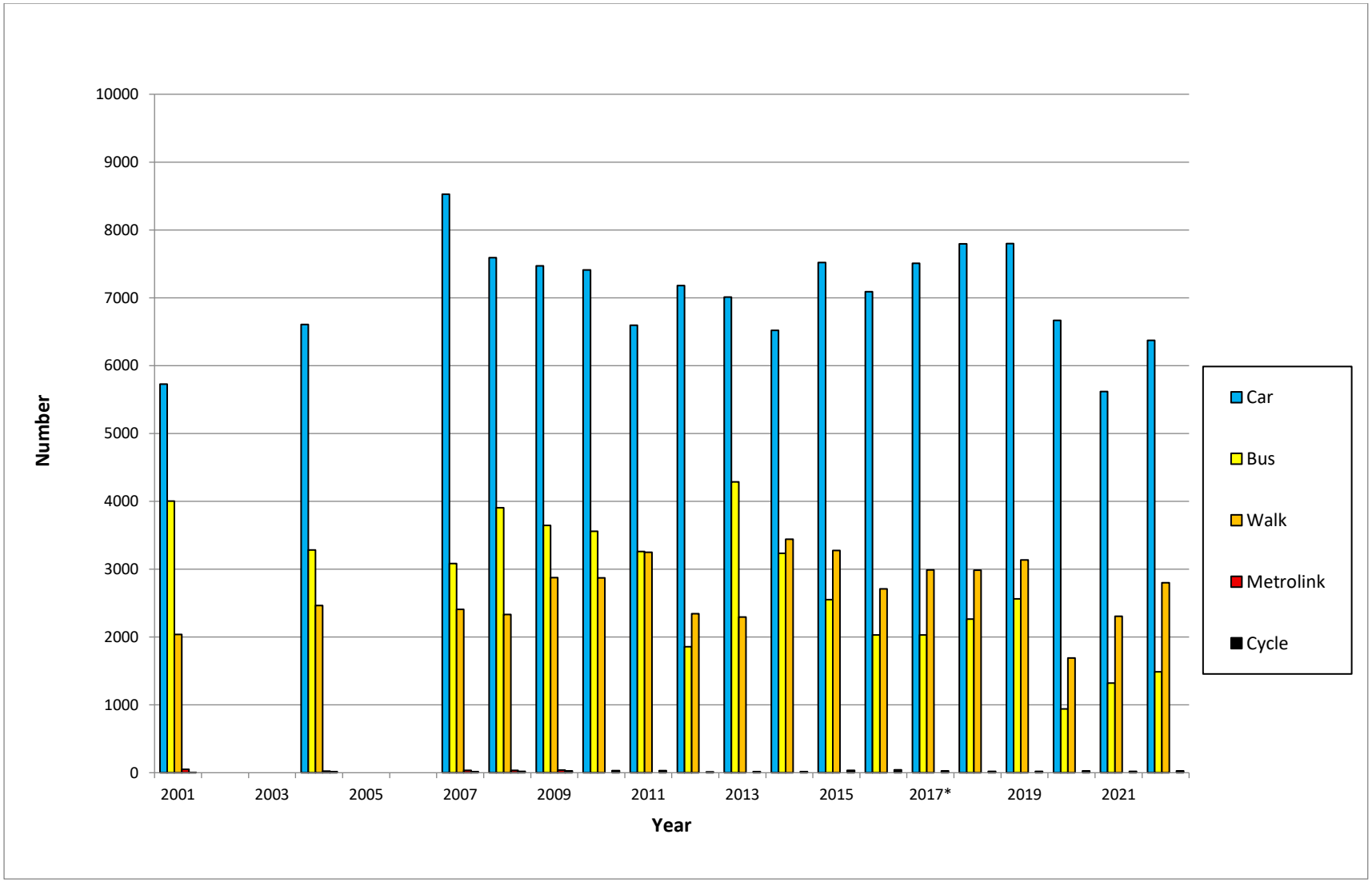


Figure 81: Car and non-car trips into Oldham key centre 10:00-12:00

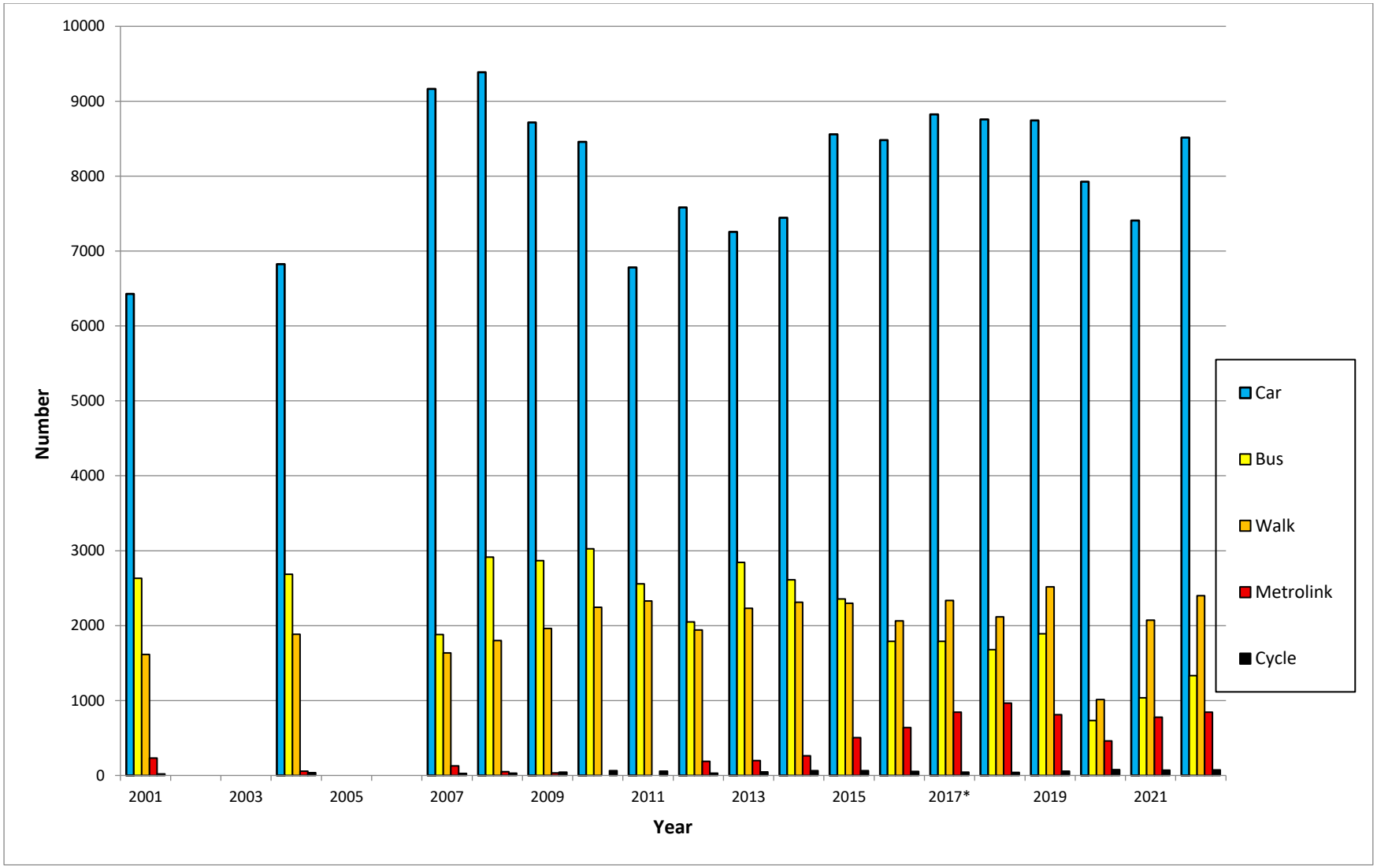


Figure 82: Car and non-car trips into Oldham key centre 16:00-18:00

Table 26: trend in pedestrians entering Oldham key centre

Year	07:30-09:30	10:00-12:00	16:00-18:00
2001	1237	2038	1616
2004	1359	2463	1884
2007	1576	2408	1636
2008	1891	2333	1799
2009	2244	2874	1963
2010	2282	2872	2244
2011	2310	3251	2328
2012	2319	2344	1942
2013	2516	2295	2232
2014	2576	3442	2313
2015	2939	3276	2298
2016	2954	2708	2062
2017	2447	2989	2335
2018	2477	2986	2115
2019	2533	3137	2518
2020	1503	1691	1014
2021	1580	2307	2073
2022	**1887**	**2802**	**2398**
2022/2001	**1.53**	**1.37**	**1.48**

Rochdale – latest published data 2023

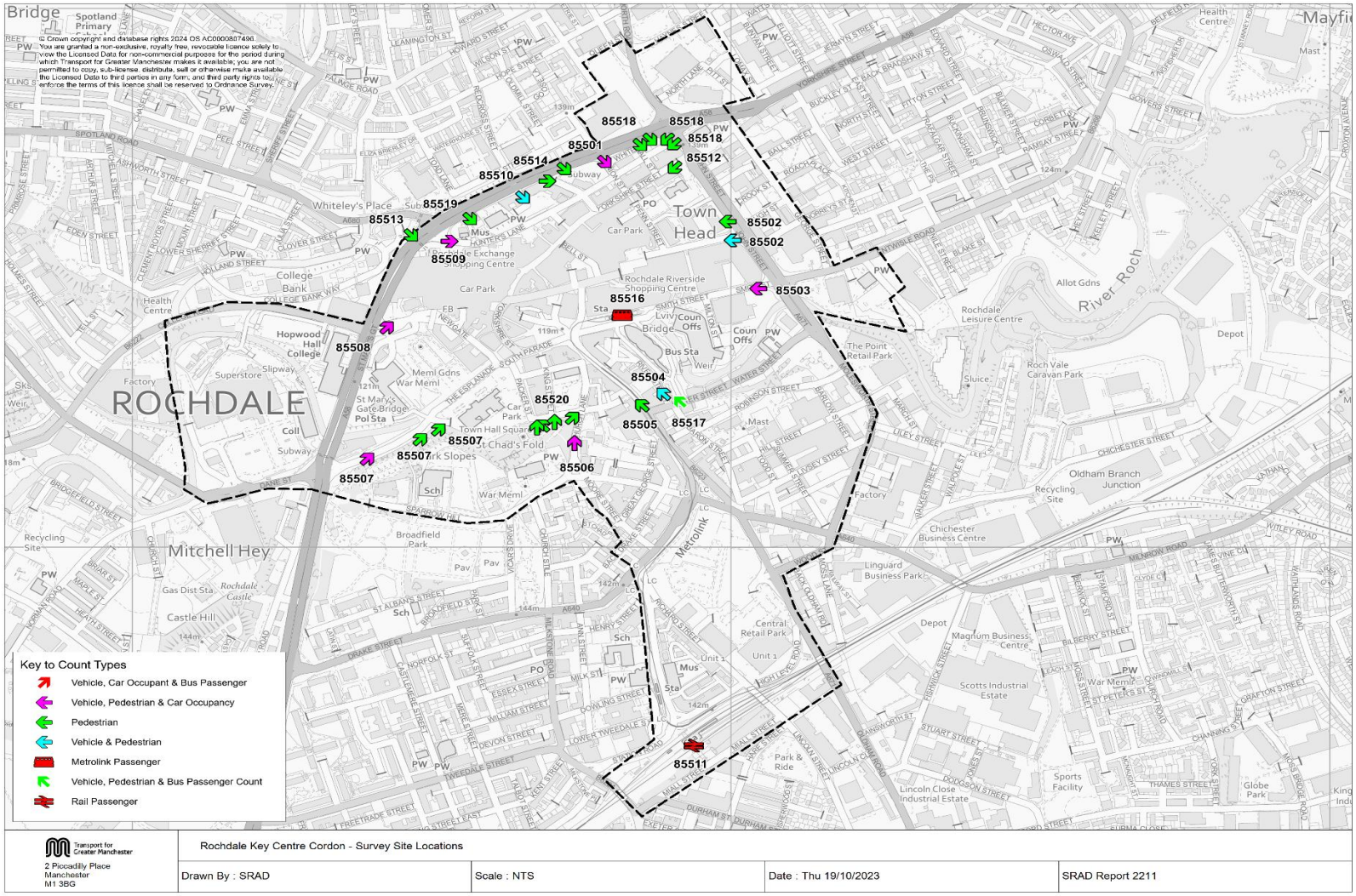


Figure 83: Rochdale key centre cordon survey site locations

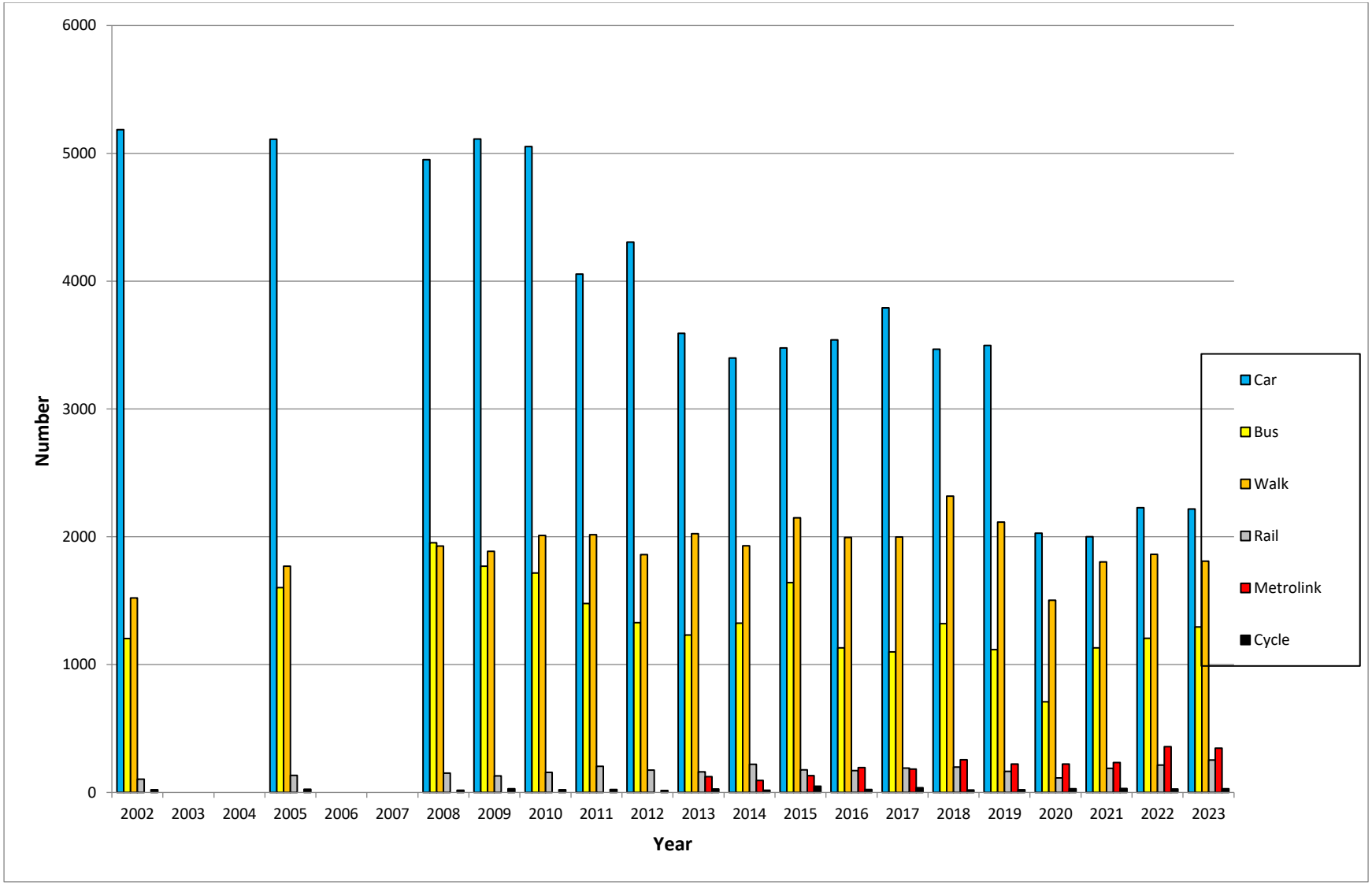


Figure 84: Car and non-car trips into Rochdale key centre 07:30-09:30

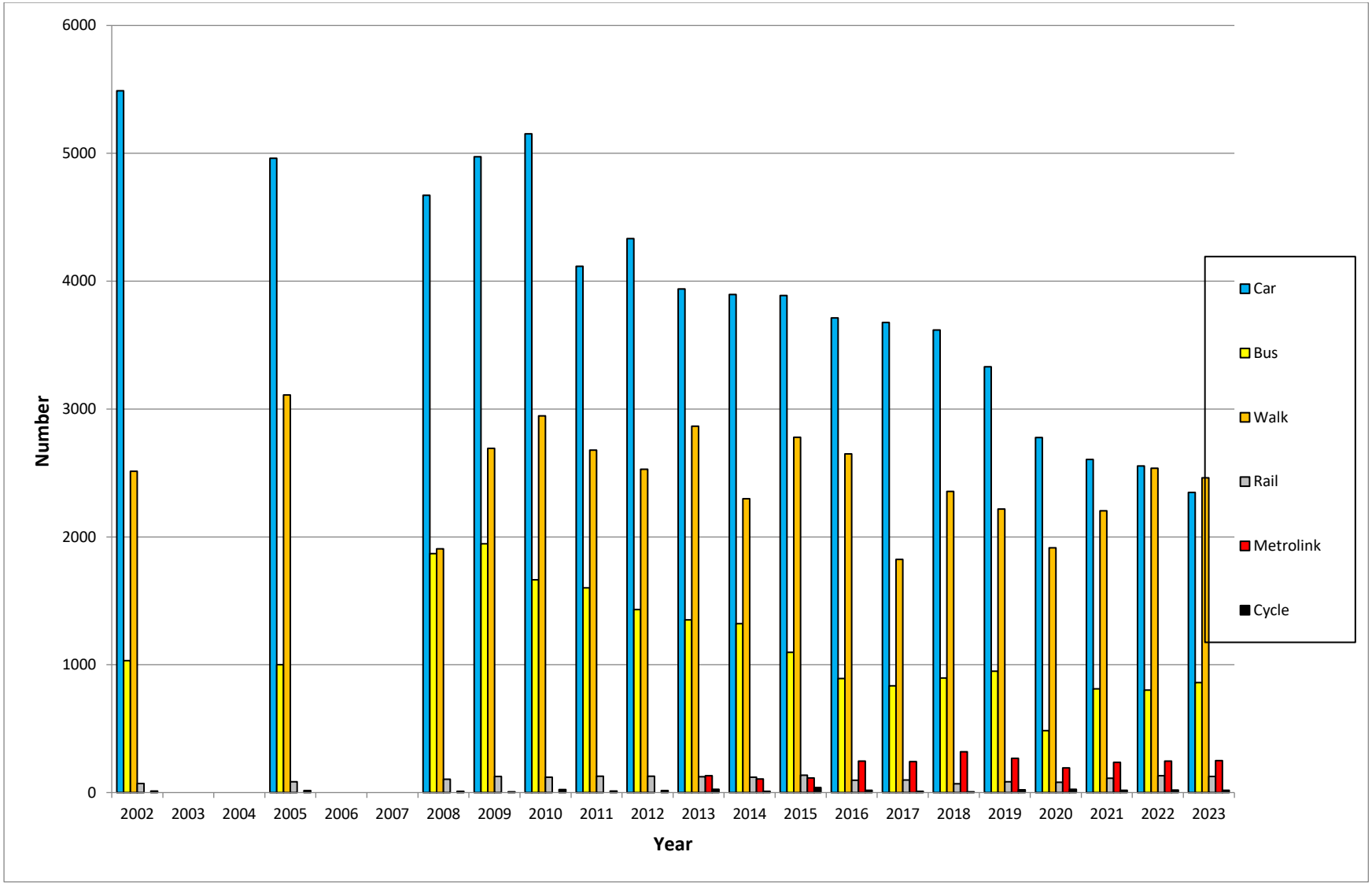


Figure 85: Car and non-car trips into Rochdale key centre 10:00-12:00

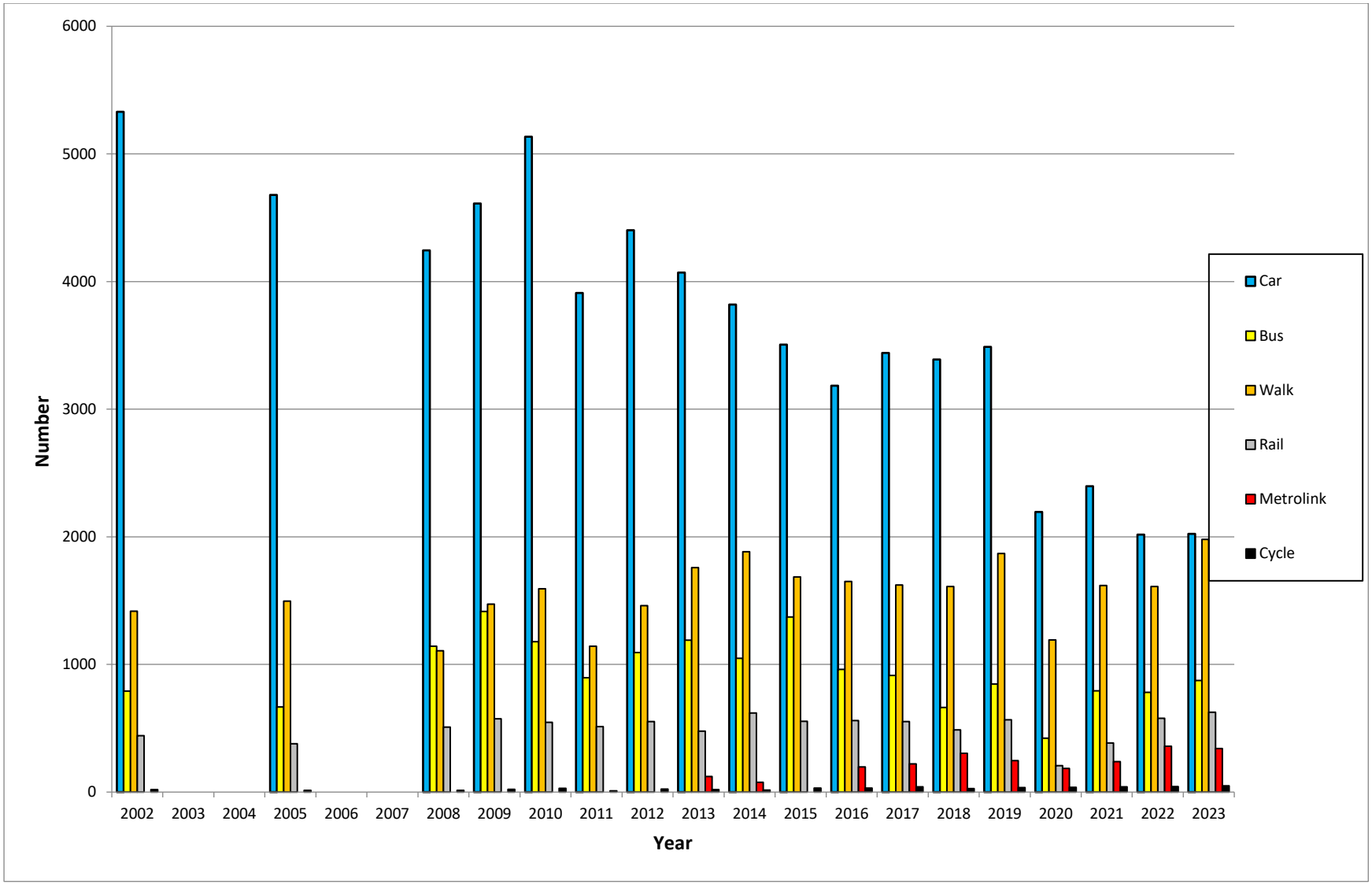


Figure 86: Car and non-car trips into Rochdale key centre 16:00-18:00

Table 27: trend in pedestrians entering Rochdale key centre

Year	07:30-09:30	10:00-12:00	16:00-18:00
2002	1521	2512	1417
2005	1769	3109	1496
2008	1927	1907	1106
2009	1886	2693	1473
2010	2011	2946	1592
2011	2016	2679	1143
2012	1860	2529	1460
2013	2024	2866	1758
2014	1837	2260	1830
2015	2027	2698	1544
2016	1994	2650	1651
2017	1999	1823	1623
2018	2318	2355	1610
2019	2114	2218	1869
2020	1503	1915	1192
2021	1803	2204	1619
2022	1863	2536	1610
2023	**1809**	**2462**	**1980**
2023/2002	**1.19**	**0.98**	**1.40**

Stockport – latest published data 2021

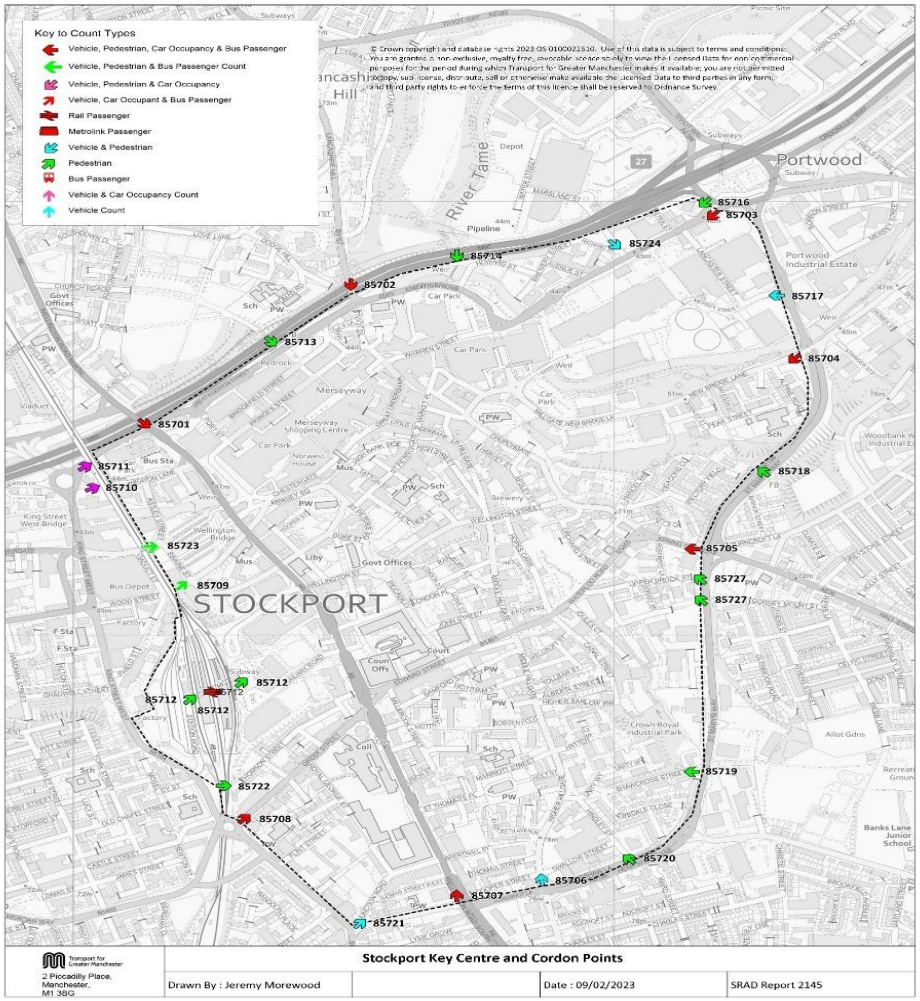


Figure 87: Stockport key centre and cordon points

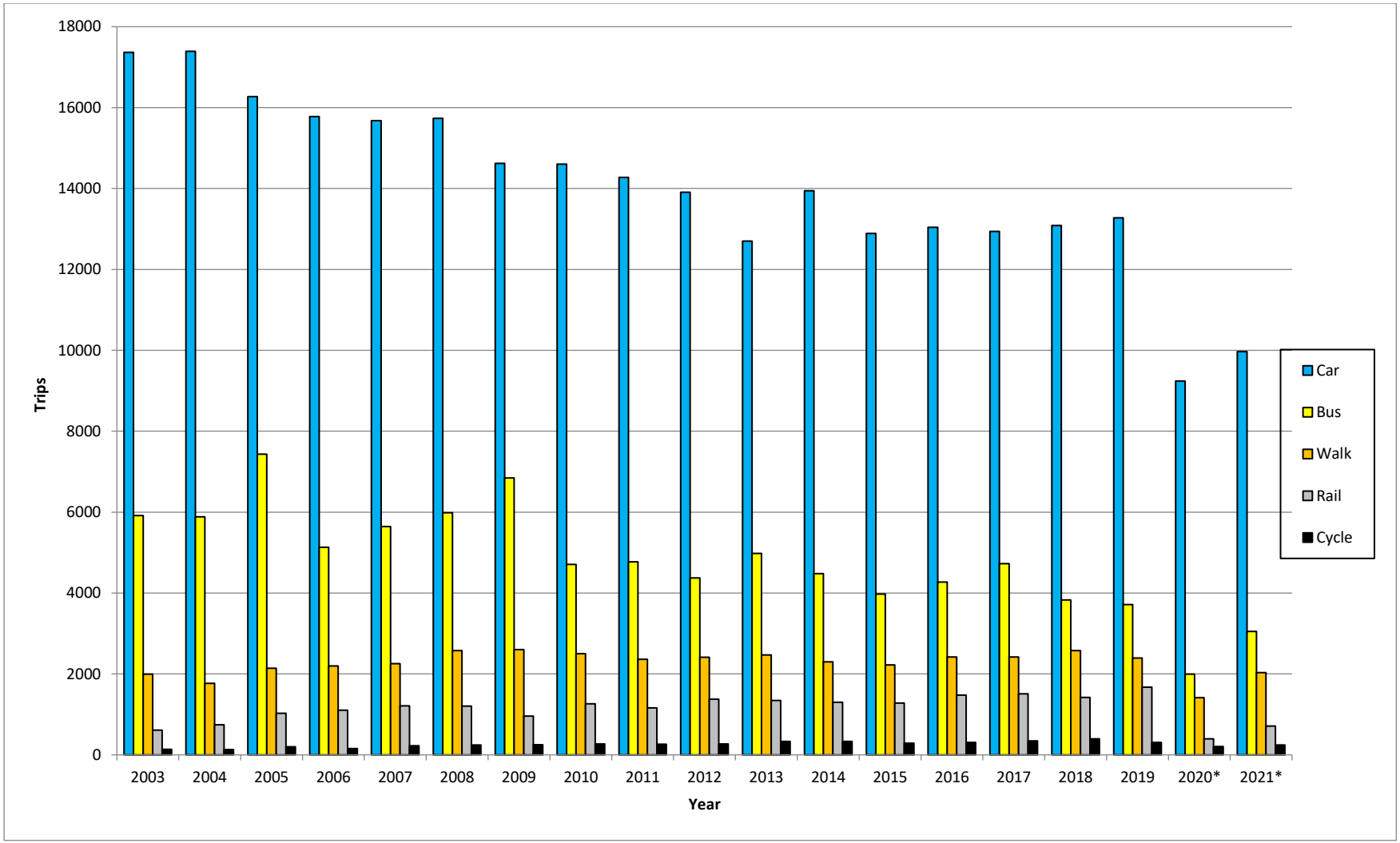


Figure 88: Car and non-car trips into Stockport key centre 07:30-09:30

Note:
*2020 and 2021 – Figures affected by Covid-19 pandemic

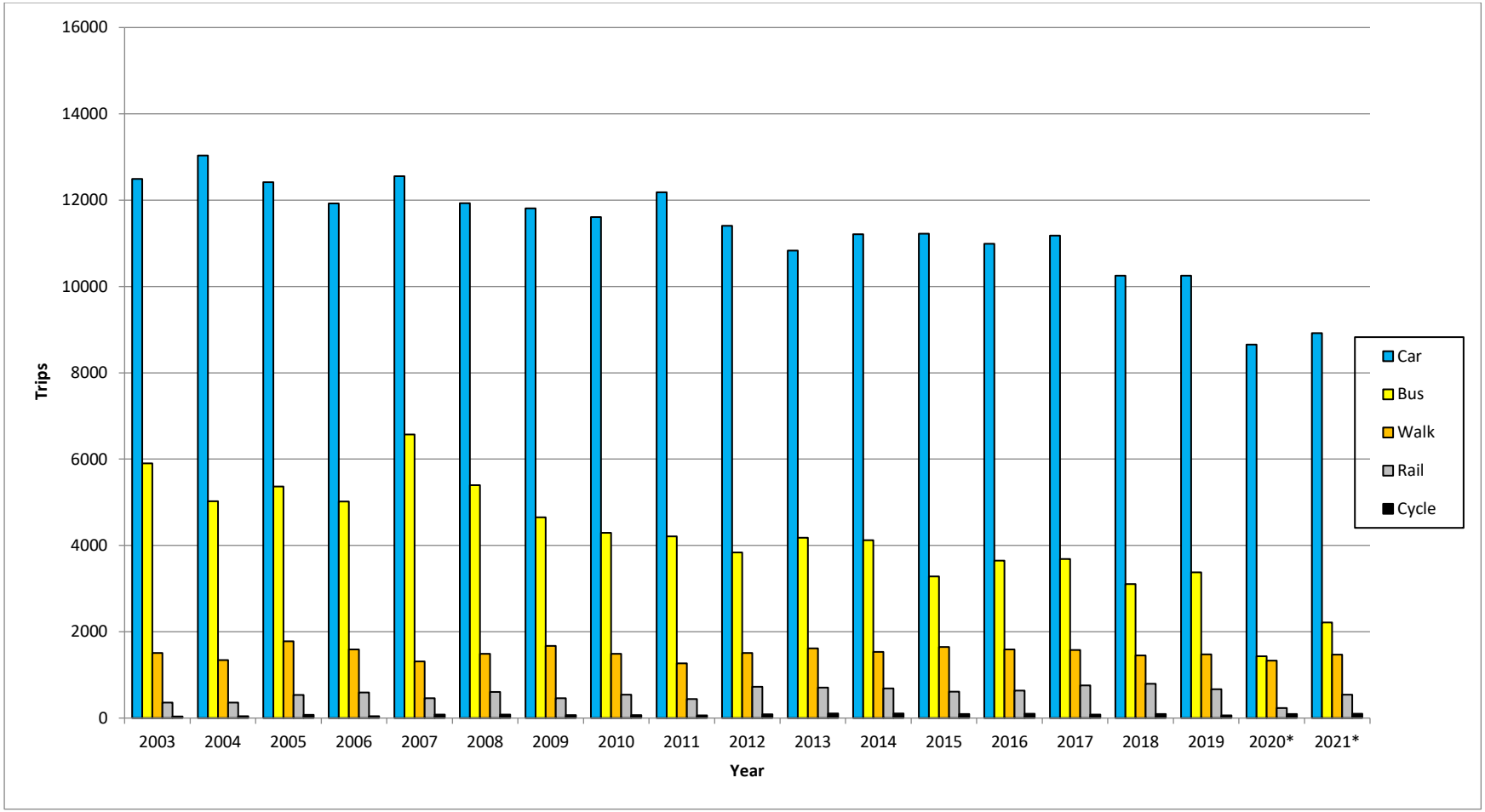


Figure 89: Car and non-car trips into Stockport key centre 10:00-12:00

Note:

*2020 and 2021 – Figures affected by Covid-19 pandemic

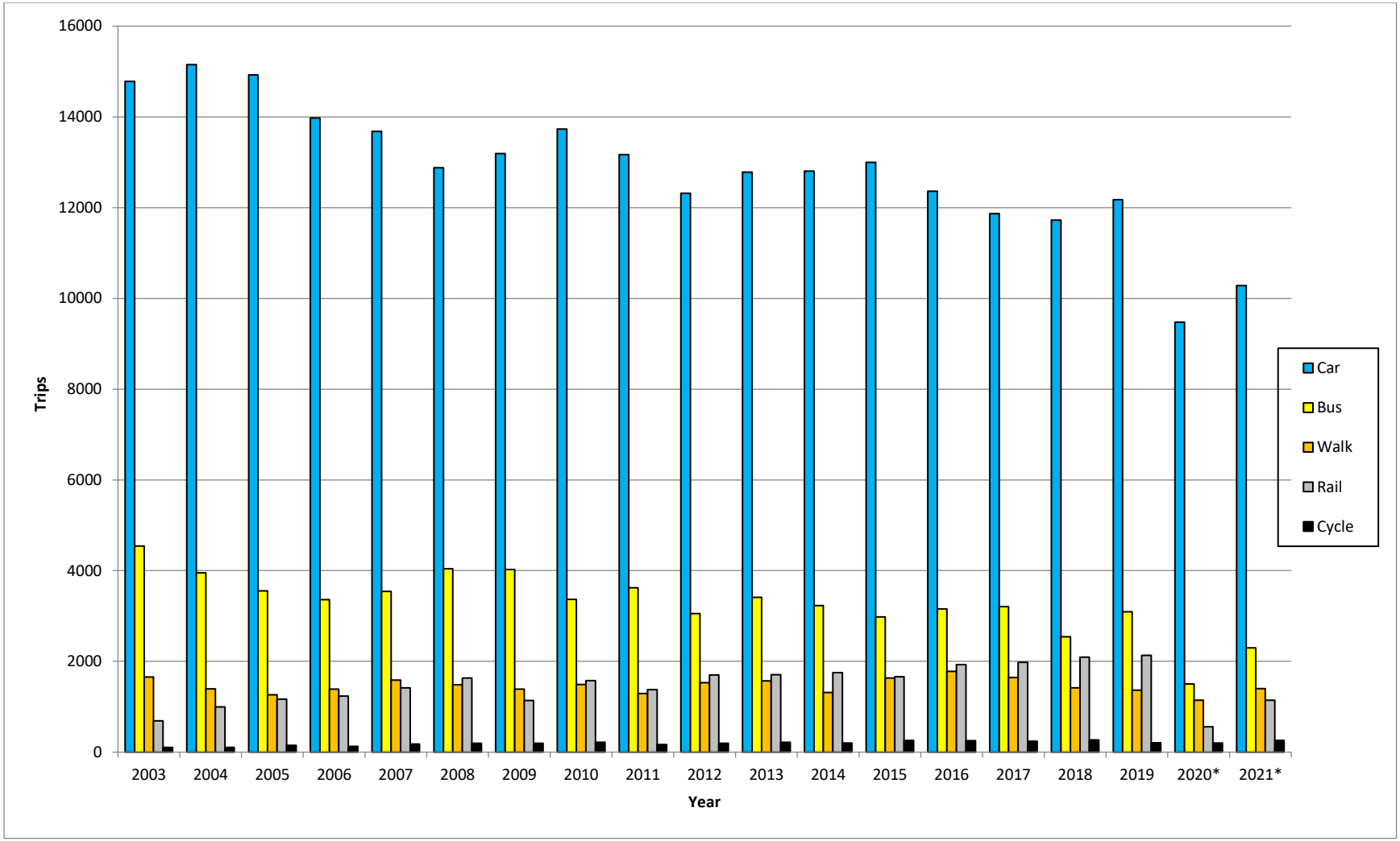


Figure 90: Car and non-car trips into Stockport key centre 16:00-18:00

Note:

*2020 and 2021 – Figures affected by Covid-19 pandemic

Table 28: trend in pedestrians entering Stockport key centre

Year	07:30-09:30	10:00-12:00	16:00-18:00
2003	1996	1507	1657
2004	1771	1343	1392
2005	2140	1782	1264
2006	2196	1589	1389
2007	2258	1314	1590
2008	2575	1489	1484
2009	2601	1673	1387
2010	2501	1492	1493
2011	2365	1265	1291
2012	2415	1506	1530
2013	2470	1618	1569
2014	2299	1534	1315
2015	2225	1647	1634
2016	2417	1591	1781
2017	2419	1579	1643
2018	2578	1454	1417
2019	2393	1478	1365
2020*	1413	1332	1145
2021*	**2031**	**1472**	**1398**
2021/2003	**1.02**	**0.98**	**0.84**

Note:
*2020 and 2021 – Figures affected by Covid-19 pandemic.

Wigan – latest published figures 2022

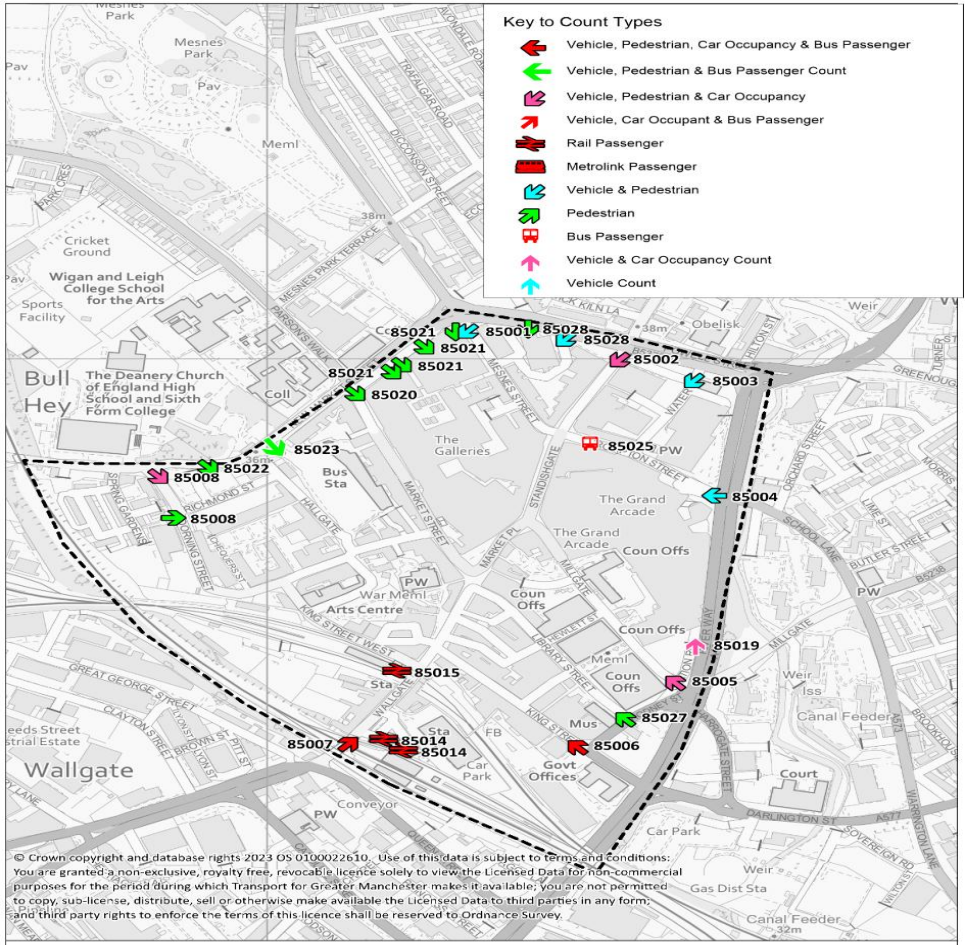


Figure 91: Wigan key centre and cordon points

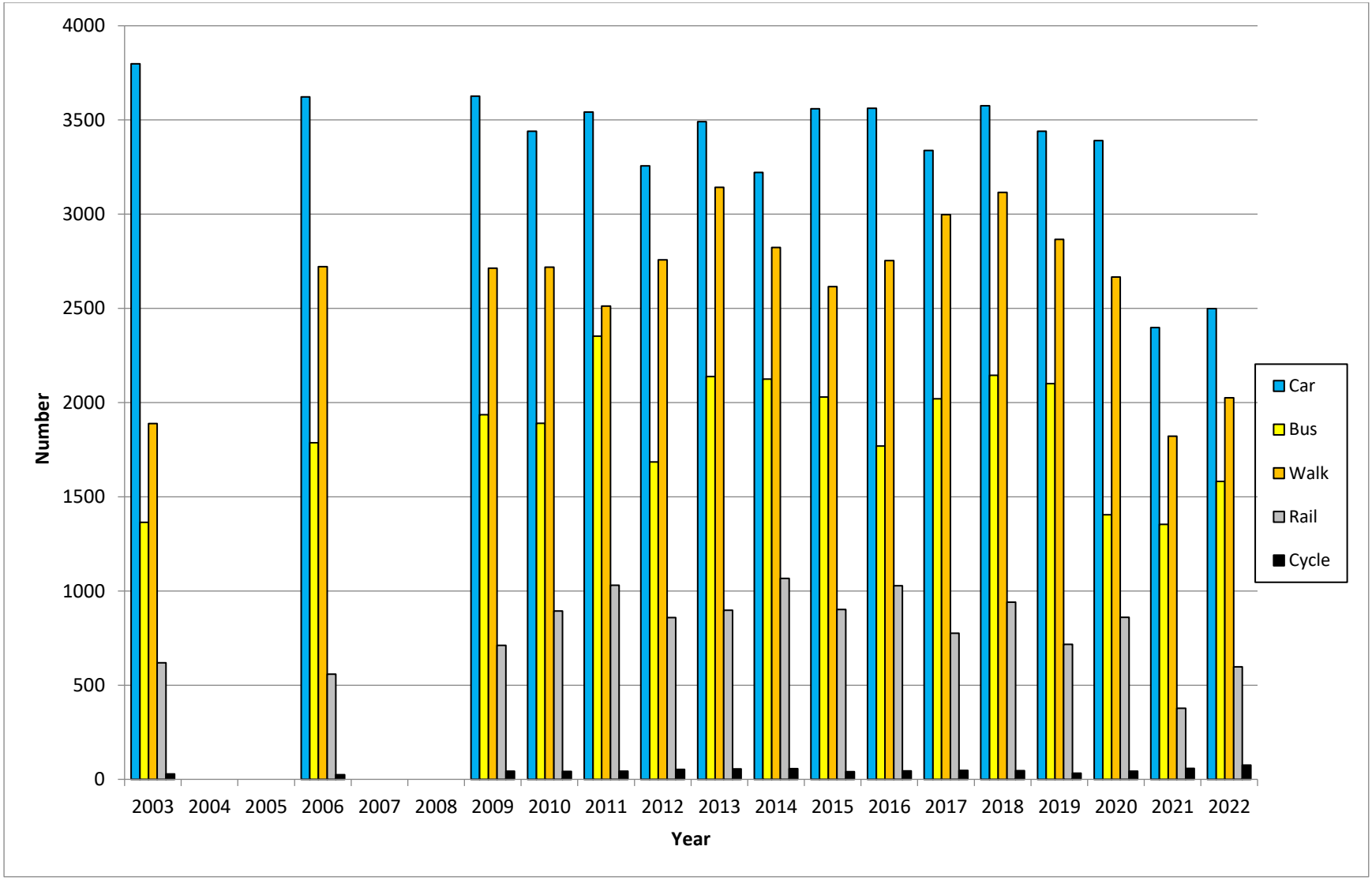


Figure 92: Car and non-car trips into Wigan key centre 07:30-09:30

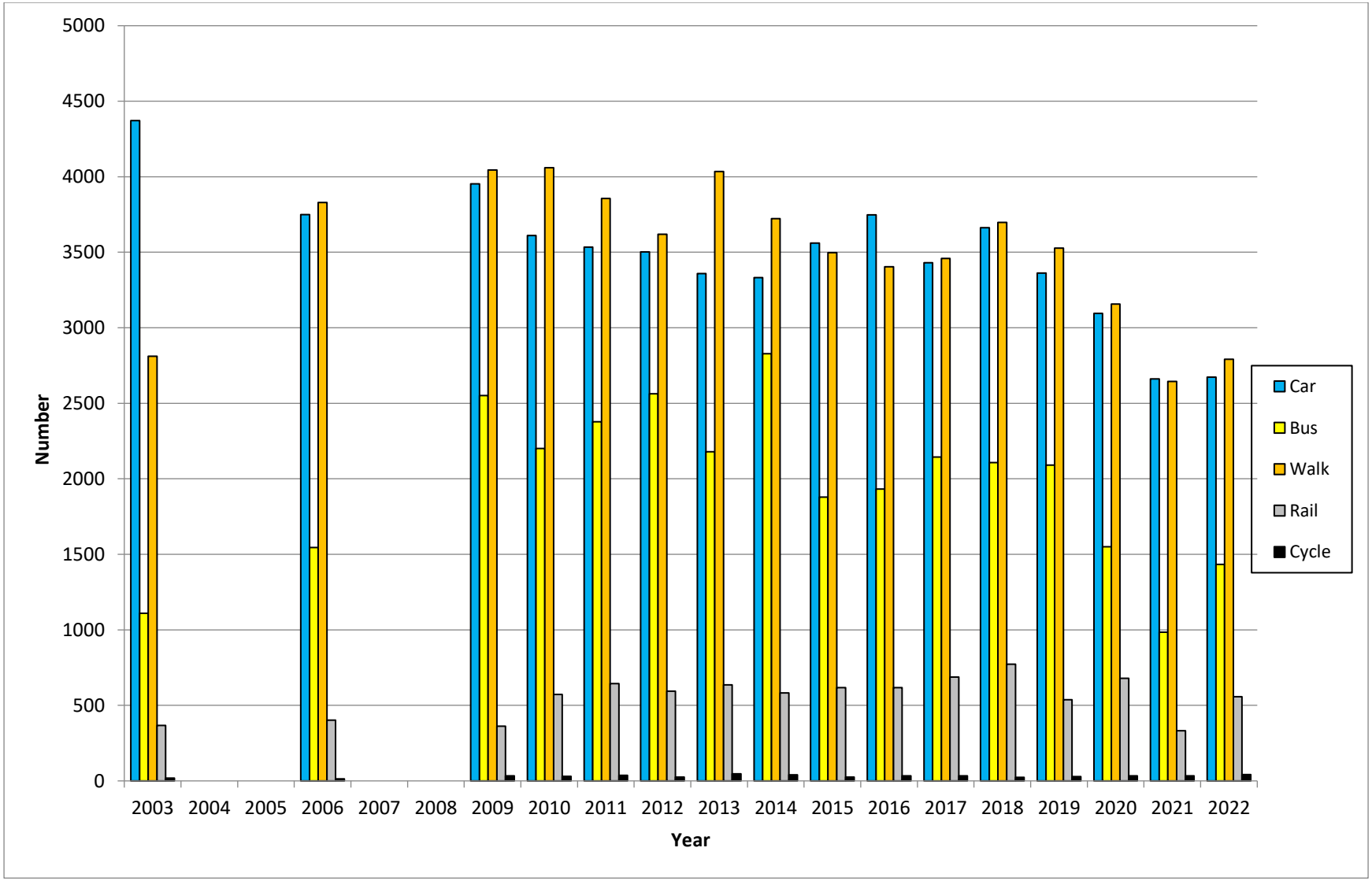


Figure 93: Car and non-car trips into Wigan key centre 10:00-12:00

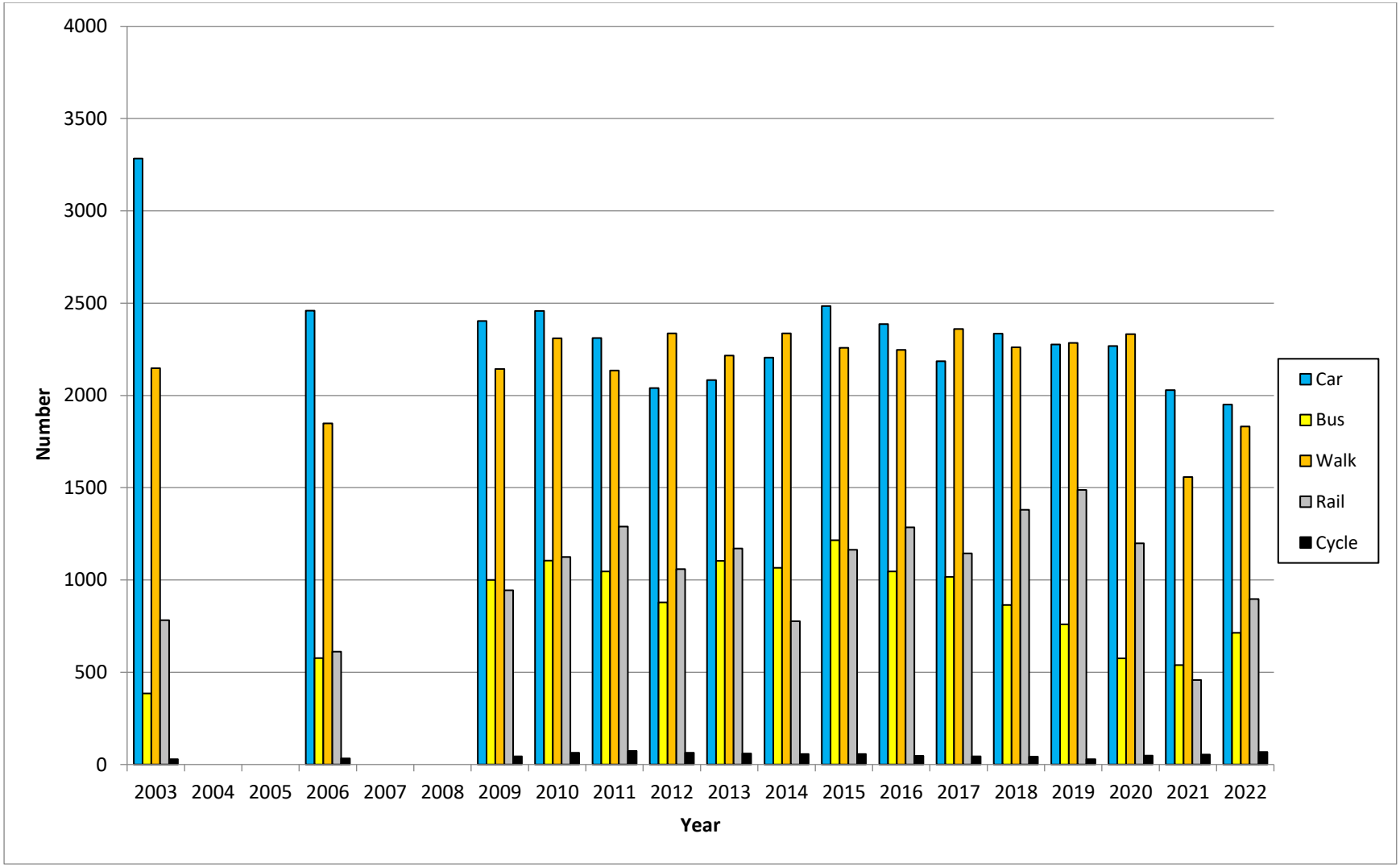


Figure 94: Car and non-car trips into Wigan key centre 16:00-18:00

Table 29: changes in pedestrians entering Wigan key centre 2003, 2006 & 2009-2022

Year	07:30-09:30	10:00-12:00	16:00-18:00
2003	1889	2811	2148
2006	2722	3830	1849
2009	2713	4044	2143
2010	2719	4059	2309
2011	2512	3856	2135
2012	2757	3620	2336
2013	3142	4034	2216
2014	2823	3722	2336
2015	2616	3497	2258
2016	2753	3404	2247
2017	2998	3459	2360
2018	3115	3697	2260
2019	2866	3527	2285
2020	2666	3157	2332
2021	1822	2645	1557
2022	2025	2792	1832
2022/2003	**1.07**	**0.99**	**0.85**

Crossings – pilot analysis of push button data

A sample of twenty pedestrian crossing sites was chosen, to assess if it is feasible to look at the number of times a crossing is called per day and the wait time for the crossing to go green. Table 30 shows an example month of analysis for the number of button pushes.

Table 30: An example month of analysis for the number of button pushes for 20 crossings

Local Authority	Location	February 2025 – average									
		Mon	Tues	Wed	Thu	Fri	Sat	Sun	weekday	weekend	Per day
Bolton	Great Moor St/West of Dawes St	162.75	168.75	171.00	166.50	148.25	57.75	22.00	163.45	39.88	128.14
Bolton	Chorley New Rd/East of Bedford St	166.25	180.50	179.50	187.75	166.50	103.00	60.50	176.10	81.75	149.14
Bolton	Crompton Way/Nr Hall I'th Wood Train Station	162.00	154.75	159.75	163.75	143.25	54.00	23.50	156.70	38.75	123.00
Bury	Bury New Rd/South of Sherbourne St	407.50	418.00	447.25	459.50	504.75	472.25	325.50	447.40	398.88	433.54
Manchester	Barlow Moor Rd/South of Hardcastle Ave	104.25	113.25	109.25	105.50	115.25	76.50	56.25	109.50	66.38	97.18
Manchester	Quay St/West of Byrom St	399.50	480.00	527.25	547.75	551.75	462.25	251.00	501.25	356.63	459.93
Manchester	Great Ancoats St/Piccadilly Basin	844.50	871.50	864.00	866.75	878.50	808.75	638.00	865.05	723.38	824.57
Manchester	Stockport Rd N of Plymouth Gr W	216.75	214.25	218.50	270.75	235.75	86.25	73.00	231.20	79.63	187.89
Manchester	Upper Brook St/North of Blackstock St	787.00	808.75	812.25	822.25	786.50	573.25	493.25	803.35	533.25	726.18
Manchester	Alan Turing Way/South of Score St	191.00	213.25	197.25	209.75	174.25	97.00	85.00	197.10	91.00	166.79
Rochdale	Oldham Rd/North of Elbow Ln	60.25	55.75	56.75	59.75	39.75	33.00	9.25	54.45	21.13	44.93
Salford	Eccles New Rd/West of Thurlow St	91.00	100.25	100.50	93.25	91.50	44.75	34.00	95.30	39.38	79.32
Salford	Liverpool Rd/East of Thorp St	170.25	190.00	201.50	188.75	202.50	137.25	106.50	190.60	121.88	170.96
Salford	Trinity Way/North of Bloom St	391.00	410.25	398.25	422.25	416.50	381.00	327.25	407.65	354.13	392.36
Stockport	High St/South of Mary St	464.00	495.00	489.50	488.25	499.00	499.75	314.75	487.15	407.25	464.32
Stockport	Offerton Ln/North of Salcombe Rd	80.50	82.25	85.00	78.00	75.00	56.25	46.50	80.15	51.38	71.93
Tameside	King St/South of Hope St	110.50	114.00	105.25	126.25	115.25	62.25	30.25	114.25	46.25	94.82
Tameside	Ashton Rd/South of Mayfield St	102.25	97.25	101.75	107.50	102.75	53.25	35.50	102.30	44.38	85.75
Wigan	Robin Park Rd/South of Loire Dr	238.5	234.25	222.25	254.00	240.00	272.75	138.75	237.80	205.75	228.64
Wigan	Wigan Rd/East of Abbott St	120.25	123.75	124.00	126.25	130.50	64.50	43.50	124.95	54.00	104.68

Table 31 shows the wait time in seconds for the crossing to go green. Two sites that were originally under SCOOT control were subsequently placed in local control at the end of April 2025. As can be seen, the mean wait time at both sites reduced following that adjustment.

Table 31: Wait time in seconds for the crossing to go green for 20 crossings

Local authority	Location	Mean wait time in seconds					
		Jan	Feb	Mar	Apr	May	Jun
Manchester	Stockport Rd N of Plymouth Gr W	25.28	25.68	24.98	24.38	10.30	10.79
Salford	Eccles New Rd/West of Thurlow St	29.93	29.17	29.14	29.08	8.14	8.06
Bolton	Great Moor St/West of Dawes St	7.41	7.12	7.16	6.91	7.20	
Bolton	Chorley New Rd/East of Bedford St	15.68	16.16	16.45	13.86	11.93	
Bolton	Crompton Way/Nr Hall I'th Wood Train Station	13.86	7.75	7.75	7.30	8.09	
Bury	Bury New Rd/South of Sherbourne St	37.73	36.75	47.51	47.34	45.18	
Manchester	Barlow Moor Rd/South of Hardcastle Ave	8.13	7.82	7.77	7.96	8.04	
Manchester	Quay St/West of Byrom St	8.04	8.00	7.98	8.00	8.04	
Manchester	Great Ancoats St/Piccadilly Basin	24.63	24.58	24.44	24.61	24.35	
Manchester	Upper Brook St/North of Blackstock St	32.20	32.31	32.13	32.26	32.53	
Manchester	Alan Turing Way/South of Score St	31.31	29.65	29.54	29.56	29.91	
Rochdale	Oldham Rd/North of Elbow Ln	15.84	15.08	14.27	14.29	14.34	
Salford	Liverpool Rd/East of Thorp St	34.20	36.22	34.79	33.94	35.85	
Salford	Trinity Way/North of Bloom St	31.34	31.11	31.78	31.74	30.98	
Stockport	High St/South of Mary St	20.37	20.10	21.19	17.87	16.24	
Stockport	Offerton Ln/North of Salcombe Rd	20.75	20.81	20.44	19.52	19.57	
Tameside	King St/South of Hope St	29.91	30.36	30.32	30.75	30.30	
Tameside	Ashton Rd/South of Mayfield St	22.06	22.16	22.95	21.94	22.33	
Wigan	Robin Park Rd/South of Loire Dr	29.08	29.73	29.20	29.43	29.40	
Wigan	Wigan Rd/East of Abbott St	15.28	15.51	16.20	15.71	15.71	

Safety data

Figure 95 shows that killed and seriously injured (KSI) casualties in Greater Manchester increased by 28% between 2023 (799) and 2024 (1,024). If we compare the 2024 figures to the annual average for 2017 to 2019, Greater Manchester achieved a 9% reduction in KSI casualties in 2023 (1,024 compared to 1,127).

Of the 1,024 KSI casualties in 2024, 314 (31%) related to pedestrians and 164 (16%) to cyclists. The respective figures for 2023 were 263 (33%) pedestrians and 126 (16%) cyclists.

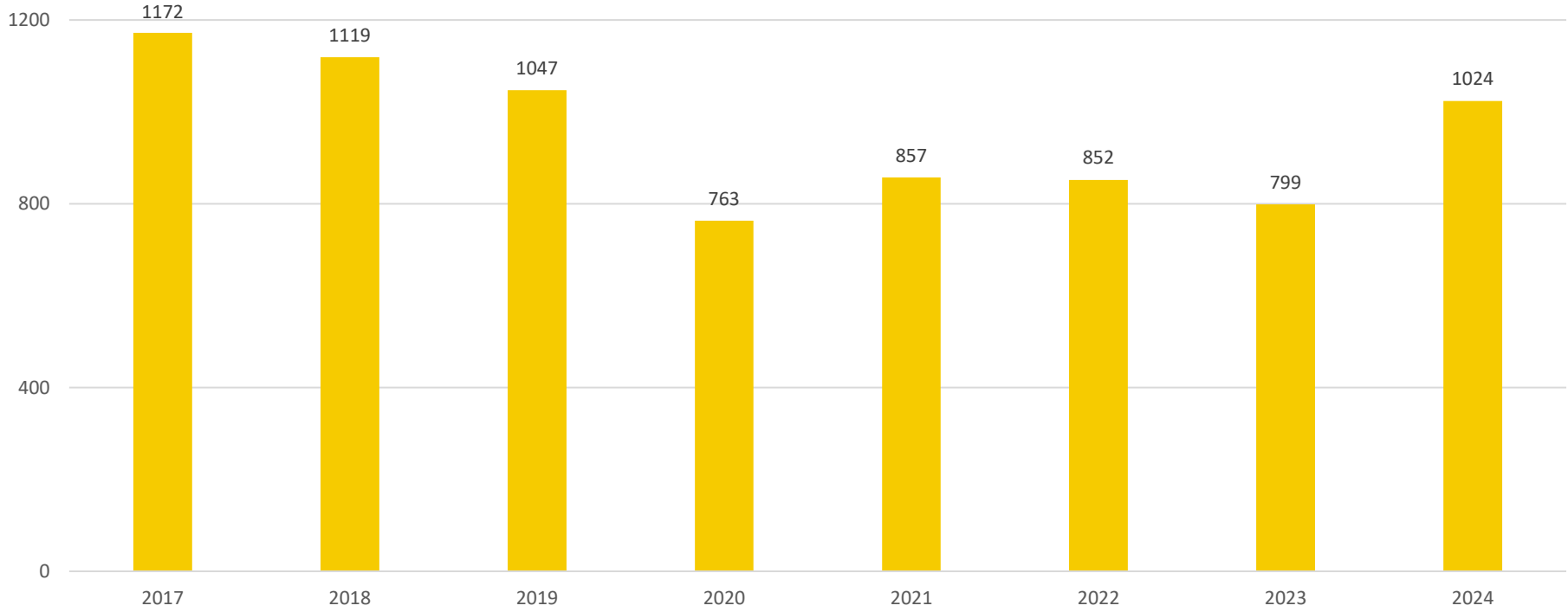


Figure 95: DfT adjusted KSIs – Greater Manchester

Source: DfT Road Safety statistics Sep 2025

There was a 13% increase in the number of fatal casualties in 2024 (51) compared to 2023 (45) – see Figure 96. In 2024 there was a 6% decrease in fatalities in Greater Manchester (51) when compared to 2017-19 average (54).

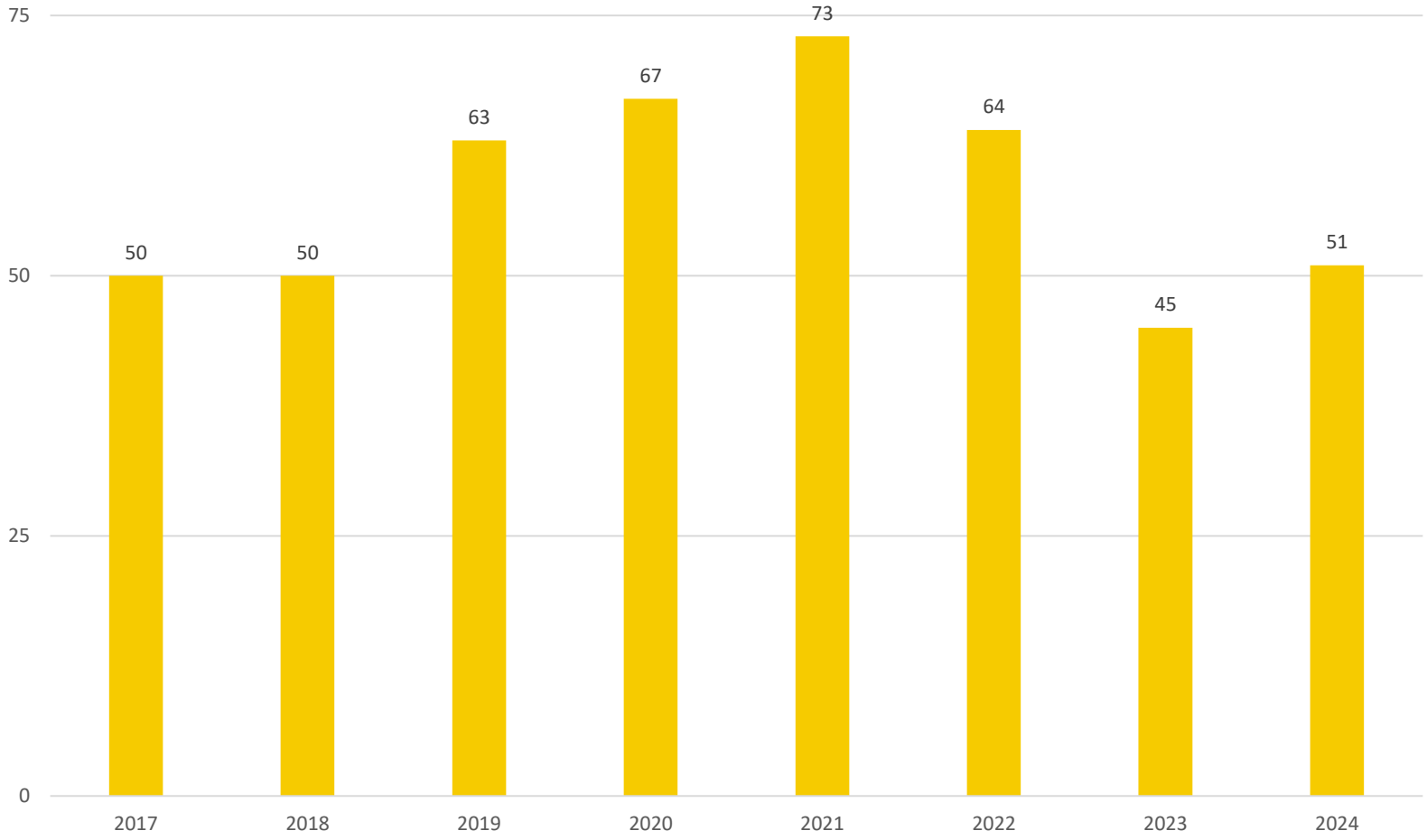


Figure 96: Greater Manchester Fatal Casualties

Source: DfT Road Safety statistics Sep 2025

In 2024 (Figure 97) there were 28 pedestrian fatalities and two cyclist fatalities, with the corresponding numbers for 2023 being 21 and four.

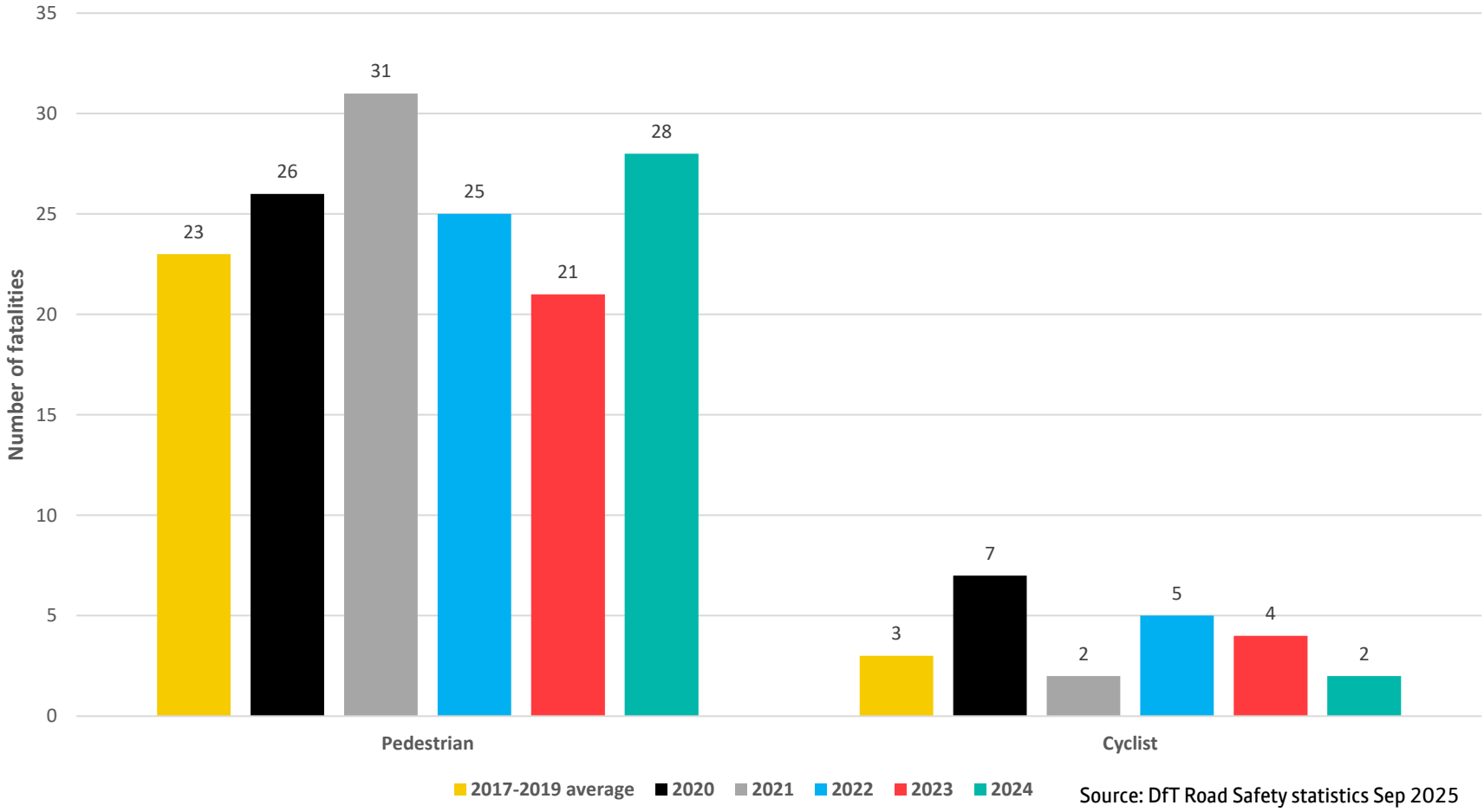


Figure 97: Number of fatalities in Greater Manchester

Infrastructure outputs

Infrastructure outputs delivered in 2024 and 2025

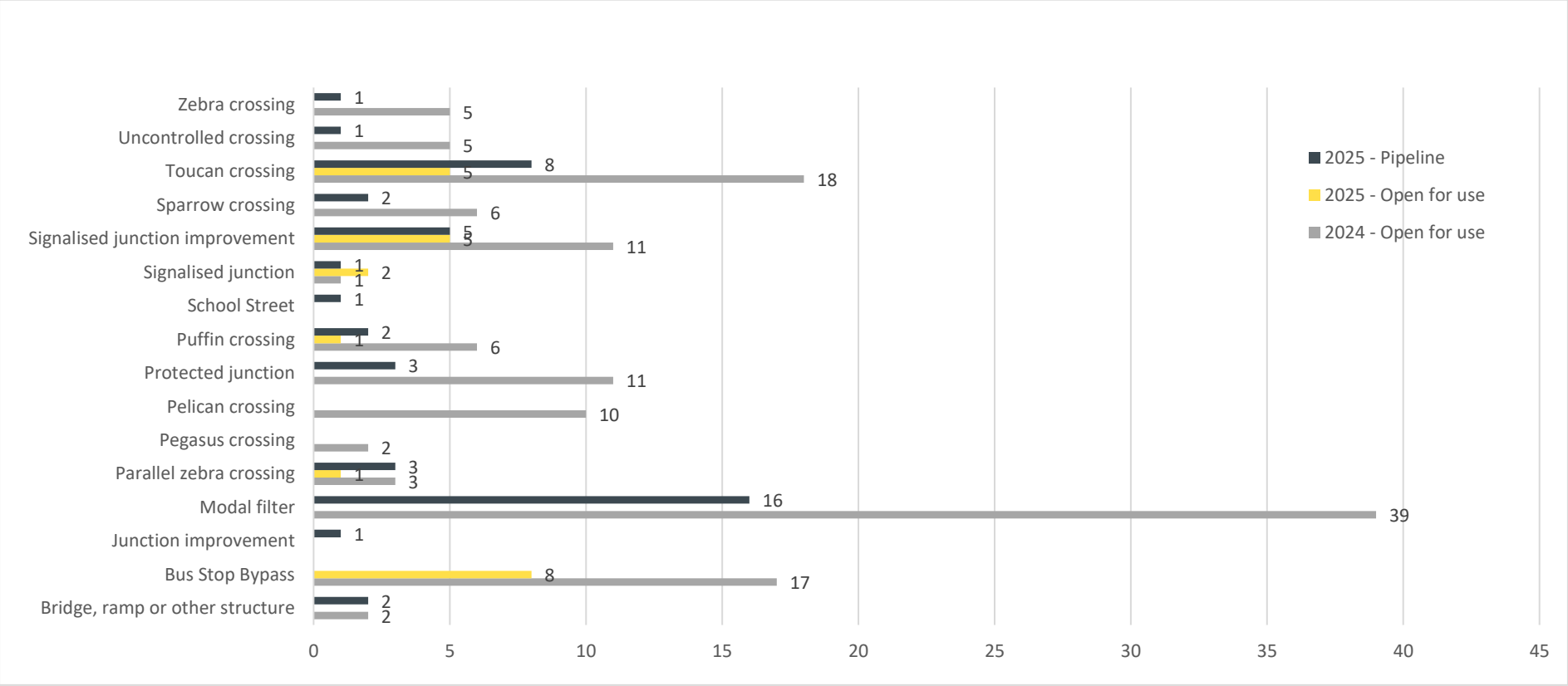


Figure 98: Number of cycling and walking infrastructure outputs of different types that are open for use and in the pipeline

Source: Active Travel Network team data

Infrastructure – CRSTS outputs delivered by end of March 2025

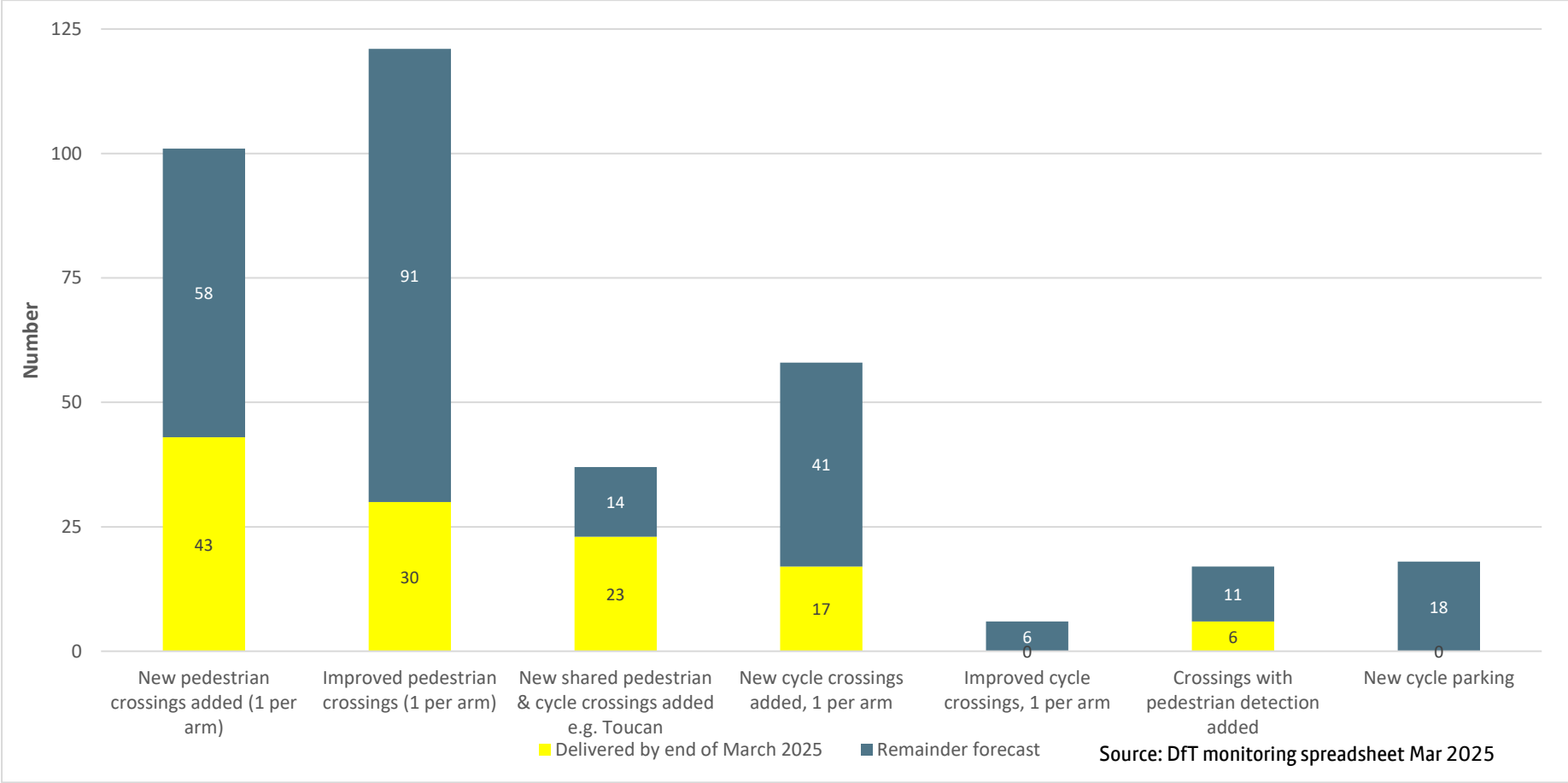


Figure 99: City Region Sustainable Transport Settlement – Output type delivered by end of March 2025 and remainder forecast in Greater Manchester

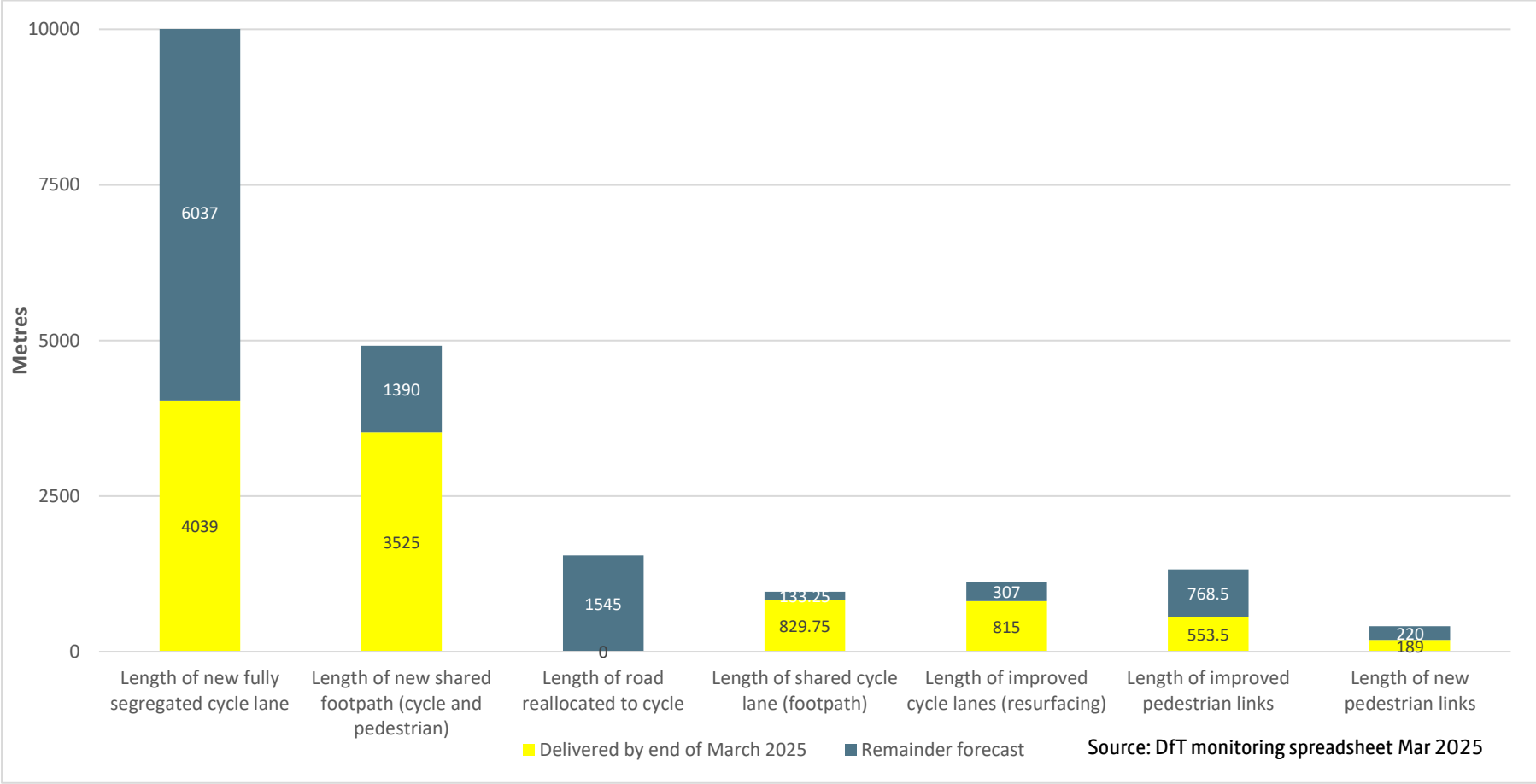


Figure 100: City Region Sustainable Transport Settlement – Output type delivered by March 2025 and remainder forecast In Greater Manchester

Delivery of all Bee Network standard infrastructure to date

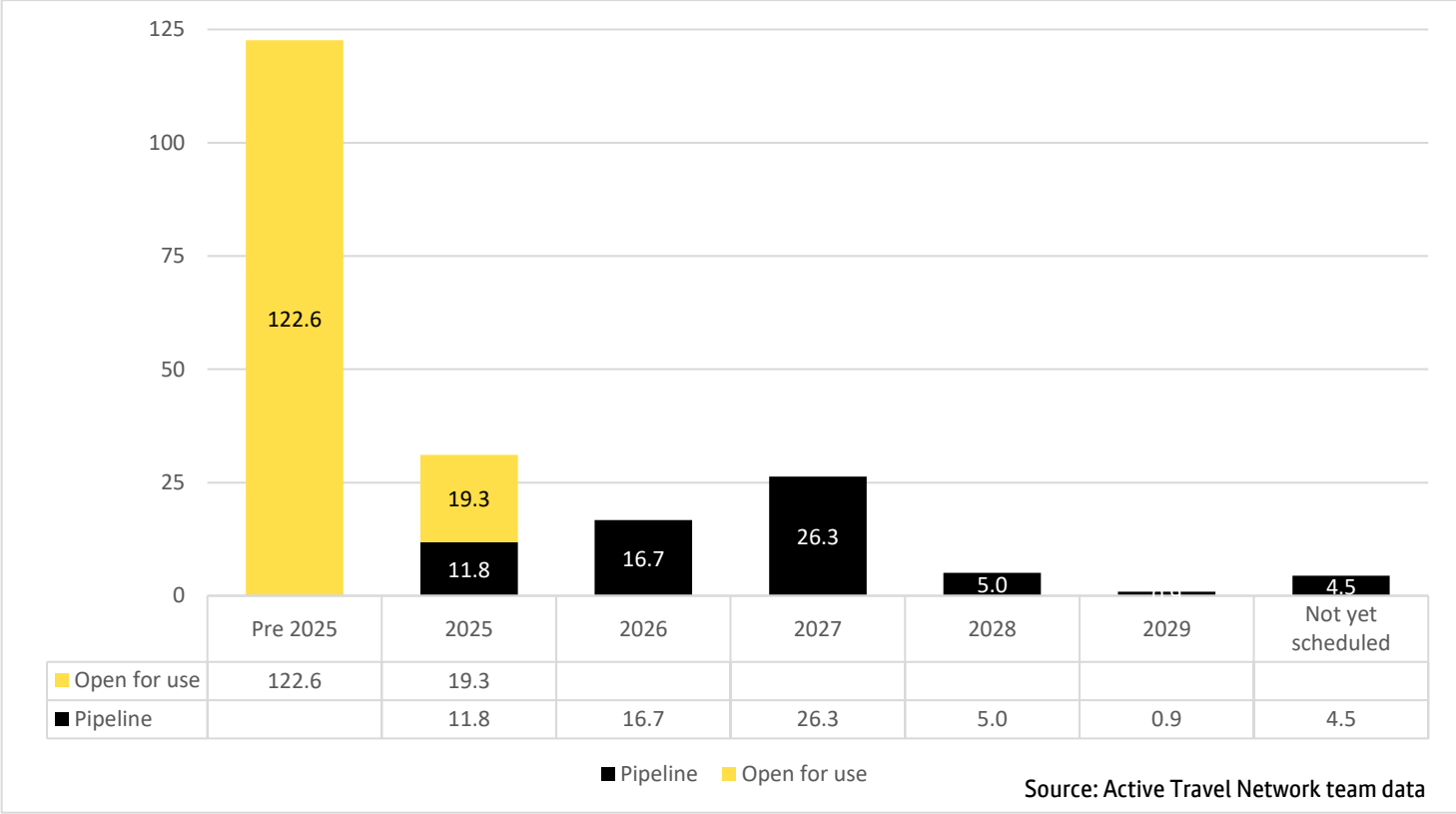


Figure 101: Length in kms of Bee Network compliant cycling and walking infrastructure open for use and in the pipeline

Impact examples

Walking and cycling in Wigan

Source: VivaCity sensor counts from Wigan Council

Figure 102: Infographics from Wigan Council

Chorlton Cycleway

Chorlton Cycleway is a 5km protected cycle route, built in stages between 2019 and 2024, which connects the Chester Road roundabout on the edge of the city centre and Chorlton-cum-Hardy. There is a pre-existing protected cycle route from the roundabout towards Deansgate rail station, which was improved and extended along Deansgate in the city centre in 2025. Stretford Cycleway, a largely protected cycle route from Stretford, joins Chorlton Cycleway a few hundred yards south of the Chester Road roundabout. This was also constructed in stages between 2019 and 2024.

Use of the cycleway has been monitored continuously by VivaCity camera sensors between June 2021 and September 2025. These sensors utilise artificial intelligence (AI) to count cycles, motor vehicles and pedestrians passing through their field of view. Table 32 and Figure 103 provide further information about the sections of the cycleway, when they were built, connections with other key cycle routes, and sensor locations.

Table 32: Chorlton Cycleway sections, construction dates and camera sensor locations

Section	Construction Period	Sensor Location
1: Chorlton Road – from Chester Road to Upper Chorlton Road	mid-2019-mid-2020	S1: Near Ribston Street, Hulme
		S2: Near Cornbrook Street, Hulme
2: Upper Chorlton Road – from Chorlton Road to Seymour Grove	27/09/2021-12/09/2022	S3: Near Wellington Crescent, Whalley Range
3: Manchester Road – from Seymour Grove to Wilbraham Road	10/12/2021-28/03/2024	S6: Near Macauley Road, Chorlton
4: Barlow Moor Road – from Wilbraham Road to Hardy Lane	01/03/2021-31/10/2022	S4: Wilbraham Road near Barlow Moor Road, Chorlton
		S5: Cundiff Road near Barlow Moor Road, Chorlton

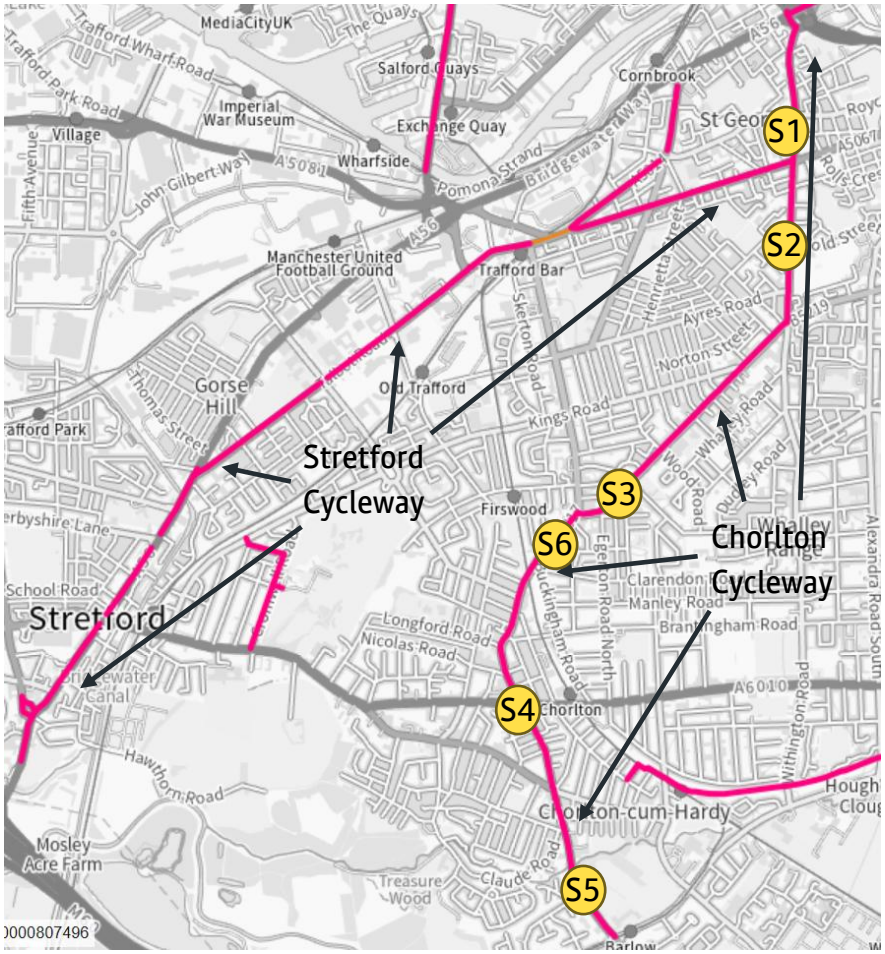


Figure 103: Map showing Chorlton Cycleway, Stretford Cycleway, and the sensors used in this analysis

The number of cycle trips on Chorlton Cycleway has risen substantially between June 2021 and September 2025. Overall, total cycle counts across the five counters with reliable data were 62% higher in 2025 than they had been in 2021. Numbers have risen every year, although the rate of increase has reduced over time. There is substantial variation in cycling trends between different counters/sections of the cycleway, which may reflect construction dates of that section, or of connected sections in Chorlton and Stretford Cycleways, and how these relate to the cycle journeys which people are making. See Figure 104 and table 33 for further details.

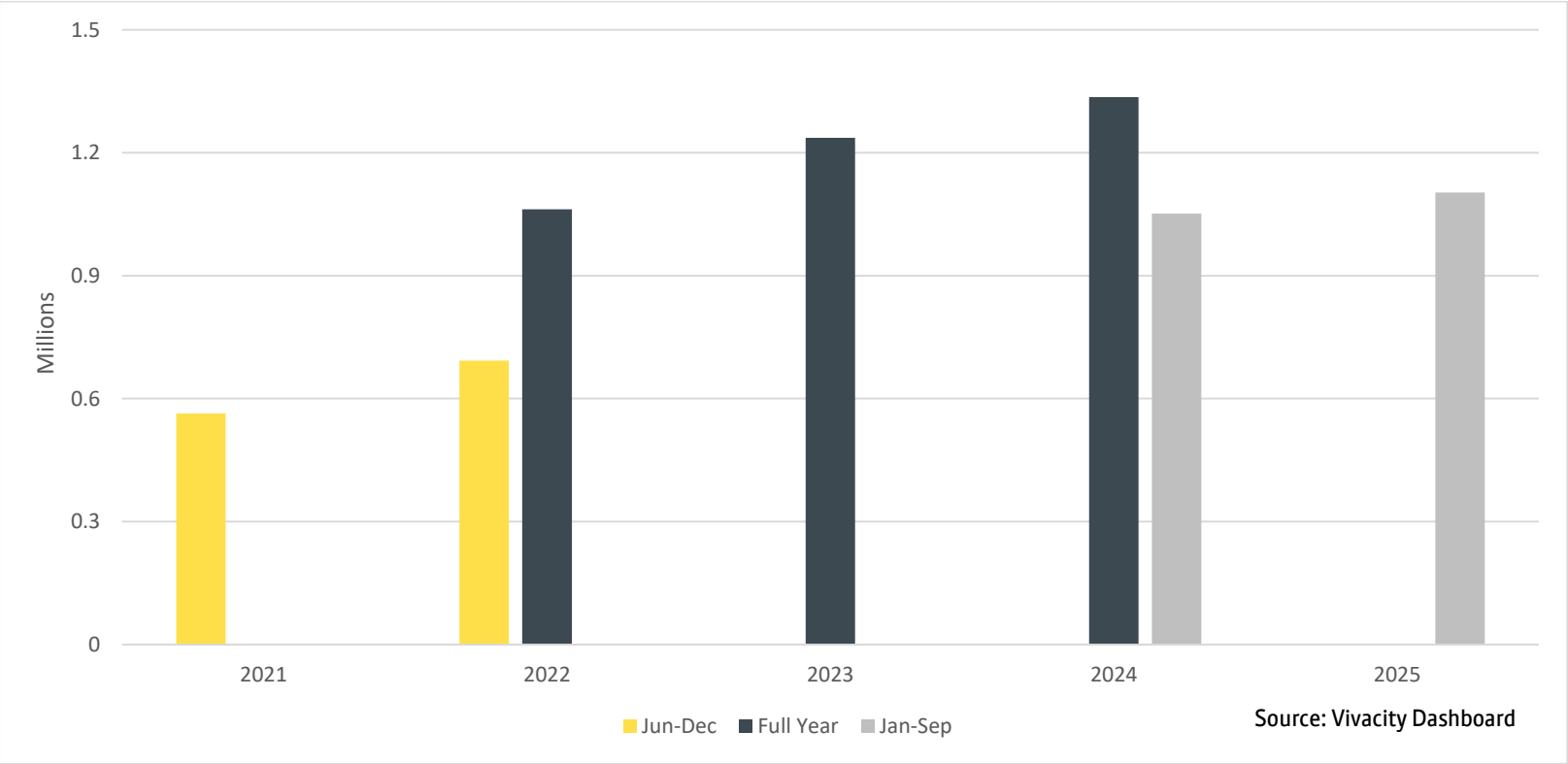


Figure 104: Estimated average total annual cycle count Chorlton Cycleway 2021-25 (sum of 5 counters – S3 excluded).

Table 33: Percentage change in cycle counts from year to year for each sensor and overall, excluding sensor S3

	2021-2022[2]	2022-2023	2023-2024	2024-2025	2021-2025
S1	60%	22%	-5%	6%	**96%**
S2	31%	19%	7%	8%	**79%**
S4	-2%	-4%	28%	-3%	**17%**
S5	18%	17%	1%	5%	**46%**
S6	15%	25%	13%	8%	**76%**
All counters	**23%**	**16%**	**8%**	**5%**	**62%**

Source: VivaCity dashboard

Between 01/01/2025 and 30/09/2025 there was an average daily total of 63,186 cars counted by the six counters which monitor the Chorlton cycleway. There was an average daily total of 4,517 cyclists (753 per counter) counted during the same period, representing 7% of the number of cars.

TRADS data for 2024 indicates that the person kilometres travelled by cycle as the main mode of transport were approximately 2% of those travelled by car or van driver as the main mode. This suggests that the cycle mode share on Chorlton cycleway is substantially higher than that across Greater Manchester as a whole.

[2] Based on June to December data

Crossings – impact of a new toucan crossing of A573 Bridge Street, Wigan[3]

There is good evidence that a new toucan crossing of Bridge Street has led to an increase in people walking across the road, and there is some evidence that it may have led to an increase in people cycling, although numbers remain relatively low. The reduction in informal crossings suggests that there has been an improvement in safety. Recorded collisions do not indicate a significant decrease in safety. They cannot demonstrate reductions in collisions due to low numbers.

The scheme, constructed between September and November 2022, delivered a new toucan crossing of Bridge Street and a side road modal filter at a cost of around £178,140. Previously this location had no formal crossing of this single two-way, 30mph carriageway with a system of street lighting.

Baseline and post-implementation counts of people walking and cycling were made on Bridge Street, and at a comparator site on Edge Green Lane, to help take account of impacts not due to the scheme itself. These indicated a 73% increase in people crossing Bridge Street on foot. By comparison there was a 2% decrease in the number of pedestrians counted crossing Edge Green Lane. The total number of cyclists counted at Bridge Street over 3 days increased from 19 to 35, an 84% increase. At Edge Green there was an increase from 1 to 8.

[3] The information about the crossing of Bridge Street is taken from Wigan Bee Network Crossings Scheme Evaluation Report (TfGM, November 2025)

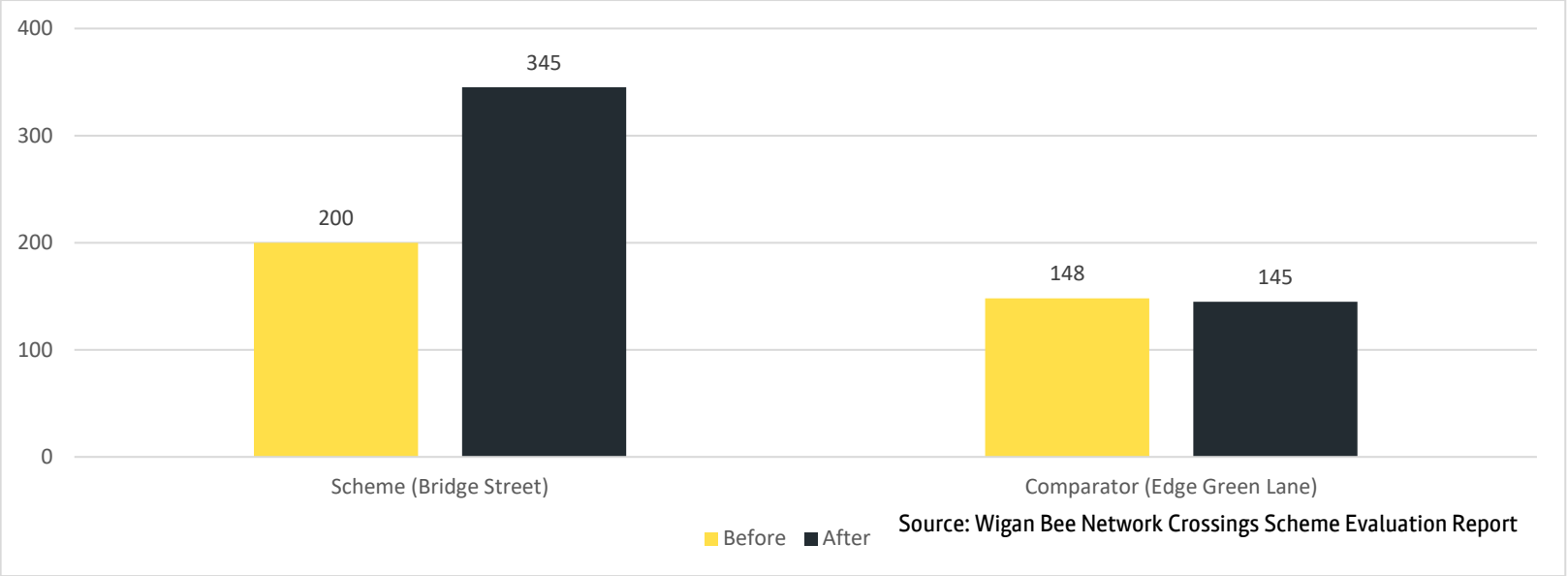


Figure 105: Average daily pedestrian main road crossing counts at the scheme and a comparator site, before and after scheme implementation

In the 36 months prior to scheme opening, no collisions were recorded at the Bridge Street site. Provisional data for the period since the scheme opened shows one reported 'slight' injury collision at the junction. After the new toucan was in place, most people crossing Bridge Street used it. The number of informal crossings of the street has decreased substantially compared with before the scheme.

After the new toucan was in place, 65% of the people crossing Bridge Street used it (an average of 225 per day), while 35% (120 per day) crossed the road informally at other nearby points. The number of such informal crossings has therefore decreased by 80 (40%) from the average of 200 per day before the scheme. This reduction in informal crossings represents an improvement in safety, if as expected the formal crossing is safer.

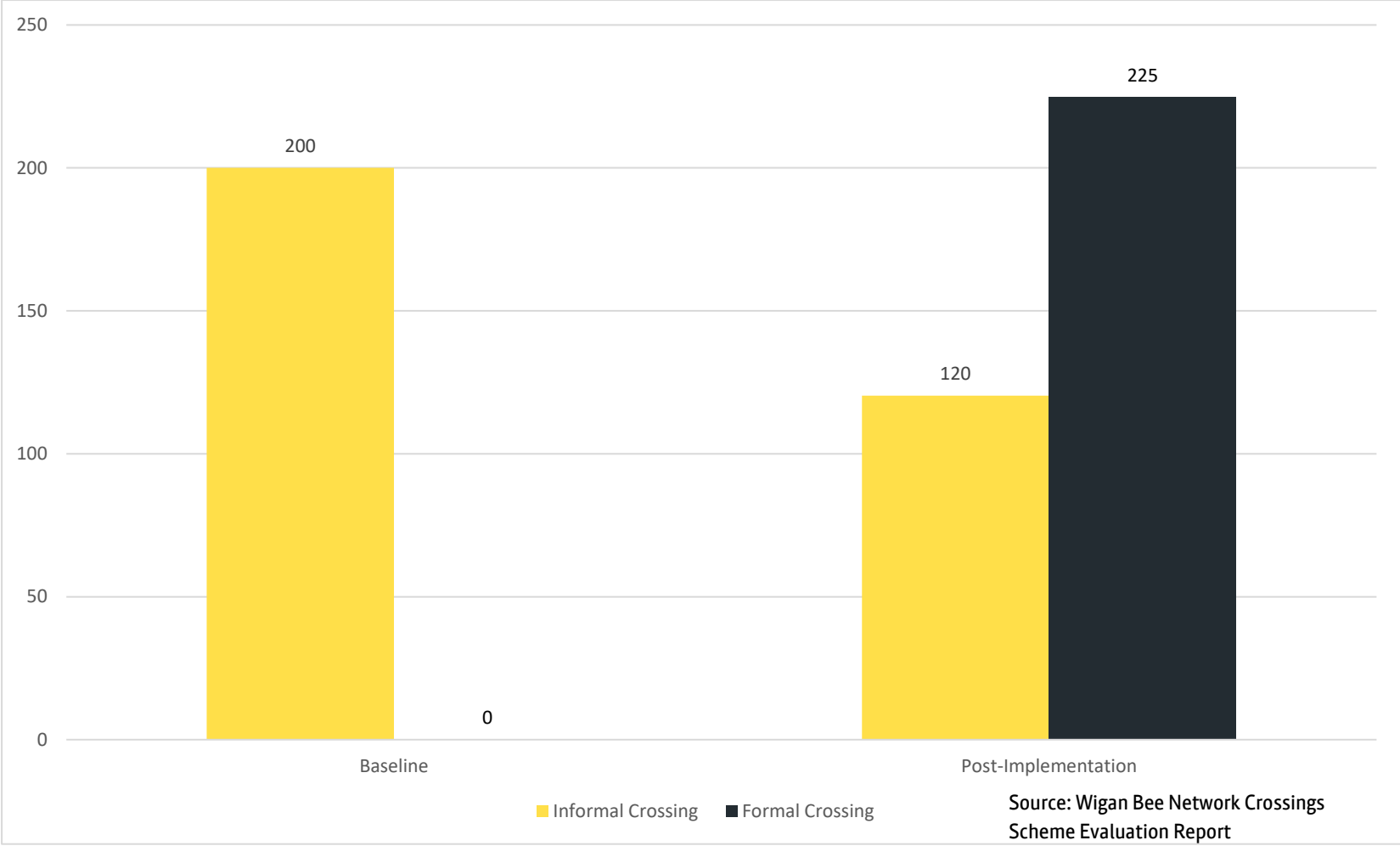


Figure 106: Average daily formal and informal pedestrian informal main road crossing counts at the scheme site, before and after implementation

Heaton Mersey Common scheme in Stockport – qualitative feedback

Local authorities often receive feedback on schemes once they have been implemented, to show the impact that they have had. As an example, the following feedback was received by colleagues at Stockport, suggesting that the improvements have made a real difference locally and emphasises the importance of path maintenance post scheme completion.

'The path is all weather – I can push a pushchair along it. There's no way I could have done this on the old surface.'

'As a cyclist with disabilities – use a non-standard trike – this scheme is a massive improvement for me for leisure and local activities... I can often go through the common on routes which previously had access barriers. I am also pleased to see others out there on wheelchairs/mobility scooters. It is a great improvement for local access and pleasure for those with limited mobility'

'It's a great scheme and makes me go to Heaton Moor and parts of Heaton Mersey more to shop locally'

Activation example: ‘Active Travel Day’ Bowlee Park Community School, Rochdale

An ‘Active Travel Day’ event was organised at Bowlee Park Community School to coincide with parents’ evening to ensure maximum engagement from parents/guardians. An Active Travel Officer from TfGM delivered a Bee Network info stall where over 125 people received information about local walking, wheeling, and cycling opportunities around school, as well as being told about the launch of the ‘walking bubble’ and ‘park & stride scheme’ recently installed around school. Bee Pedal Ready delivered a Dr Bike workshop, with 44 bikes being serviced on the day. Approximately 20 bikes had to be turned away at the end of the event, as there was not enough time to fix them all.

Given the popularity of the event, a second ‘Active Travel Day’ was organised at the school for the end of term. Your Trust Rochdale delivered a Dr Bike workshop, servicing 13 bikes in 90 minutes. They also delivered a pre-loved bike sale alongside The Renew Hub, between them selling a total of 45 bikes. With every bike sold, parents/guardians were offered the chance to place an order for a helmet, bike lock, and rechargeable bike lights set, free of charge. Twenty-four people took up this offer.

Source: TfGM Bee Network Crossings phase 3 end of scheme activation report

Figure 107: Images from the first ‘Active Travel Day’ event at Bowlee Park Community School