
**ASSOCIATION OF GREATER MANCHESTER AUTHORITIES
GREATER MANCHESTER TRANSPORTATION UNIT**

**TRANSPORT STATISTICS
GREATER MANCHESTER 2007**

SUMMARY

This report presents results of GMTU's traffic and transport monitoring during 2007.

These include:

- trends in Local Transport Plan indicators
- countywide traffic growth
- daily, weekly and seasonal flow profiles on motorways and A roads
- traffic growth by district
- comparison of local and national traffic growth
- traffic and pedestrian activity in key centres
- trends in countywide rail and Metrolink patronage
- trends in bus service supply
- background information

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The Greater Manchester Transportation Unit provides a strategic and local transportation service to and on behalf of the ten district councils of Greater Manchester. The unit is funded by the ten districts and attached to Manchester City Council as lead authority.

FOREWORD

The Greater Manchester Transportation Unit provides a comprehensive service in all aspects of transportation for the ten local authority districts in Greater Manchester. The work of the unit includes the core services of traffic monitoring, and maintenance and analysis of the unit's traffic accident database. This report forms part of the traffic monitoring service to districts and as such maintains the series of annual reports for Greater Manchester begun in 1983. It is available as an Adobe Acrobat file and on the GMTU website (www.gmtu.gov.uk) for those who would like an electronic version.

This report does not include detailed traffic flow information for individual road links. Instead, separate reports have again been produced for each district, incorporating all the traffic flow information for that district.

All of the road traffic data used in the production of the annual reports are available for district use. The results of manual counts can be obtained through interrogation of the map based data retrieval system GMCOUNTS. Also, road casualty data can be obtained from GMTU's Geographic Information System – GMAPS and Microsoft Access Database - GMAXI.

Information on Greater Manchester Local Transport Plan (GMLTP) targets and indicators is subject to approval by the Department for Transport (DfT) and may be revised as part of the LTP performance management process. Information in this report is correct as at 31 October 2008 and any future updates will be made available on the electronic version.

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EXECUTIVE SUMMARY

TRANSPORT STATISTICS GREATER MANCHESTER 2007**EXECUTIVE SUMMARY****Local Transport Plan**

Best Value, mandatory and local headline indicators for the second Greater Manchester Local Transport Plan (GMLTP2) are included in this report. In most instances, the indicators have a base of 2003/04, a target of 2010/11 and a trajectory of milestones to reach in the intervening years. Progress against these milestones is summarised here.

Maintenance (Best Value)

- We appear to have made good progress in maintaining principal roads and non-principal roads while results for maintaining unclassified roads, footway condition (BV 187), accessible pedestrian crossings (BV 165) and ease of use of Public Rights Of Way (PROW) (BV 178) are inconclusive. Inconsistencies in methodology, target setting and revisions to last year's data make it difficult to form firm conclusions on progress.

Road Casualties (Best Value)

- Child killed and seriously injured (KSI) casualties (BV 99ii) and slight casualties (BV 99iii) are on track and, while we have not done as well as we would have hoped for on total KSI, the numbers are decreasing.

Public Transport (Best Value)

- Bus (BV102a), Rail (BV102b) and Metrolink (BV102c) patronage are all on track. Rail exceeded the target.
- The final target for bus satisfaction (BV 104) has been exceeded and revision is being considered.

Road and Other Traffic (Mandatory)

- Area wide vehicle mileage (LTP2) is on track, and the number of cyclists in 2007 exceeded the final target meaning that LTP3 is well on track. Mode share of journey to schools (LTP4) is on the right track but has not quite met its yearly target. Peak period traffic flow to urban centres (LTP6) is on track and has in fact decreased. This is probably due in part to the recent increase in petrol prices. Congestion (LTP7) has also exceeded its target.

Public Transport (Mandatory)

- The percentage of households within 30 minutes of a category A interchange or Manchester City Centre by 08:45 (LTP1a) is still off track but has increased in the last year. The equivalent by 08:30 for jobseekers (LTP1b) is well on track following revisions in the DfT base data.

- The results of the bus punctuality indicators (LTP5) are inconclusive and subject to revision in future years.

Pollution (Mandatory)

- The index of change in the emissions of NO_x from major roads (LTP8) was on track in 2006 but data is yet to be available for 2007.

Pollution (Headline)

- The index of change in the emissions of CO₂ from major roads (LTP8) was on track in 2006 but data is yet to be available for 2007.

Public Transport (Headline)

- The percentage of wheelchair accessible buses (LTP10a) is on track. The percentage of accessible bus stops LTP10b now has trend information based on QBC data and is on track but accessible rail stations (LTP10c) are off track. Funding sources for LTP10c have been identified.

Road and Other Traffic (Headline)

- The numbers of people walking (LTP11) was on track last year. 2007 data from the National Travel Survey (NTS) is not yet available.
- Modal share of trips to the regional centre, the modal share of trips to other key centres (LTP12b) and Manchester Airport (LTP12a&c) are all on track.

Road Traffic

Traffic Flow Changes on Major Roads in Greater Manchester 2006-2007

Table 1 gives a summary of percentage changes in traffic flows in Greater Manchester between 2006 and 2007.

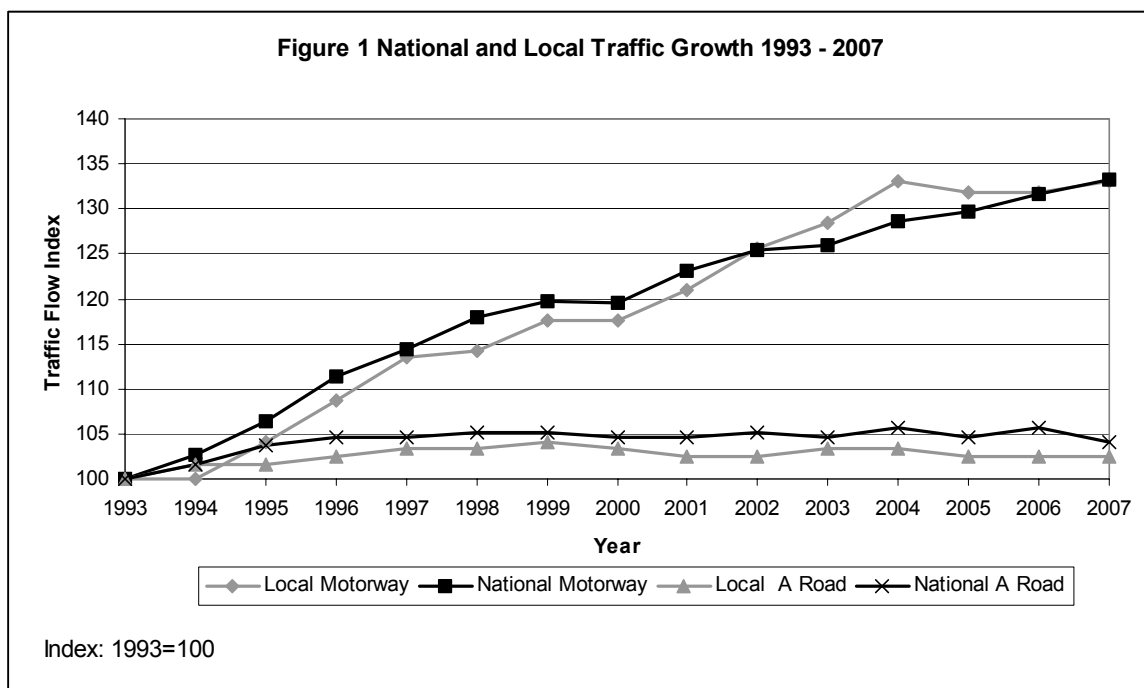
- There was a 1% increase in traffic flows on motorways, no increase on A roads and a 1% decrease on B roads between 2006 and 2007. Motorway flows were affected by roadworks on the southern section of the M60 near Stockport. Evidence from Automatic Traffic Counts (ATC) indicates that there were decreases in traffic flows on this section of the network and the M56.
- Traffic flows increased by 1% on minor roads.
- Light goods vehicle (LGV) flows increased but other goods vehicles (OGV) flows decreased on all classes of road.
- Pedal cycle flows have increased by 7% on A roads and 5% on B roads, but decreased by 2% on minor roads. Note, though, that as the flows are small, measured changes are less statistically reliable than for other vehicle types.

Road Class	Cars	LGV	OGV	Buses and Coaches	Motor Cycles	Pedal Cycles	All Motors
Motorways	1	3	-1	-28	-12	1	1
A Roads	0	3	-5	-6	-1	7	0
B Roads	0	1	-10	-11	5*	5*	-1
Minor Roads	1	3	-2	-5*	-4*	-2*	1

* Flows are small and observed changes are consequently less statistically reliable than on other roads

Longer Term National and Local Growth in Traffic Flows

- Indices of national and local growth in traffic flows on motorways and A roads since 1993 are illustrated in Figure 1.
- Traffic flows on national and local motorways both showed increases of 33% between 1993 and 2007. Growth on local motorways had been slower than nationally but, following the completion of the M60 ring in October 2000, began to rise more steeply in 2001 to exceed national levels by 2002. Local flows have levelled off in the last few years, partly due to long-term roadworks on the M60 junctions 5 to 8, now completed.
- Traffic flow levels on A roads locally have shown less increase than nationally since 1993 although both have been fairly static in the last 10 years.



Composition of Traffic

- In 2007 cars made up about 80% of all road traffic. The proportion of cars ranged from 74% on motorways to 84% on minor roads
- Motorways had a higher proportion of goods traffic than other roads. This relative difference increased with size of goods vehicle. Heavy goods vehicles with more than 4 axles accounted for 6.3% of traffic on motorways, 1.4% on A roads, 0.6% on B roads and 0.5% on minor roads.

Vehicle Kilometres on Motorways, A Roads and B Roads in Greater Manchester in 2007

- Motorways made up 12% of the major road network and carried 44% of traffic including 61% of goods vehicle traffic. The average annual flow per kilometre on motorways was 34.5 million vehicles.
- A roads made up 61% of the major road network and also carried 44% of traffic. The average annual flow per kilometre on A roads was 6.8 million vehicles.
- B roads made up 27% of the major road network and carried 11% of traffic. The average annual flow per kilometre on B roads was 4.0 million vehicles.
- Vehicle kilometres on major roads have increased by 21% since 1993 but this overall increase reflects increases of 50% on motorways compared with 5% on A roads.

Traffic Speeds

- Average morning peak hour speeds are 36 mph on GM motorways and 16 mph on built-up A and B roads.
- Average inter-peak speeds (1000-1600) are 50 mph on motorways and 19 mph on built-up A and B roads.

Key Centre Monitoring

- Traffic flows into Bolton town centre decreased in all time periods between 1997 and 2007. Between 2001 and 2007 car trips have decreased but non-car trips have increased. The total number of trips has decreased in all time periods.
- Bury traffic flows decreased in all time periods between 1997 and 2005 and particularly in the peak periods. Between 2002 and 2005 car trips have decreased but non-car trips have increased. Trips overall have increased slightly in the peak periods, but decreased in the off-peak.
- Manchester traffic flows decreased in all time periods between 1997 and 2006. The improvements to the Manchester and Salford Inner Relief Route in 2002 and traffic management measures within the city centre have contributed to this. Both car and non-car trips have increased, particularly in the off-peak, between 2002 and 2006.

- Oldham traffic flows have increased between 1997 and 2007 in all time periods. Car trips have increased and non-car trips decreased in all time periods between 2001 and 2007.
- Rochdale traffic flows remained substantially the same between 1997 and 2005 but increased in all time periods between 2005 and 2008. The number of car trips was down in all time periods between 2005 and 2008 (due to lower car occupancy). Public transport trips increased in all time periods but walk trips were down markedly in the off and evening peak periods. This may be explained in part by extensive works in the Townhead area just outside the town centre.
- Eccles traffic flows were markedly below 1997 levels in 2004. This was largely due to the completion of the Eccles bypass in November 2000. By 2007, traffic flows had risen again in the morning peak period. The total number of trips was similar in 2001 and 2007 for the morning peak and off-peak, with car trip decreases being matched by non-car increases.
- Stockport traffic flows in the morning peak period were highest in 2000 and have decreased since to be below the 1997 level from 2004 to 2007. Off-peak and evening peak traffic flows in 2007 were also below 1997 levels. The total number of trips decreased in all time periods between 2003 and 2006 with car trip decreases in the morning peak being slightly offset by non-car trip increases. However, the number of all trips increased in every time period between 2006 and 2007. The proportion of car trips decreased and non-car trips increased.
- Ashton-under-Lyne traffic flows decreased in the morning peak between 1997 and 2004 but increased in other time periods. Both car and the overall number of non-car trips showed little change between 2001 and 2007 in all time periods. Decreases in bus trips were matched by an increase in walk trips.
- Altrincham traffic flows decreased by more than 10% in all time periods between 1997 and 2005. Road improvements on the outskirts of Altrincham key centre since 2002 have led to traffic being re-routed away from the town centre. Car flows increased in the morning peak between 2005 and 2008 but continued to decrease in the other time periods. The number of all trips increased between 2005 and 2008 in the morning and off-peak periods following decreases between 2002 and 2005. The proportion of car trips has decreased in all time periods between 2002 and 2008.
- Wigan key centre traffic flows decreased by more than 10% in all time periods between 1997 and 2006. The overall number of trips has increased in the morning and off-peak between 2003 and 2006 due to an increase in bus and walk trips.

Other Traffic

Car Occupancy

- Weekday surveys at 10 A road sites in 2007 showed that, between 08:00 and 09:00, 87% of cars had only a single occupant. This compares with 74% of driver only cars during the off-peak period (10:00-12:00).
- Peak car occupancy has decreased from 1.22 persons/car in 2000 to 1.15 in 2007. Off-peak car occupancy has decreased from 1.36 to 1.30 though the overall trend is not as obviously downward as the peak hour trend.

Cycle Flows on Major Roads

- Pedal cycle kilometres on A & B roads decreased by 17% between 2001 and 2004 but increased by 13% between 2004 and 2007.

Public Transport

Rail Patronage

- The number of rail passengers travelling towards Manchester City Centre from stations in Greater Manchester during the morning peak period increased by 47% between 1991 and 2007.
- The number of off-peak passengers more than doubled over the same period.
- Both peak and off-peak patronage in Greater Manchester increased by 7% between 2006 and 2007.

Metrolink Patronage

- Weekday peak period (07:30-09:30) boarders on Manchester bound trams on the Bury line decreased by 12% between 2006 and 2007 to just under 2,700 passengers. Off-peak (09:30-13:30) boarders decreased by 1% to just below 2,800 passengers.
- Inbound peak boarders on the Altrincham line decreased by 11% between 2006 and 2007 to just below 3,600 passengers. Off-peak boarders decreased by 4% to just below 3,500 passengers.
- Both these lines were closed for major track upgrade work in the summer of 2007 and patronage has not fully recovered. There were also barrier problems on the Altrincham line that affected a few trams on the day of survey.
- Peak boarders inbound to Manchester on the Eccles line increased by 9% to almost 1,000 between 2006 and 2007. Peak alighters outbound from Manchester increased by 28% to almost 1,500 (the increase was predominantly at Exchange Quay). Off-peak boarders towards Manchester increased by 1% to just below 1,100 but alighters towards Eccles decreased by 7% to just below 1,100.

Bus Service Supply

- Overall bus mileage decreased by 6% between 2006 and 2007 to 66.9 million miles. Some of this decrease relates to UK North services ceasing to operate.
- Commercial bus mileage operated in 2007 (53.3 million miles) was below the total mileage operated in 1985 before bus deregulation (65.3 million miles).
- 20% of Greater Manchester bus mileage is now subsidised.
- Total weekday morning peak mileage decreased by 7% between 2006 and 2007 to be 90% of pre-deregulation mileage.
- Weekday off-peak mileage decreased by 5% between 2006 and 2007 but remains 38% above that prior to deregulation. Saturday mileage decreased by 7% and is back at its pre-deregulation level.
- Weekday evening and Sunday mileage are now considerably below pre-deregulation levels. Both fell by 7% between 2006 and 2007 with evening mileage now 64% and Sunday mileage 77% of that prior to deregulation.
- In 2007 Sunday mileage was only 43% of that on Saturday.
- First and Stagecoach operator groups operated 70% of bus mileage in Greater Manchester in 2007.

1 LOCAL TRANSPORT PLAN INDICATORS

BEST VALUE INDICATORS**BV 223: Principal Road Condition**

1.1 Table 1.1 shows the proportion of principal roads where structural maintenance should be considered in each district (BV 223). Guidance for this indicator was amended in 2007. Consequently, districts have revised targets based on results obtained from following the new guidance and figures differ from those reported last year and from those set at the start of LTP2.

Table 1.1 BV 223 – Principal Road Condition					
	Actual (%)	Target (%)			
District	2007/08	2007/08	2008/09	2009/10	2010/11
Bolton	5	15	5	5	4
Bury	6	15	5	4	3
Manchester	6	10	10	9	9
Oldham	11	30	10	9	8
Rochdale	10	15	14		
Salford	6	25	6	5	5
Stockport	5	10	10	10	10
Tameside	6	11	6	6	6
Trafford	9	14			
Wigan	5	12	5	5	4

BV 224a: Non-principal Classified Road Condition

1.2 Table 1.2 shows the proportion of non-principal classified roads where structural maintenance should be considered in each district (BV 224a). As with BV 223, the guideline for this indicator was amended in 2007, and each district has revised its targets accordingly since the publication of the second Greater Manchester Local Transport Plan (GMLTP2).

Table 1.2 BV 224a –Non-principal Classified Road Condition					
	Actual (%)	Target (%)			
District	2007/08	2007/08	2008/09	2009/10	2010/11
Bolton	8	22	7	7	6
Bury	9	21	9	8	7
Manchester	6	13	13	12	12
Oldham	12	25	12	11	11
Rochdale	11	20	19		
Salford	8	30	8	7	7
Stockport	5	12	11	10	10
Tameside	7	14	7	7	6
Trafford	8	20			
Wigan	4	12	4	3	3

BV 224b: Unclassified Road Condition

1.3 Table 1.3 shows the proportion of unclassified roads where structural maintenance should be considered in each district (BV 224b). Indicator guidance has been amended since the publication of GMLTP2 and districts have produced revised targets.

Table 1.3 BV 224b –Unclassified Classified Road Condition					
	Actual (%)		Target (%)		
District	2007/08	2007/08	2008/09	2009/10	2010/11
Bolton	20	21	15	11	7
Bury	6	12			
Manchester	9	15	14	14	13
Oldham	16	17	15	15	15
Rochdale	8	13	13		
Salford	22	16	21	20	20
Stockport	10	10	10	10	10
Tameside	11	17	17	16	15
Trafford	9	12	11	11	11
Wigan	5	9	5	4	4

BV 187: Principal Footway Condition

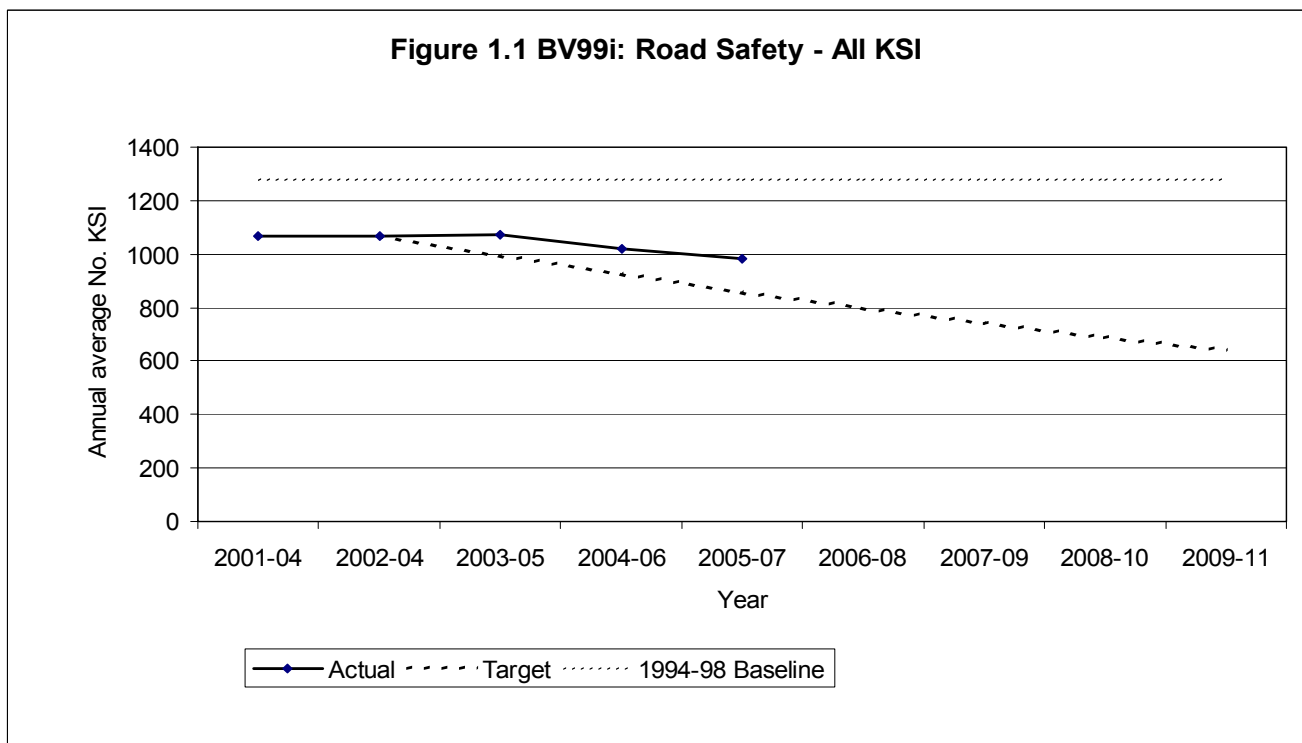
1.4 Table 1.4 shows the proportion of category 1, 1a and 2 footways that may require maintenance to preserve serviceability in each district (BV 187). Many districts have set revised targets from those originally published in GMLTP2. The reasons for such revisions vary from district to district as measurement methods have improved.

Table 1.4 BV 187 – Principal Footway Condition						
	Actual (%)		Target (%)			
District	2006/07	2007/08	2007/08	2008/09	2009/10	2010/11
Bolton	22	36	36	BV187 to be revised so not applicable.		
Bury	34	34	35			
Manchester	24	19	14			
Oldham	38	35	34			
Rochdale	19	27	19			
Salford	66	26	26			
Stockport	25	22	23			
Tameside	18	18	18			
Trafford	18	8	13			
Wigan	13	10	13			

BV 99i: Road Safety – All KSI

- 1.5 Table 1.5 & Figure 1.1 show the annual average number of KSI (killed or seriously injured) casualties for Greater Manchester (BV 99i) along with the targets set in GMLTP2.
- 1.6 After a slight increase in the annual average number of KSI casualties for the period 2003-05, the 2004-06 and 2005-07 results marks a significant downturn. However, the indicator remains above target.

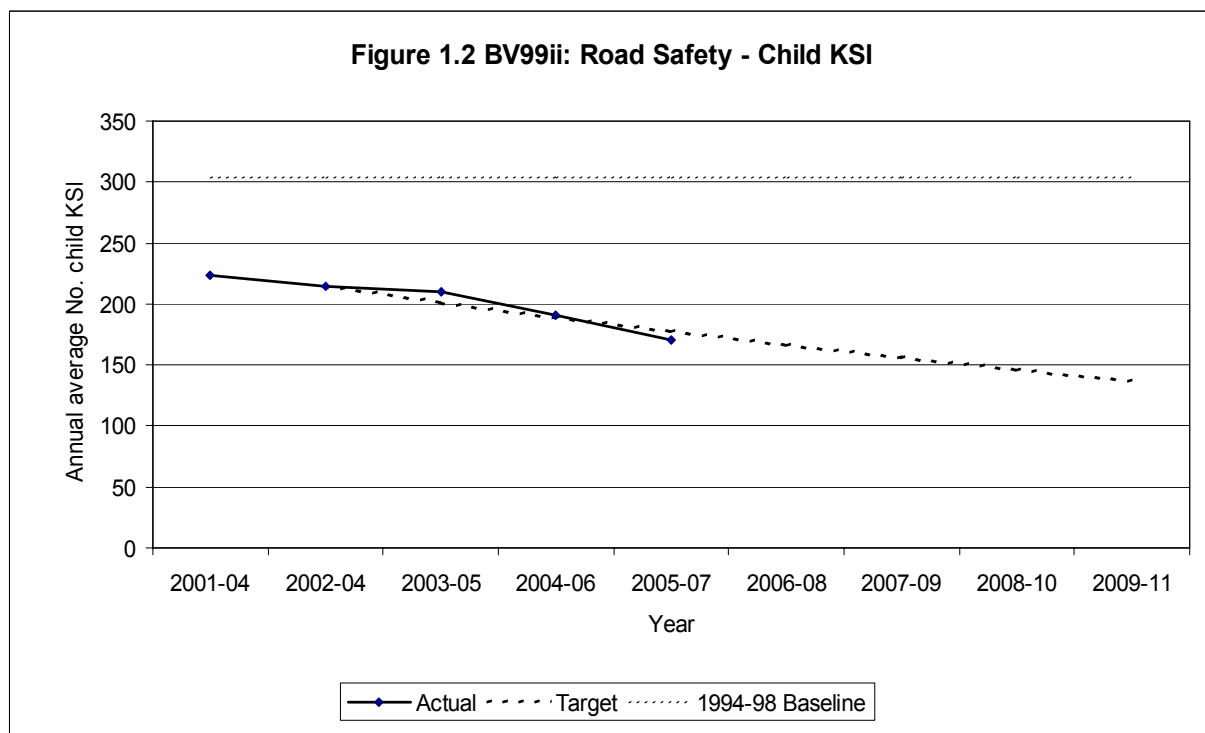
Table 1.5 BV 99i – All KSI				
Year	Actual		Target	
	KSI (annual ave)	Index	KSI (annual ave)	Index
1994-98	1281	100		
2001-04	1069	83		
2002-04	1066	83	1066	83
2003-05	1073	84	991	77
2004-06	1019	80	922	72
2005-07	981	77	857	67
2006-08			797	62
2007-09			741	58
2008-10			689	54
2009-11			641	50



BV 99ii: Road Safety – Child KSI

- 1.7 Table 1.6 & Figure 1.2 show the annual average number of child KSI casualties for Greater Manchester (BV 99ii) along with the targets set in GMLTP2.
- 1.8 The annual average number of child KSI casualties has fallen continuously since 2001-04. The latest (2005-07) figure of 170 shows a considerable reduction on 2004-06 and brings the indicator back below its target value.

Table 1.6 BV 99ii – Child KSI				
	Actual		Target	
Year	Child KSI (annual ave)	Index	Child KSI (annual ave)	Index
1994-98	304	100		
2001-04	224	74		
2002-04	214	70	214	70
2003-05	210	69	201	66
2004-06	191	63	188	62
2005-07	170	56	177	58
2006-08			166	55
2007-09			156	51
2008-10			146	48
2009-11			137	45



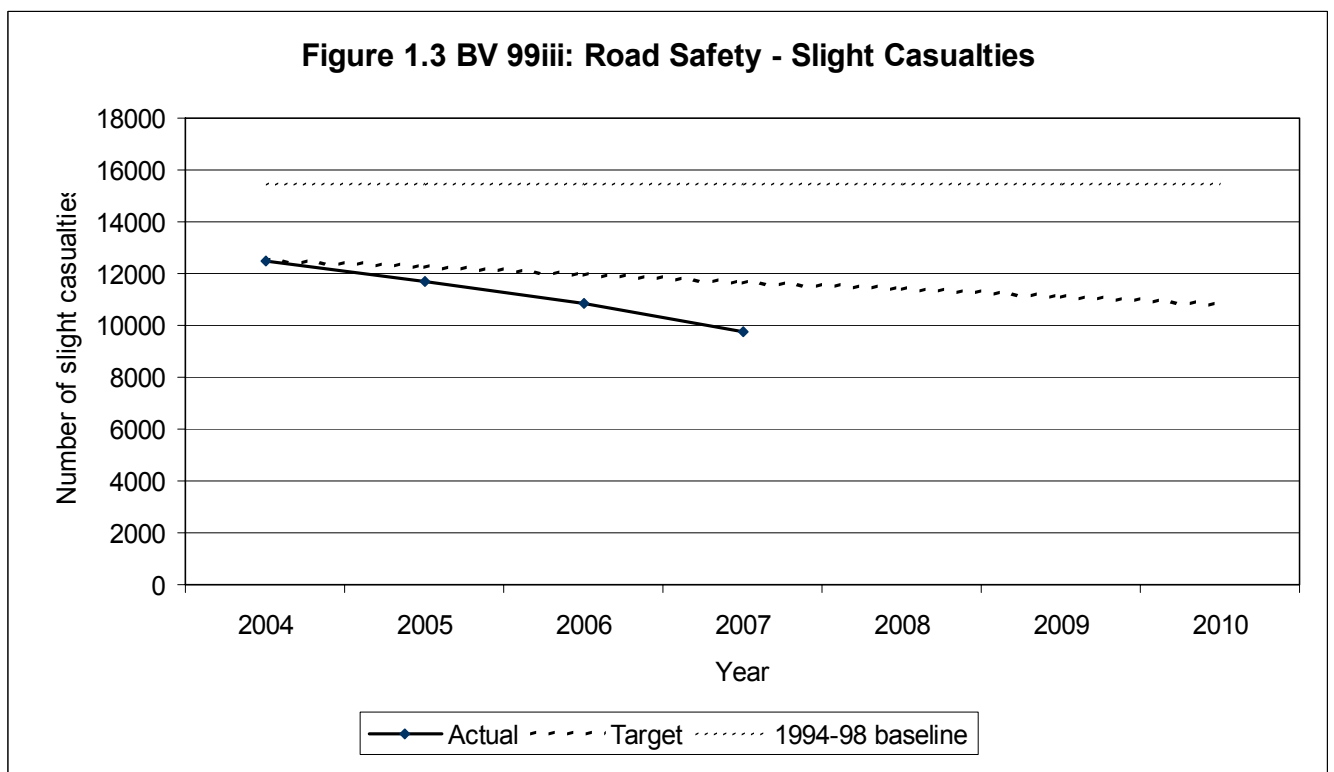
BV 99iii: Road Safety – Slight Casualties

1.9 Table 1.7 & Figure 1.3 show the annual average number of slight casualties for Greater Manchester (BV 99iii) along with the targets set in GMLTP2.

1.10 Numbers of slight casualties have fallen year on year since 2004. The 2007 figure of 9772 represents 63% of the 1994-98 baseline, well ahead of the targeted 76%.

Table 1.7 BV 99iii – Slight Casualties				
Year	Actual		Target	
	Slight casualties	Index	Slight casualties	Index
1994-98	*15426	100		
2001-04	*13535	88		
2004	12501	81	12501	81
2005	11725	76	12271	80
2006	10861	70	11933	77
2007	9772	63	11650	76
2008			11366	74
2009			11082	72
2010			10798	70

* Denotes annual average figure. Target index has been revised (corrected) from that shown in GMLTP2 document

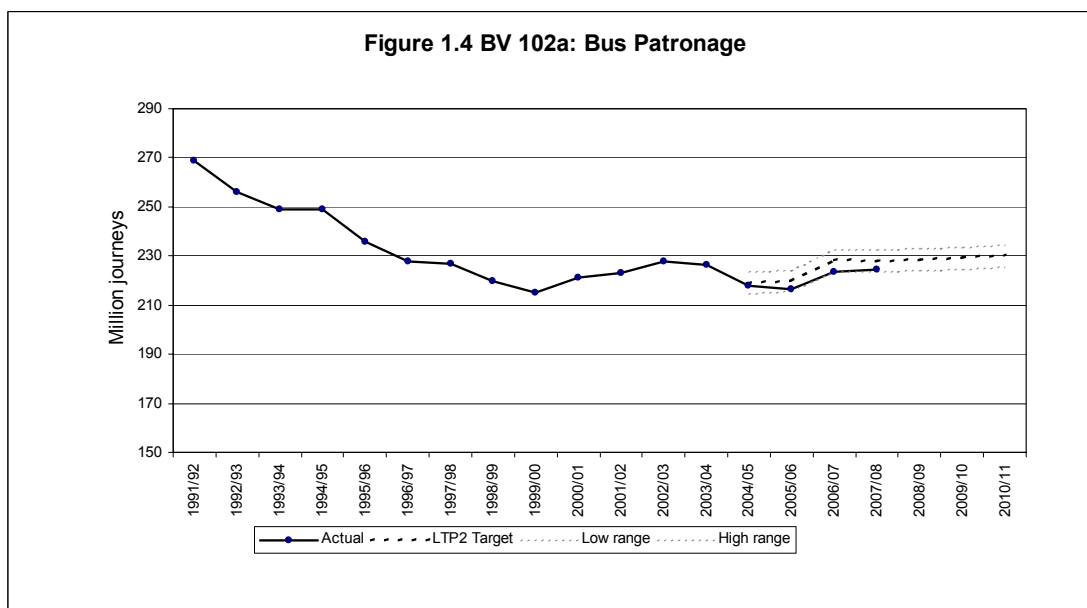


BV 102a: Bus Patronage

- 1.11 Table 1.8 & Figure 1.4 show the number of bus passenger trips in Greater Manchester (BV 102).
- 1.12 A range of values (based on confidence limits of 2%) has been agreed with DfT for the annual targets. Patronage for 2003/04 and 2005/06 has been revised since last year. The results indicate that the pre-2000 decrease in bus patronage has been arrested. Patronage has increased since 2005/06 and the 2006/07 figure is just inside the low target range.

Table 1.8 BV 102a – Bus Patronage				
Year	Actual		Target	
	Million Journeys	Index	Million Journeys	Index
1991/92	269	120		
1992/93	256	114		
1993/94	249	111		
1994/95	249	111		
1995/96	236	105		
1996/97	228	101		
1997/98	227	101		
1998/99	220	98		
1999/00	215	96		
2000/01	221	98		
2001/02	223	99		
2002/03	228	101		
2003/04	*225	100		
2004/05	218	97	219	97
2005/06	219	97	220	98
2006/07	223	99	228	101
2007/08	224	100	228	101
2008/09			228	102
2009/10			229	102
2010/11			230	102

* Denotes GMLTP2 baseline figure

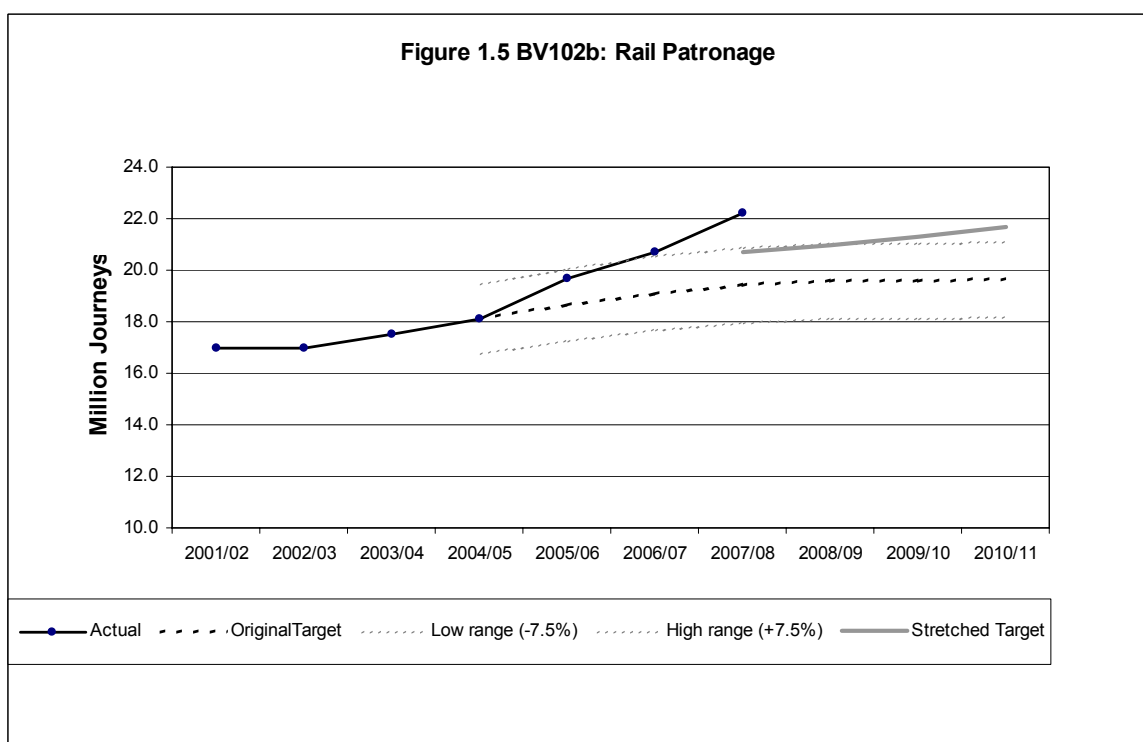


BV 102b: Rail Patronage

1.13 Table 1.9 & Figure 1.5 show the number of rail passenger trips in Greater Manchester. A range of values (based on confidence limits of 7.5%) has been agreed with DfT for the annual targets. Rail patronage has continued to increase since the publication of GMLTP2 and the 2007/8 figure is well ahead of target. GMPTE has set a stretched target due to milestones being exceeded and is giving consideration to stretching the target even further in light of this year's increase.

Table 1.9 BV 102b – Rail Patronage						
Year	Actual		Original Target		GMPTE Stretched Target	
	Million Journeys	Index	Million Journeys	Index	Million Journeys	Index
2001/02	17.0	97				
2002/03	17.0	97				
2003/04	*17.5	100				
2004/05	18.1	103	18.1	103		
2005/06	19.7	113	18.6	107		
2006/07	20.7	118	19.1	109		
2007/08	22.2	127	19.4	111	20.7	118
2008/09			19.6	112	21.0	120
2009/10			19.6	112	21.3	122
2010/11			19.6	112	21.7	124

* Denotes GMLTP2 baseline figure

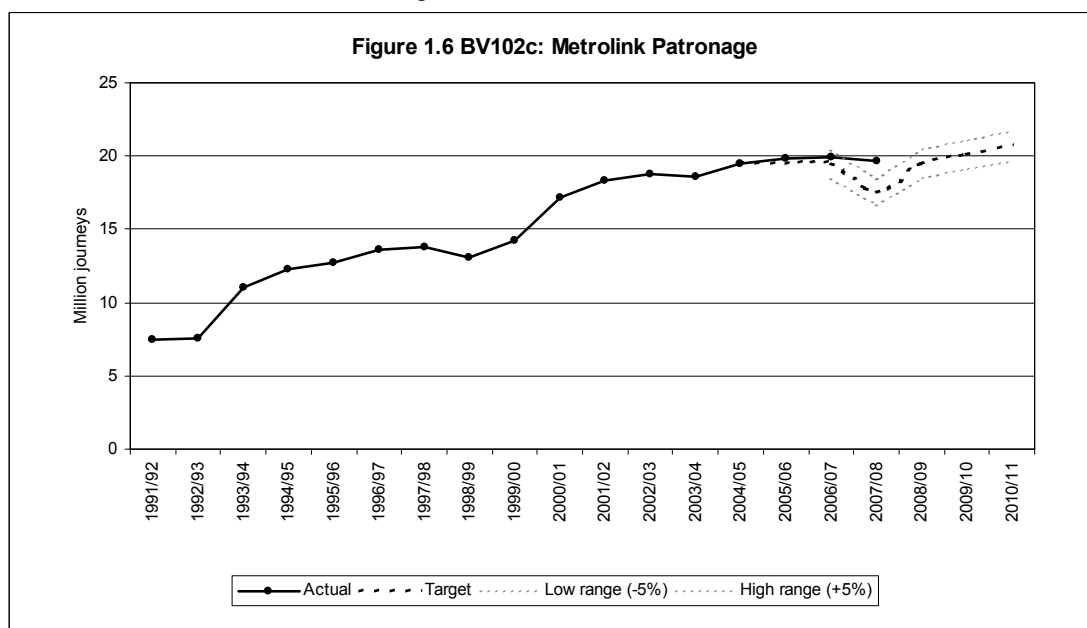


BV 102c: Metrolink Patronage

1.14 Table 1.10 & Figure 1.6 show the number of Metrolink passenger trips in Greater Manchester. A range of values (based on confidence limits of 5%) has been agreed with DfT for the annual targets. The 2007/08 figure is annualised based on November 2007 data and therefore does not reflect the dip in patronage caused by the Metrolink upgrade in Summer 2007.

Table 1.10 BV 102c – Metrolink Patronage				
Year	Actual		Target	
	Million Journeys	Index	Million Journeys	Index
1991/92	7.5	40		
1992/93	7.6	41		
1993/94	11	59		
1994/95	12.3	66		
1995/96	12.7	68		
1996/97	13.6	73		
1997/98	13.8	74		
1998/99	13.1	70		
1999/00	14.2	76		
2000/01	17.2	92		
2001/02	18.3	98		
2002/03	18.8	101		
2003/04*	18.6	100		
2004/05	19.5	105	19.5	105
2005/06	19.8	106	19.5	105
2006/07	19.9	107	19.5	105
2007/08	19.7	106	17.5	94
2008/09			19.5	105
2009/10			20.1	108
2010/11			20.7	111

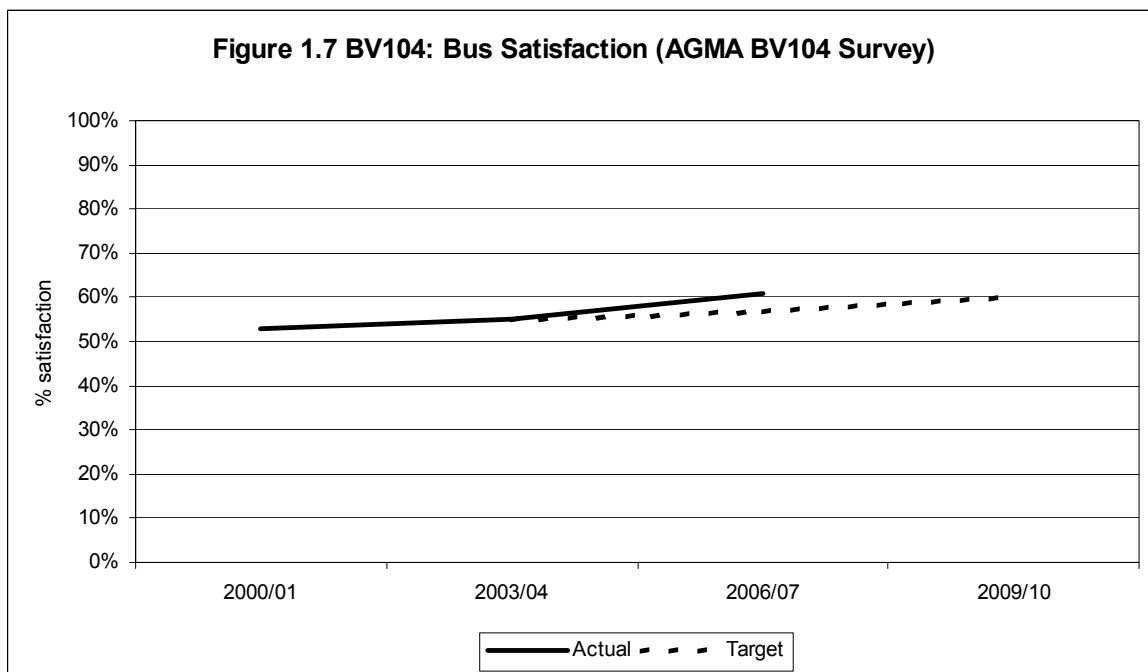
* Denotes GMLTP2 baseline figure



BV 104: Bus Satisfaction (residents)

1.15 Table 1.11 & Figure 1.7 show results from the triennial AGMA bus satisfaction survey (BV 104). The last survey results, for 2006/07, suggested that bus satisfaction among residents was increasing and exceeding the GMLTP2 trajectory.

Table 1.11 BV 104 – Bus Satisfaction		
Year	Actual Index	Target Index
2000/01	53%	
2003/04	55% (GMLTP2 baseline)	55%
2006/07	61%	57%
2009/10		60%



OTHER LTP MANDATORY INDICATORS

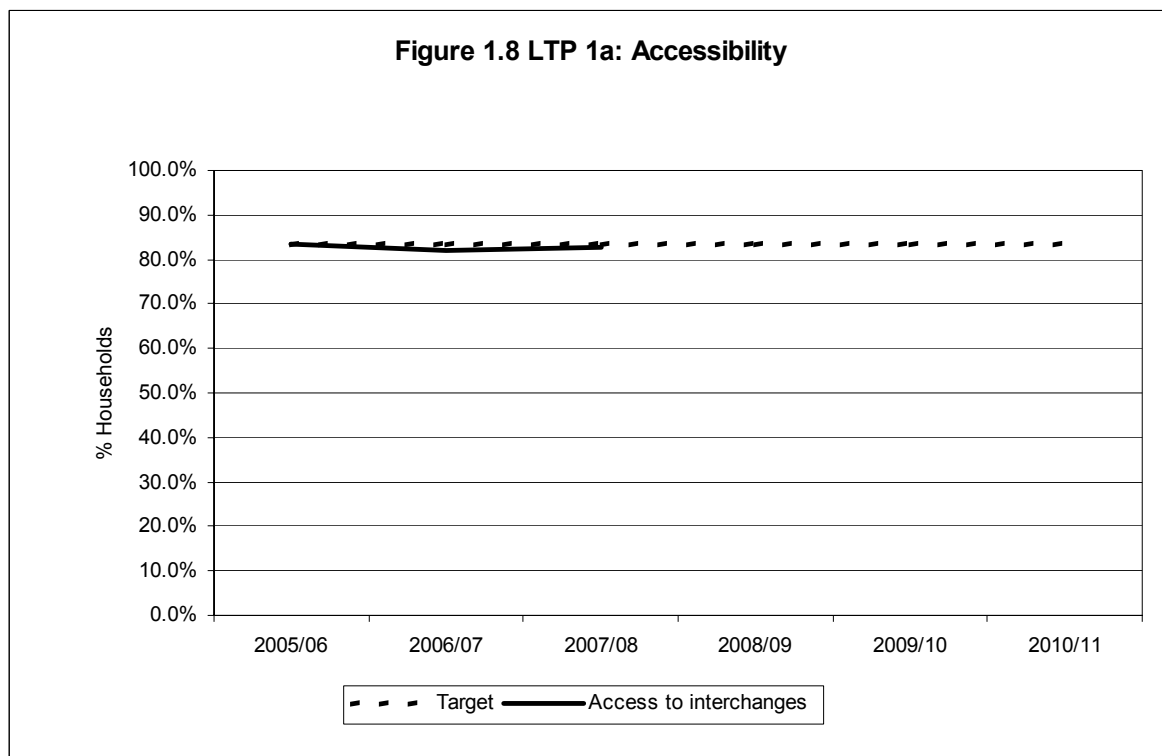
LTP 1a: Accessibility (Households)

1.16 Table 1.12 & Figure 1.8 show the percentage of households within 30 minutes' access by public transport to a Category A interchange or Manchester City Centre by 8:45.

1.17 The indicator values for 2005/06 and 2006/07 differ from those reported last year because they have been recalculated following the identification of an error in DfT data. The target has been revised accordingly. The 2007/08 figure is slightly above that for 2006/07 but has failed to reach the 83.6% accessibility targeted in GMLTP2.

Table 1.12 LTP 1a – Accessibility (Households)		
Year	Actual Accessibility (%)	Target Accessibility (%)
2005/06	*83.6	83.6
2006/07	82.1	83.6
2007/08	82.6	83.6
2008/09		83.6
2009/10		83.6
2010/11		83.6

* Denotes GMLTP2 baseline.

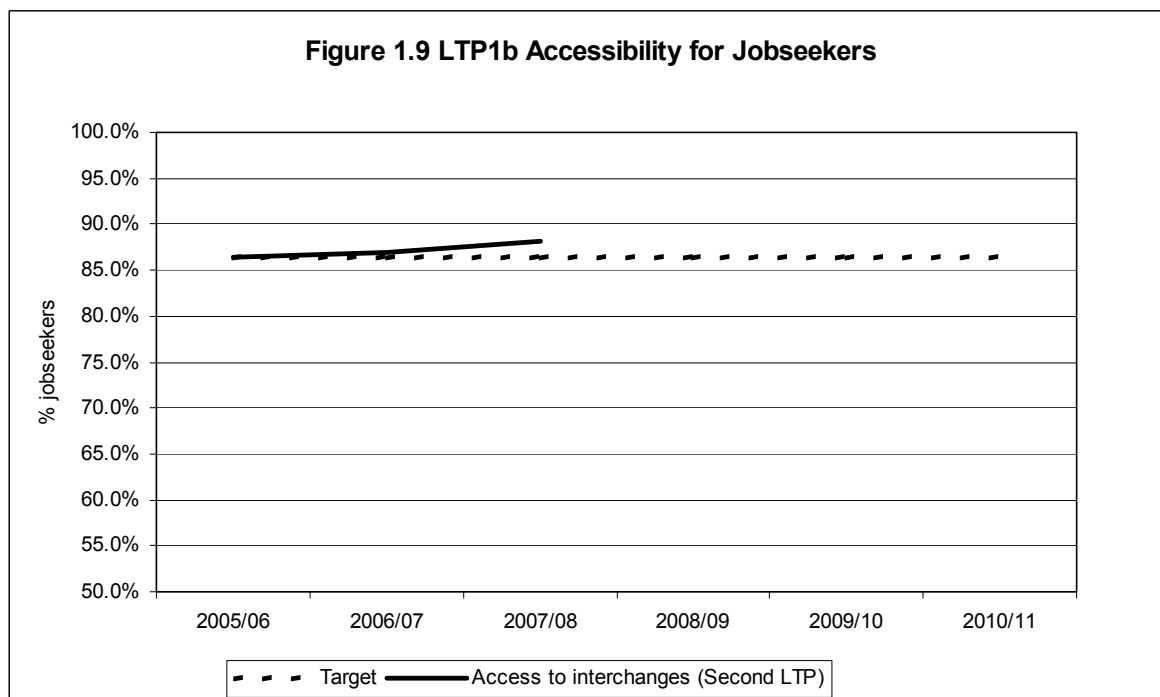


LTP 1b: Accessibility (Jobseekers)

- 1.18 Table 1.13 & Figure 1.9 show the percentage of people in receipt of Jobseekers' Allowance within 30 minutes' access by public transport to a Category A interchange or Manchester City Centre by 8:00.
- 1.19 As with LTP 1a, the indicator values for 2005/06 and 2006/07 differ from those reported last year because they have been recalculated following the identification of an error in DfT data. The target has been revised accordingly. The 2007/08 figure is slightly above that for 2006/07 and exceeds the 86.5% accessibility targeted in GMLTP2.

Table 1.13 LTP 1b – Accessibility (Jobseekers)		
Year	Actual Accessibility (%)	Target Accessibility (%)
2005/06	*86.5%	86.5%
2006/07	86.9%	86.5%
2007/08	88.1%	86.5%
2008/09		86.5%
2009/10		86.5%
2010/11		86.5%

* Denotes GMLTP2 baseline.

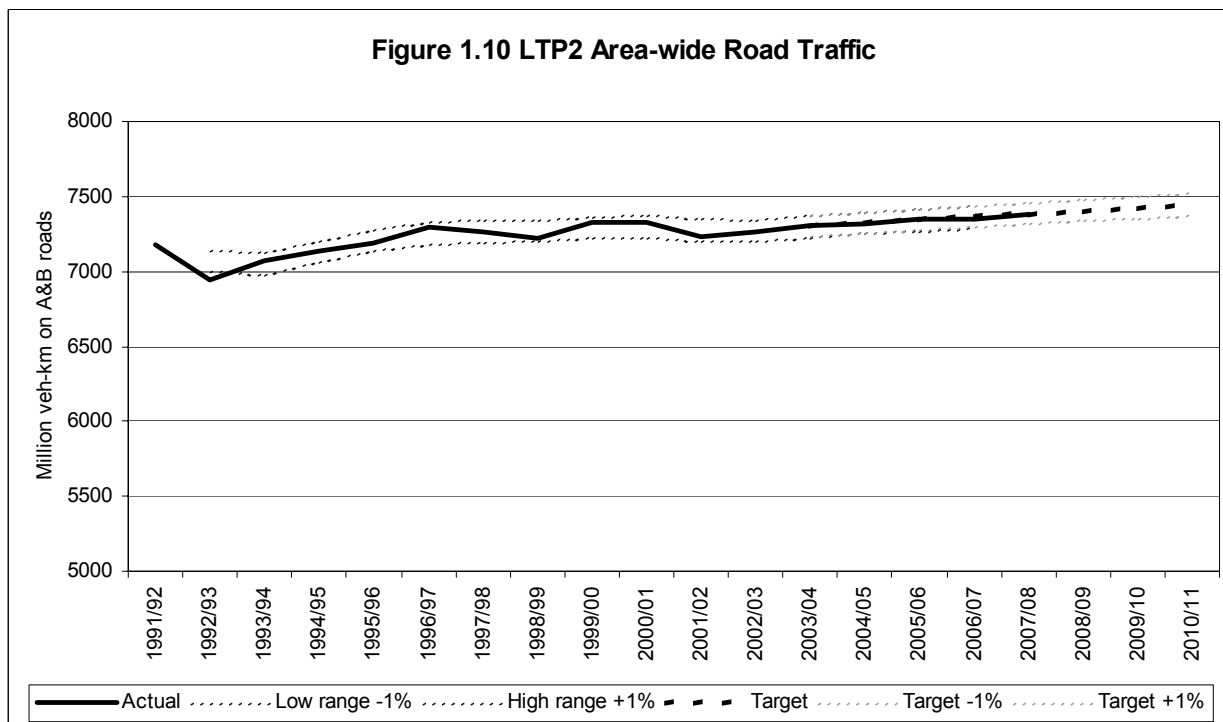


LTP 2: Area Wide Road Traffic

1.20 Table 1.14 & Figure 1.10 show area wide road traffic kilometres on A & B roads. The indicator is considered to be on target as long as it is within +/- 1% of the target figure. Vehicle kilometres increased slightly since last year but remain within the GMLTP2 target range.

Table 1.14 LTP 2 – Area Wide Road Traffic				
	Actual		Target	
Year	Million Vehicle km	Index	Million Vehicle km	Index
2003/04	*7302	100	7302	100
2004/05	7313	100	7323	100
2005/06	7350	101	7344	101
2006/07	7349	101	7365	101
2007/08	7384	101	7386	101
2008/09			7407	101
2009/10			7428	102
2010/11			7448	102

* Denotes GMLTP2 baseline.

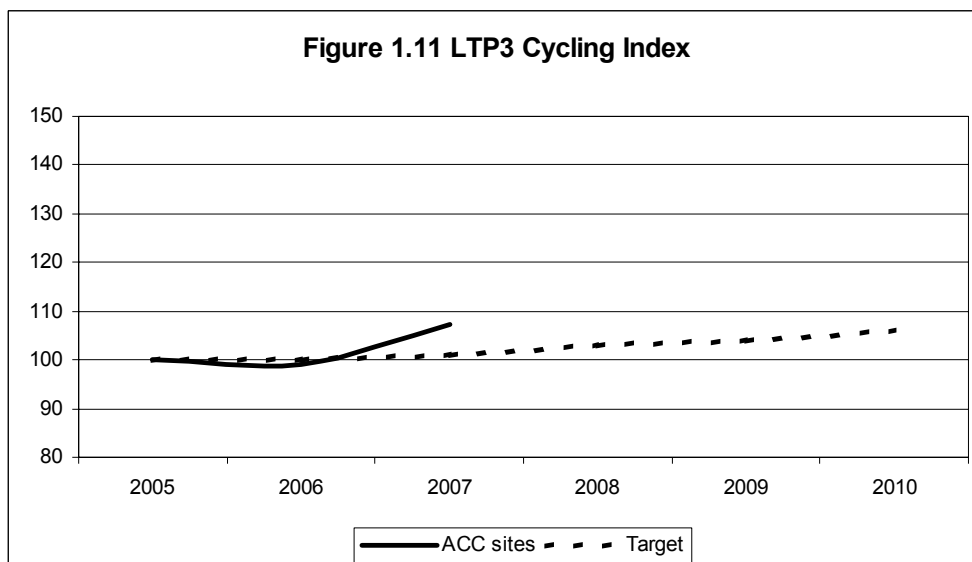


LTP 3: Cycling

- 1.21 Table 1.15 & Figure 1.11 show the index of change in cycling trips based on automatic cycle counts.
- 1.22 In order to maximise use of data from the 60 core Automatic Cycle Counter sites, the GMLTP2 target trajectory was revised to use 2005 as the baseline. The target of a 6% increase in cycle flows at the 60 core sites was retained.
- 1.23 The figures show an upturn between 2006 and 2007 and indicate that the 2010 target has already been met. However, cycle flows are quite variable from day to day and from site to site. Ongoing monitoring will be needed to confirm whether or not the increase in cycling is maintained.

Table 1.15 LTP 3 – Cycling		
Year	Actual Index	Target Index
2005	*100	100
2006	99	100
2007	107	101
2008		103
2009		104
2010		106

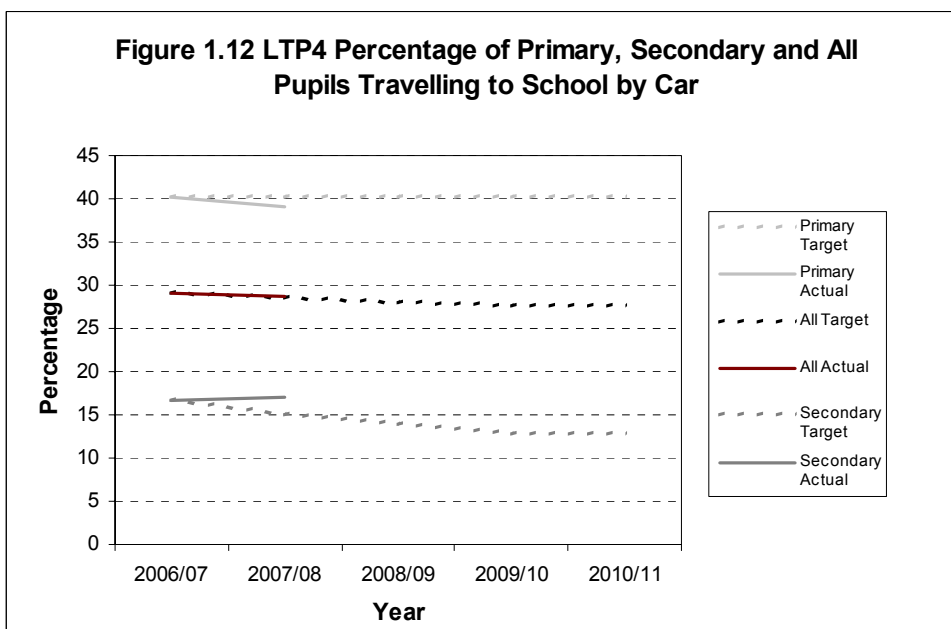
*Denotes baseline for revised GMLTP2 targets.



LTP 4: Mode Share of Journeys to School

1.24 Table 1.16 and Figure 1.12 show the baseline and 2007/08 percentages of (a) primary school, (b) secondary school and (c) total school pupils travelling by car together with targets. These provisional figures are based solely on the 2007 and 2008 School Census returns and do not include any local ‘hands-up’ survey results. We have weighted the census results to reflect the number of pupils in each type of school and in each local authority. The target values have been adjusted to reflect the revised baseline figures and differ from those published last year. All figures are provisional pending approval of the methodology by DfT.

Table 1.16 LTP 4 – Mode Share of Journeys to School (%car)						
	(a) Primary		(b) Secondary		(c) Total*	
Year	Actual	Target	Actual	Target	Actual	Target
2006/07	40.1	40.1	16.7	16.7	29.1	29.1
2007/08	39.0	40.1	17.0	15.0	28.7	28.5
2008/09		40.1		13.8		28.0
2009/10		40.1		12.7		27.6
2010/11		40.1		12.7		27.6

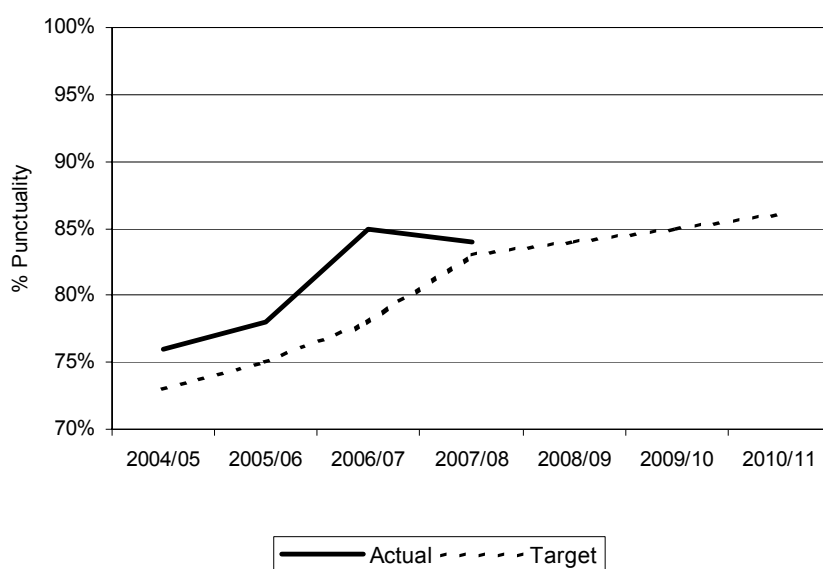


LTP 5a: Bus Punctuality of Timetabled Services

1.25 Table 1.17 & Figure 1.13 show the proportion of timetabled bus services running to timetable. The methodology has been amended since LTP2 submission to include all services rather than only subsidised ones.

Table 1.17 LTP5a – Bus Punctuality (Timetabled)		
Year	(%) running to timetable	Target (%)
2004/05	76	73
2005/06	78	75
2006/07	85	78
2007/08	84	83
2008/09		84
2009/10		85
2010/11		86

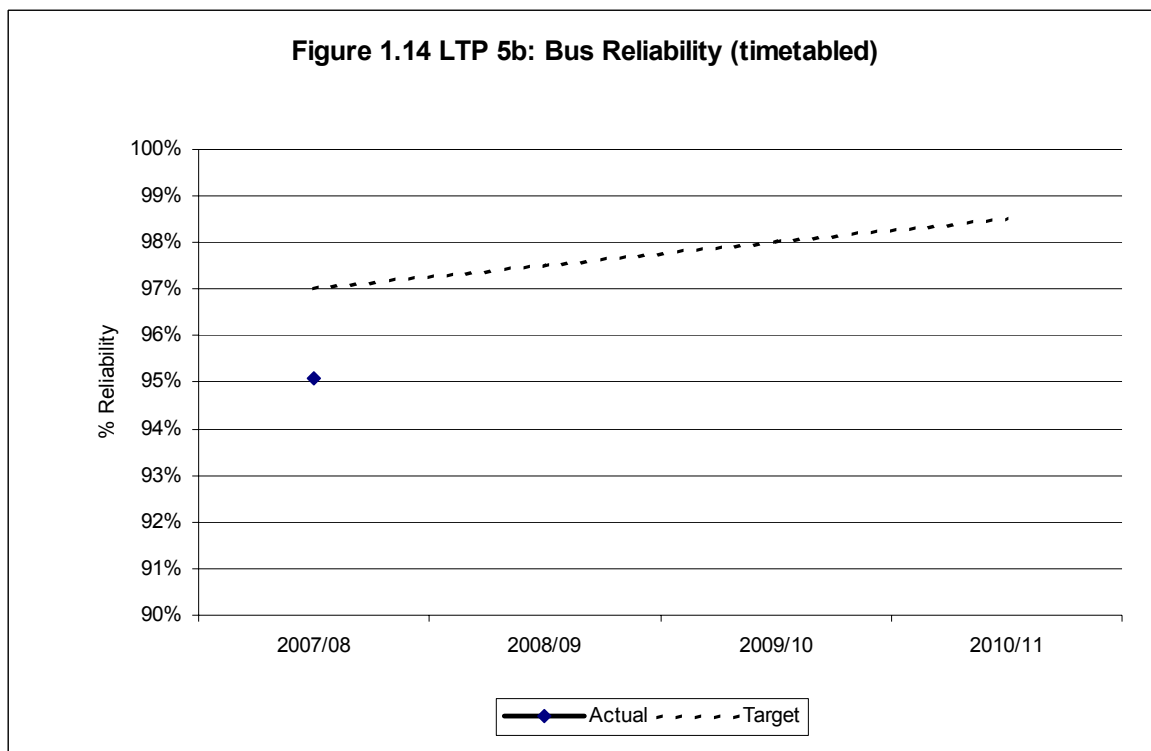
Figure 1.13 LTP 5: Bus Punctuality (timetabled)



LTP 5b: Bus Reliability of Timetabled Services

1.26 Table 1.18 & Figure 1.14 show the percentage of services that operate against the number scheduled. This is a new indicator and 2007/08 forms the base.

Table 1.18 LTP 5b – Bus Reliability (Timetabled)		
Year	Reliability (%)	Target
2007/08	95.1	97.0
2008/09		97.5
2009/10		98.0
2010/11		98.5

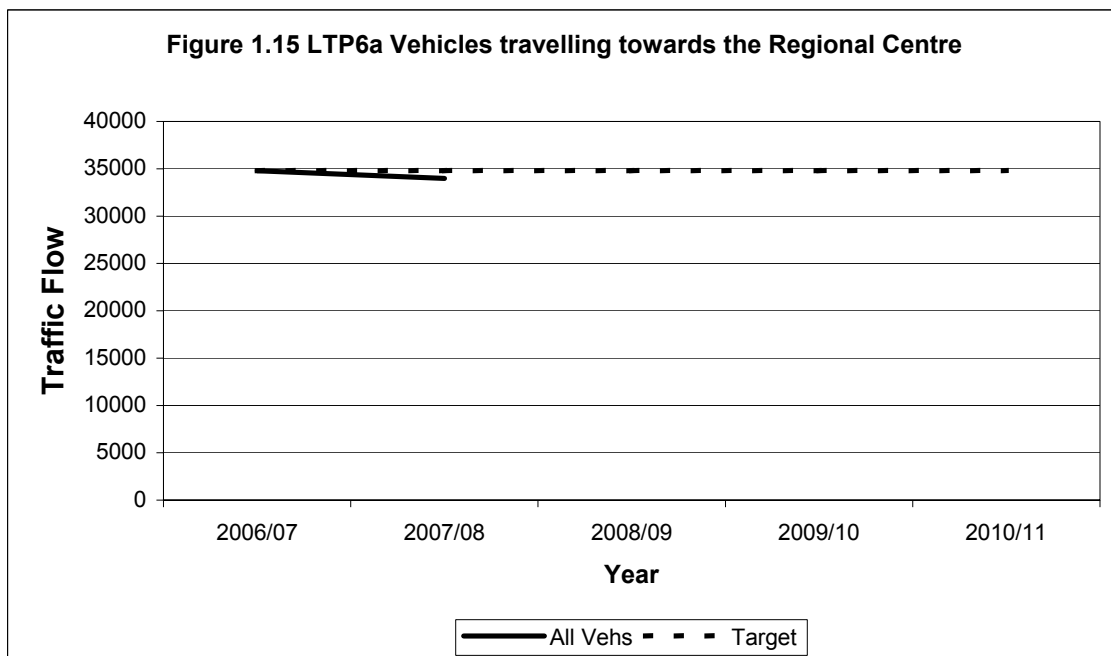


LTP 6a: Peak Traffic Flow to Regional Centre

1.27 GMLTP2 originally reported the numbers of vehicles crossing the Manchester regional centre cordon inbound between 07:30 and 09:30 on an average weekday based on manual counts. Additional automatic counters have now been established, allowing the indicator to be rebased on ATC data collected in 2007. Table 1.19 presents 2006/07 and 2007/08 data based on automatic traffic counts on an average weekday between 07:00 and 10:00 (in accordance with indicator guidance). Figure 1.15 illustrates the trend for the indicator. The 2010/11 target is maintenance of the base figure.

Table 1.19 LTP 6a – Peak Traffic Flow (Regional Centre)			
Year	Vehicles	Index	Target
2006/07	*34779	100	34779
2007/08	33970	98	34779
2008/09			34779
2009/10			34779
2010/11			34779

* Denotes new GMLTP2 baseline.

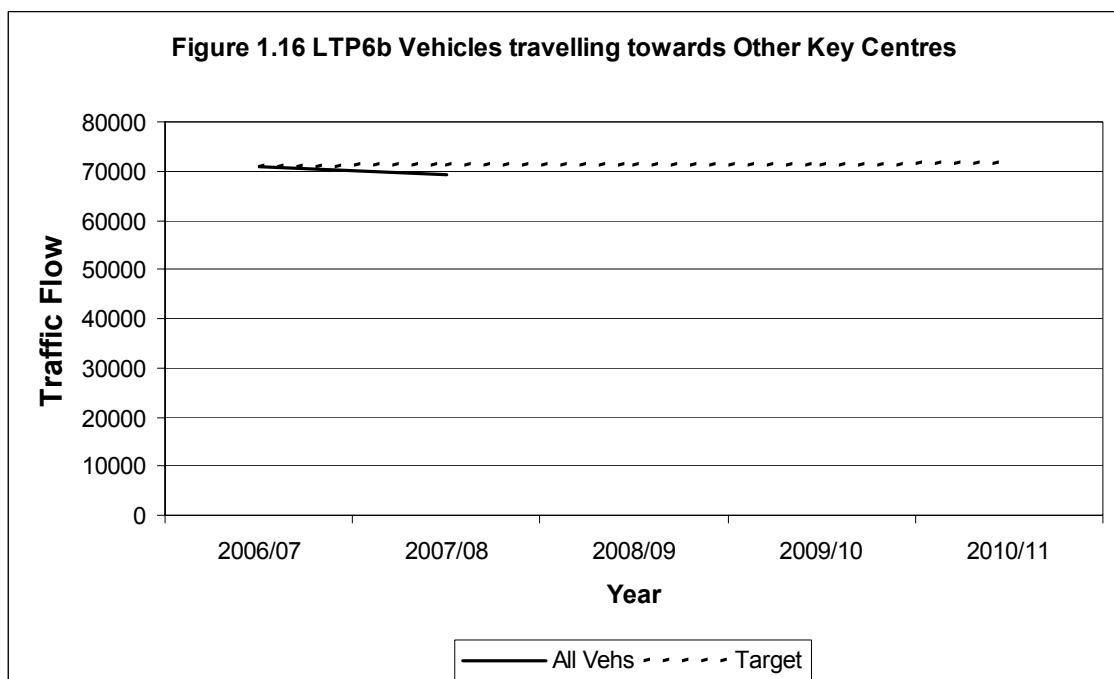


LTP 6b: Peak Traffic Flow to Other Key Centres

- 1.28 GMLTP2 originally reported numbers of vehicles crossing key centre cordons inbound between 07:30 and 09:30 on an average weekday based on manual counts. Additional automatic counters have now been established allowing the indicator to be rebased on ATC data. Table 1.20 presents 2006/07 and 2007/08 data, based on automatic traffic counts on an average weekday between 07:00 and 10:00 (in accordance with indicator guidance) by district. Figure 1.16 illustrates the trend for the indicator.
- 1.29 The original GMLTP2 2010/11 target was to limit the increase in peak traffic flow to 1% from the 2002/05 baseline. This is equivalent to a 0.66% increase between 2006/07 (the new baseline) and 2010/11.

Table 1.20 LTP 6b – Peak Traffic Flow (Other Key Centres)				
Key Centre	Vehicles (2006/07)	Vehicles (2007/08)	% Change	Target (2010/11)
Altrincham	3739	3889	4%	3764
Ashton	9039	8107	-10%	9099
Bolton	11205	10353	-8%	11280
Bury	4650	4955	7%	4681
Eccles	2544	2424	-5%	2561
Oldham	9008	8782	-3%	9068
Rochdale	5728	5833	2%	5766
Stockport	21066	21038	0%	21206
Wigan	3981	3886	-2%	4008
Total	*70960	69267	-2%	71432

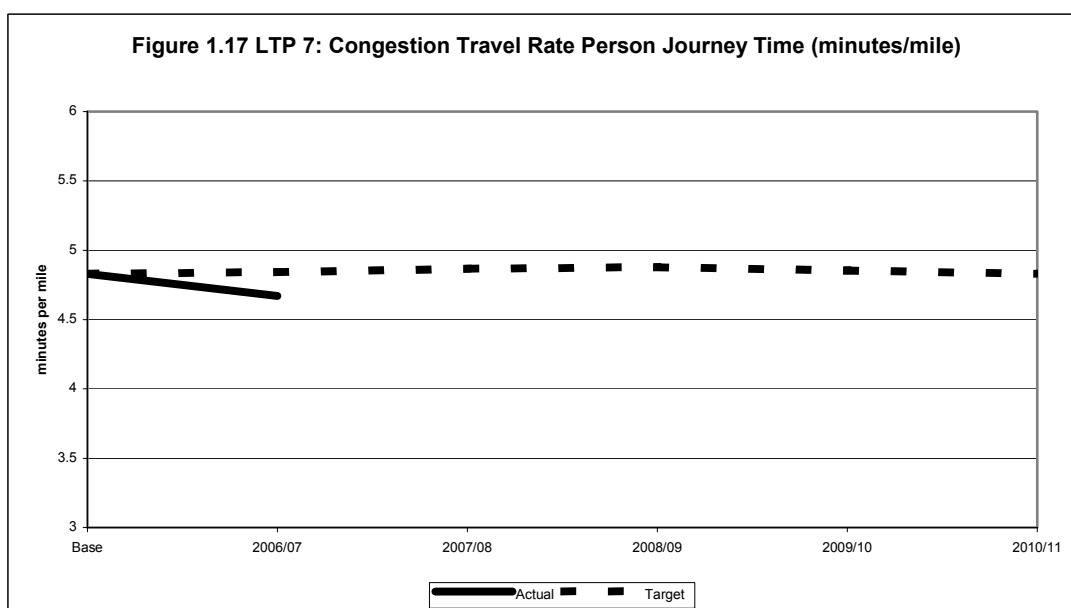
* Denotes new GMLTP2 baseline. 2006/07 data has been slightly revised since last reported.



LTP 7: Congestion

- 1.30 The Greater Manchester congestion indicator is the average travel rate per person mile across the 15 target routes listed in GMLTP2 Technical Annex. Table 1.21 and Figure 1.17 show the base, 2006/07 and target values for Greater Manchester.
- 1.31 The indicator relates to the weekday time period 0730 to 0930 and is expressed in minutes per mile travelled. The production of the indicator value involves the combination of non-bus journey time data provided by the Department for Transport, with bus journey time and vehicle occupancy data from local surveys. The exact calculation is undertaken by the DfT. The baseline figure was derived from 2004/05 ITIS vehicle journey time data and bus journey time, bus patronage, other vehicle flow and occupancy data from local surveys in 2005/06. It differs from that published last year.
- 1.32 The derivation of the target value and trajectory is outlined in the Greater Manchester Congestion Target Delivery Plan, which has been approved by DfT. Also included in that document are individual plans for reducing congestion on each target route.
- 1.33 The baseline and 2006/07 figures have been published by the DfT in their Transport Statistics Bulletin 'Road Traffic and Congestion in Great Britain Q1 2008' May 2008.

Table 1.21 LTP 7 – Congestion				
	Actual		Target	
Year	Travel Rate (min/mile)	Index	Travel Rate (min/mile)	Index
Base	4.83	100.00	4.83	100.00
2006/07	4.67	96.69	4.84	100.25
2007/08			4.87	100.75
2008/09			4.88	101.00
2009/10			4.85	100.50
2010/11			4.83	100.00



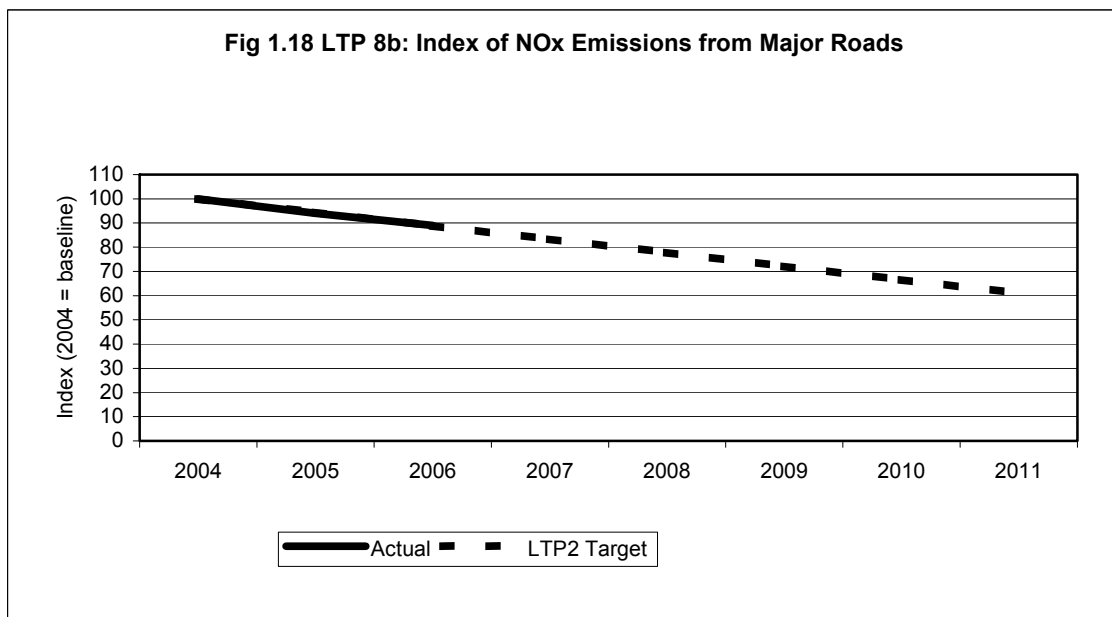
LTP 8a: Air Quality (Concentration of NO₂ at Worst Case Receptor Sites in Each District's AQMA)

- 1.34 GMLTP2 anticipated a revision of the target based on a review of the issue following an extensive review of the EMIGMA emissions database and further Defra advice on the nature of the NO_x to NO₂ conversion relationship. The interim targets have been previously reported in GMLTP2.
- 1.35 It has now been decided that this measure will no longer be included as an LTP2 indicator both because of its complexity and because of the difficulty in quantifying and isolating out road traffic effects.

LTP 8b: Local Traffic Emissions - Tonnes NO_x Emitted from Road Transport on Major Roads in Each District

- 1.36 Table 1.22 & Figure 1.18 show an index of change for tonnes NO_x emitted from road transport on major roads in each district (modelled). Indices have been reported rather than actual tonnes NO_x. With the exceptions of Wigan, Rochdale and Bury, local traffic emissions in each district have fallen in line or ahead of the GMLTP2 target trajectory. Overall Greater Manchester emissions have met the 2006 GMLTP2 target. A model incorporating 2007 emissions is not yet available (due Autumn 2008).
- 1.37 For this indicator, 'actual' emission figures represent the best computer-modelled estimate. Such models are subject to continuous improvement. In order to glean a fair measure of change occurring over time (rather than simply changes due to model improvement) the model must be run for previous years in addition to the current year. Consequently, GMLTP2 targets reported as tonnes NO_x are inevitably subject to change each time the model is updated. Presenting the GMLTP2 trajectory as an index will enable the presentation of consistent targets from year to year. The 2011 target remains, as reported in GMLTP2, a 39% reduction in emissions from a 2004 baseline.

District	Actual Index			Target Index					
	2004	2005	2006	2006	2007	2008	2009	2010	2011
Bolton	100	94	89						
Bury	100	93	91						
Manchester	100	93	87						
Oldham	100	94	86						
Rochdale	100	96	93						
Salford	100	93	89						
Stockport	100	94	88						
Tameside	100	92	83						
Trafford	100	93	83						
Wigan	100	97	97						
GM Total	100	94	89	89	83	78	72	67	61



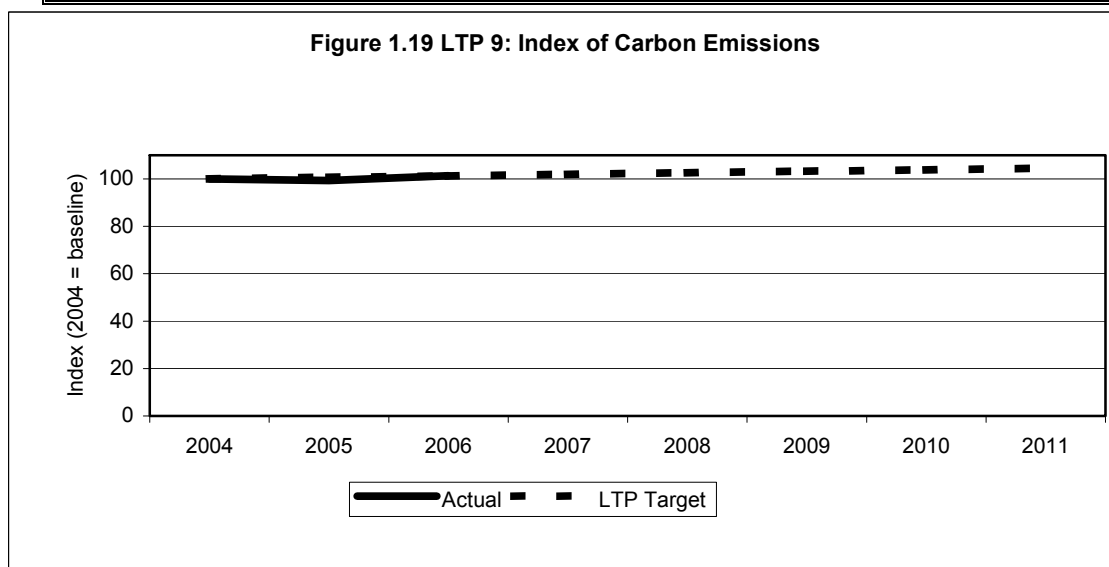
LOCAL HEADLINE LTP INDICATORS

LTP 9: Climate Change

1.38 Table 1.23 & Figure 1.19 show an index of change for the number of tonnes CO₂ (modelled) emitted annually from road transport on local roads. Bury, Rochdale, Salford and Wigan are above the limited increase targeted by GMLTP2 for 2006. As with LTP 8b, 2007 figures are not yet available.

1.39 As with LTP 8b, 'actual' carbon emission figures represent the best computer-modelled estimate, which is subject to continuous improvement. In order to glean a fair measure of change over time, the best model at any given moment must be applied retrospectively to previous years in addition to the current year. Consequently, GMLTP2 targets reported as tonnes CO₂ are subject to change each time the model is updated. Presenting the GMLTP2 trajectory as an index will enable the presentation of consistent targets from year to year. The GMLTP2 target remains, as previously reported, a limit of 4.5% in increased emissions between 2004 and 2011.

Table 1.23 LTP 9 – Climate Change									
District	Actual Index			Target Index					
	2004	2005	2006	2006	2007	2008	2009	2010	2011
Bolton	100.0	98.7	100.7						
Bury	100.0	98.8	103.2						
Manchester	100.0	98.3	99.6						
Oldham	100.0	100.0	98.6						
Rochdale	100.0	100.6	104.3						
Salford	100.0	99.2	102.5						
Stockport	100.0	99.6	101.0						
Tameside	100.0	98.0	94.5						
Trafford	100.0	98.6	95.7						
Wigan	100.0	101.5	108.5						
GM Total	100.0	99.4	101.4	101.3	101.9	102.6	103.2	103.9	104.5

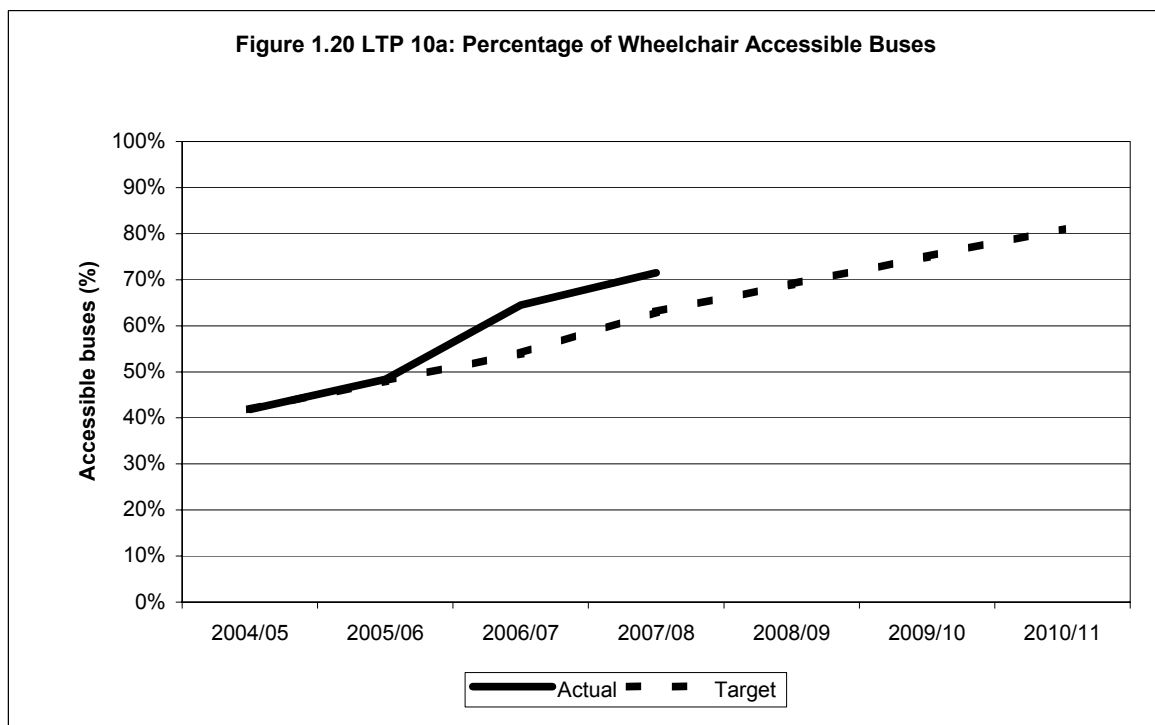


LTP 10a: Accessible Infrastructure (Buses)

1.40 Table 1.24 & Figure 1.20 show the proportion of wheelchair accessible buses. There has been a sharp increase in the percentage of accessible buses due to the introduction of low-floor buses by bus companies, particularly on QBC routes. Consequently, the 2007/08 result of 71.5% is well ahead of the GMLTP2 target.

Table 1.24 LTP 10a – Accessible Infrastructure (Buses)		
Year	Accessible Buses (%)	Target (%)
2004/05	*41.8	41.8
2005/06	48.4	48.0
2006/07	64.5	54.0
2007/08	71.5	63.0
2008/09		69.0
2009/10		75.0
2010/11		81.0

* Denotes GMLTP2 baseline.



LTP 10b: Accessible Infrastructure (Bus Stops)

1.41 LTP 10b refers to the percentage of accessible bus stops (minimum 160mm kerb height). At the publication of GMLTP2, a data collection system was yet to be established. A monitoring method is now in place based on accessible bus stops on QBC routes and the results are shown in Table 1.25.

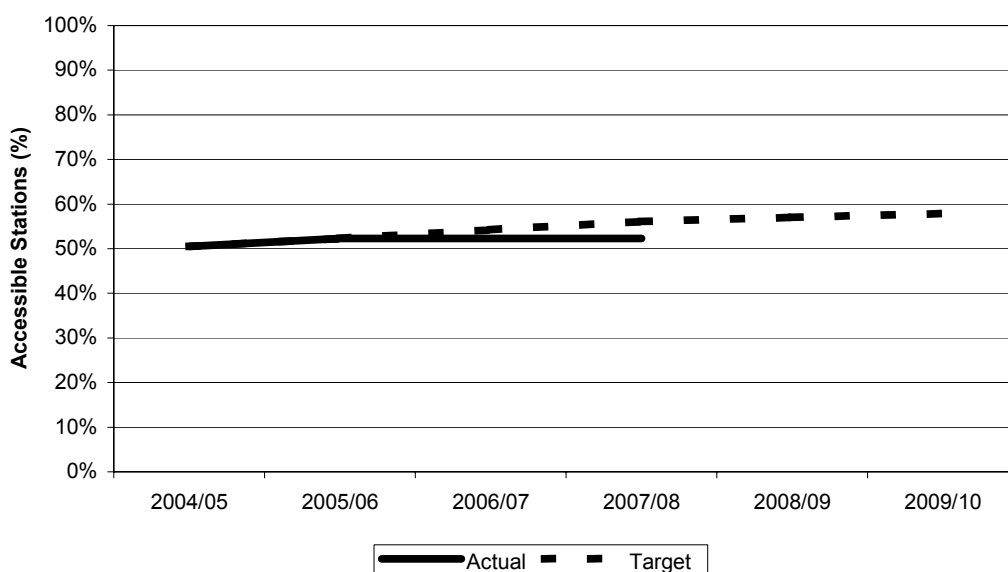
Table 1.25 LTP 10b – Accessible Infrastructure (Bus Stops)		
Year	Accessible Stations (%)	Target (%)
2006/07	53	88% by 2008/09
2007/08	79	
2008/09		

LTP 10c: Accessible Infrastructure (Rail Stations)

1.42 Table 1.26 & Figure 1.21 show the percentage of rail stations fully accessible to disabled people.

Table 1.26 LTP 10c – Accessible Infrastructure (Rail Stations)		
Year	Accessible Stations (%)	Target (%)
2004/05	54 (50.5)	54 (50.5)
2005/06	56 (52.3)	56 (52.3)
2006/07	56 (52.3)	58 (54.2)
2007/08	56 (52.3)	60 (56.1)
2008/09		61 (57.0)
2009/10		62 (57.9)

Figure 1.21 LTP 10c: Percentage Accessible Rail Stations



LTP 10d: Accessible Infrastructure (Pedestrian Crossings)

- 1.43 Table 1.27 shows the proportion of pedestrian crossings with facilities for disabled people in each district (BV 165).
- 1.44 Sudden reductions in percentages (eg Bolton 2005/06, Manchester 2006/07, Rochdale 2007/08) are the result of external audits and more rigorous guidance interpretation.
- 1.45 The indicator is under review and not likely to be continued.

Table 1.27 BV 10d – Accessible Infrastructure (Pedestrian Crossings)								
District	Actual (%)				Target (%)			
	2004/05	2005/06	2006/07	2007/08	2007/08	2008/09	2009/10	2010/11
Bolton*	41.0	7.0	54.0	65.0	64.0	Indicator under review		
Bury	75.7	43.4	52.6	57.5	60.8			
Manchester	81.5	16.0	8.8	10.5	10.1			
Oldham	77.6	77.6	29.7	21.7	35.0			
Rochdale	54.0	57.0	33.3	6.0				
Salford	80.4	38.4	47.7	70.0	68.0			
Stockport	93.1	90.5	94.5	96.4	95.9			
Tameside	79.2	76.8	84.5	87.1	86.0			
Trafford	35.0	42.0	61.0	61.7	69.0			
Wigan	88.0	58.8	28.0	45.0	78.0			

* Denotes original GMLTP targets retained. All other targets revised by districts.

LTP 10e: Accessible Infrastructure (Public Rights of Way)

1.46 Table 1.28 shows the percentage of public rights of way that are easy to use (BV 178). Six districts have provided revised targets for this indicator; with the exception of Manchester and Oldham these all represent a stretching of their GMLTP2 targets.

Table 1.28 BV 10e – Accessible Infrastructure (PRoW)								
District	Actual (%)				Target (%)			
	2004/05	2005/06	2006/07	2007/08	2007/08	2008/09	2009/10	2010/11
Bolton	67.0	65.0	67.0	80.0	80.0	81.0	82.0	83.0
Bury	81.9	81.0	86.0	88.0	88.0	89.0	90.0	91.0
Manchester	66.3	66.9	73.4	70.7	80.0	85.0	90.0	95.0
Oldham	46.5	54.0	76.1	37.2	65.0	65.0	70.0	70.0
Rochdale	42.0	50.0	56.0	90.0	60.0	64.0	68.0	70.0
Salford*	66.0	71.0	79.5	85.1	75.3	75.3	75.3	75.3
Stockport*	79.1	81.4	83.9	85.0	85.0	87.0	89.0	90.0
Tameside*	88.8	92.3	93.1	94.7	94.0	94.5	95.0	95.5
Trafford	37.0	51.9	68.8	75.0	78.0	90.0	95.0	
Wigan*	68.0	71.0	71.0	72.0	71.5	72.0	72.5	73.0

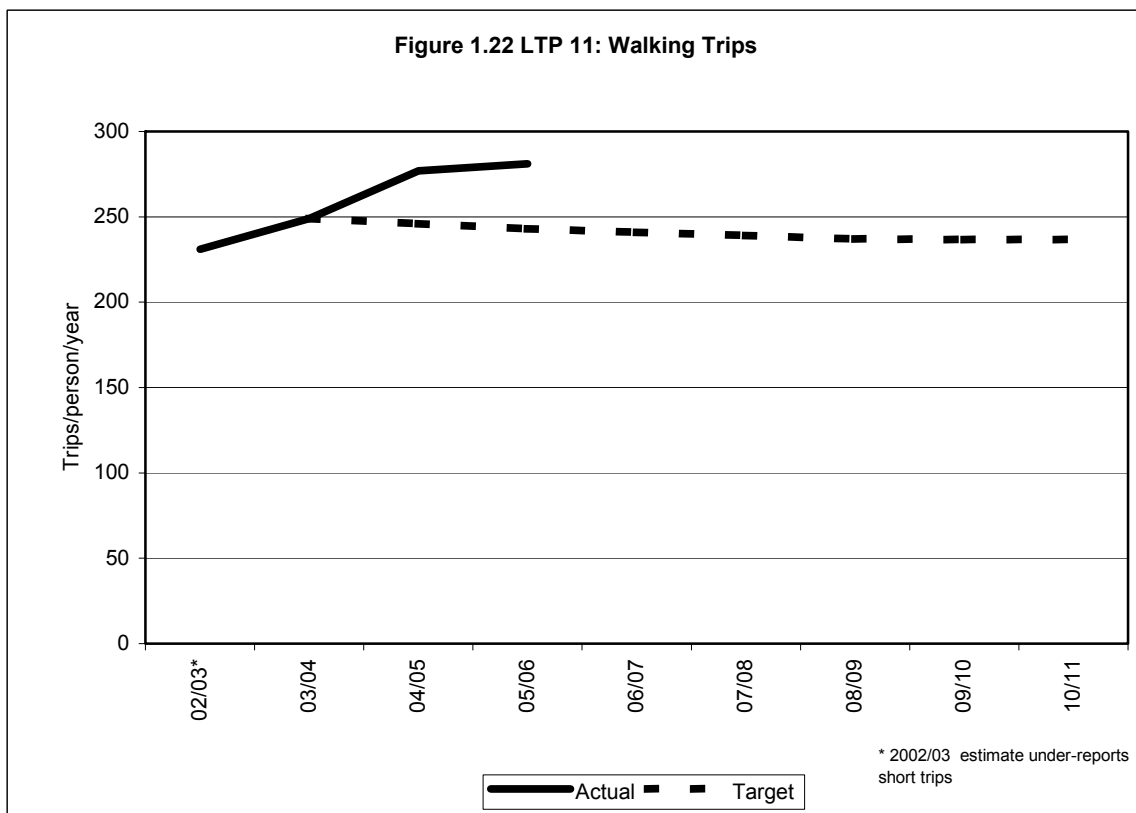
* Denotes original GMLTP targets retained. All other targets revised by districts.

LTP 11: Walking

1.47 Table 1.29 & Figure 1.22 show the number of trips/year/person where walking is the main mode. The 'actual' figures are taken from the DfT's National Travel Survey. The figures used are two-year averages since we have been advised that single year estimates are not robust at the Greater Manchester level. 2007 data will not be available until 2009.

Table 1.29 LTP 11 – Walking		
Year	Actual (Trips/year/person)	Target (Trips/year/person)
2002/03*	231	
2003/04	249	249
2004/05	277	246
2005/06	281	243
2006/07		241
2007/08		239
2008/09		237
2009/10		237
2010/11		237

* NTS report under-counting of short trips.

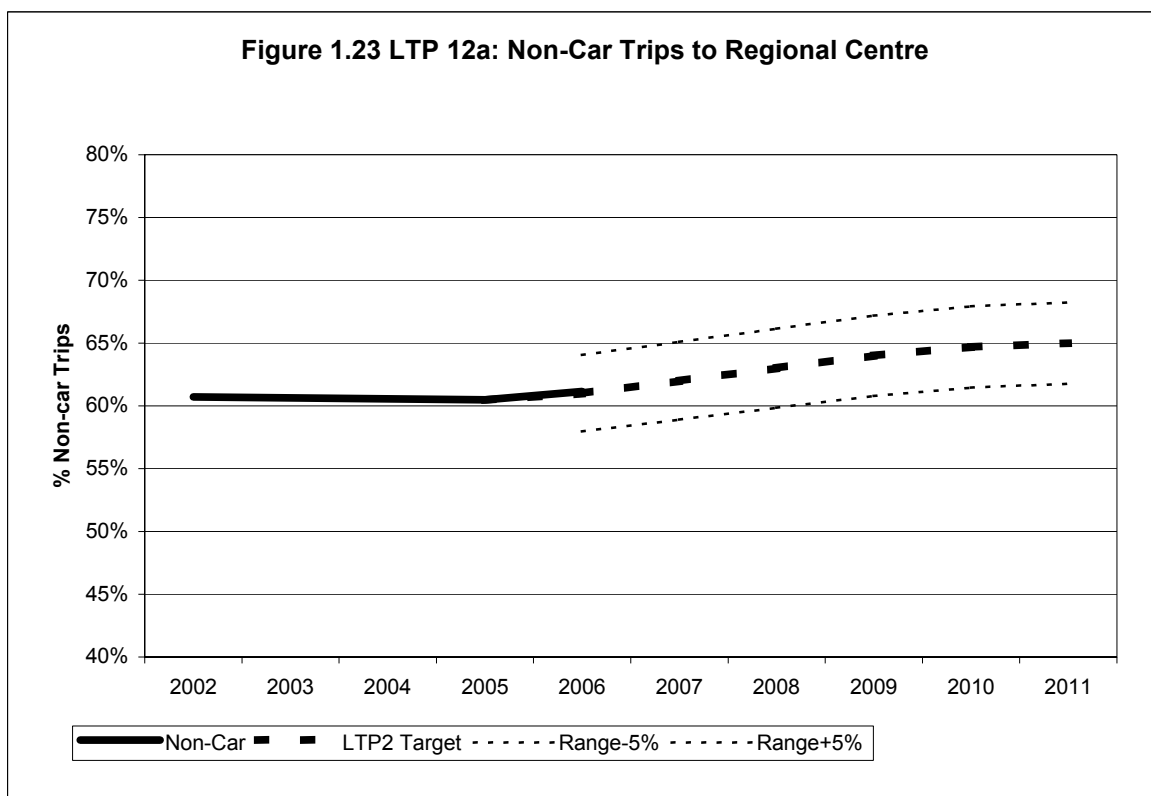


LTP 12a: Modal Share to Regional Centre

1.48 Table 1.30 & Figure 1.23 show the percentage of non-car trips into the regional centre during the morning peak (07:30-09:30). The proportion of non-car trips has risen slightly since 2005, in line with GMLTP2 targets.

Table 1.30 LTP 12a – Modal Share to Regional Centre		
Year	Non-Car Trips (%)	Target (%)
2002	60.7	
2005	*60.5	60.5%
2006	61.2	61.0%
2007		62.0%
2008		63.0%
2009		64.0%
2010		64.7%
2011		65.0%

* Denotes GMLTP2 baseline.

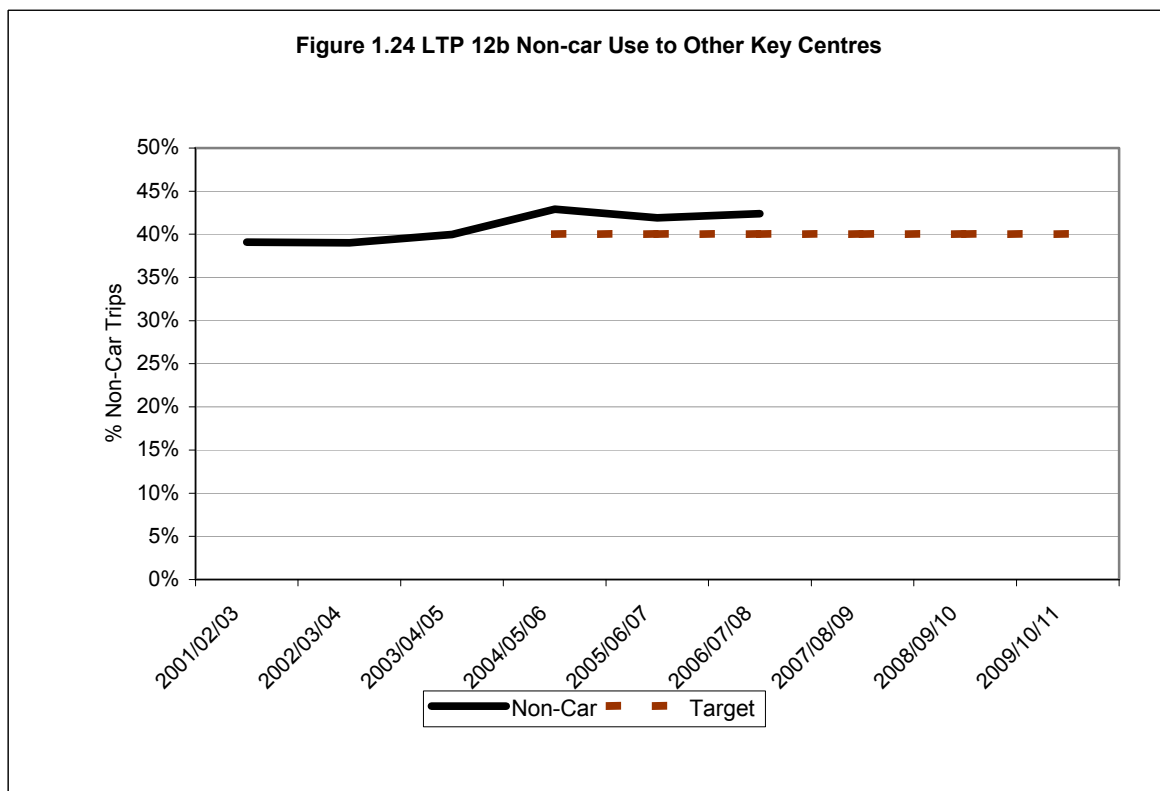


LTP 12b: Modal Share to Other Key Centres

1.49 Table 1.31 & Figure 1.24 show the percentage of non-car trips into the key centres during the morning peak (07:30-09:30). These figures represent a 3-year rolling average of all centres combined. The latest figure indicates a slight increase in the proportion of non-car trips, and it remains above the targeted 40% level.

Table 1.31 LTP 12b – Modal Share to Other Key Centres		
Year	Non-Car Trips (%)	Target (%)
2001/02/03	39.1%	
2002/03/04	39.0%	
2003/04/05	40.0%	
2004/05/06	42.9%	40
2005/06/07	41.9%	40
2006/07/08	42.4%	40
2007/08/09		40
2008/09/10		40
2009/10/11		40

*Denotes GMLTP2 baseline.

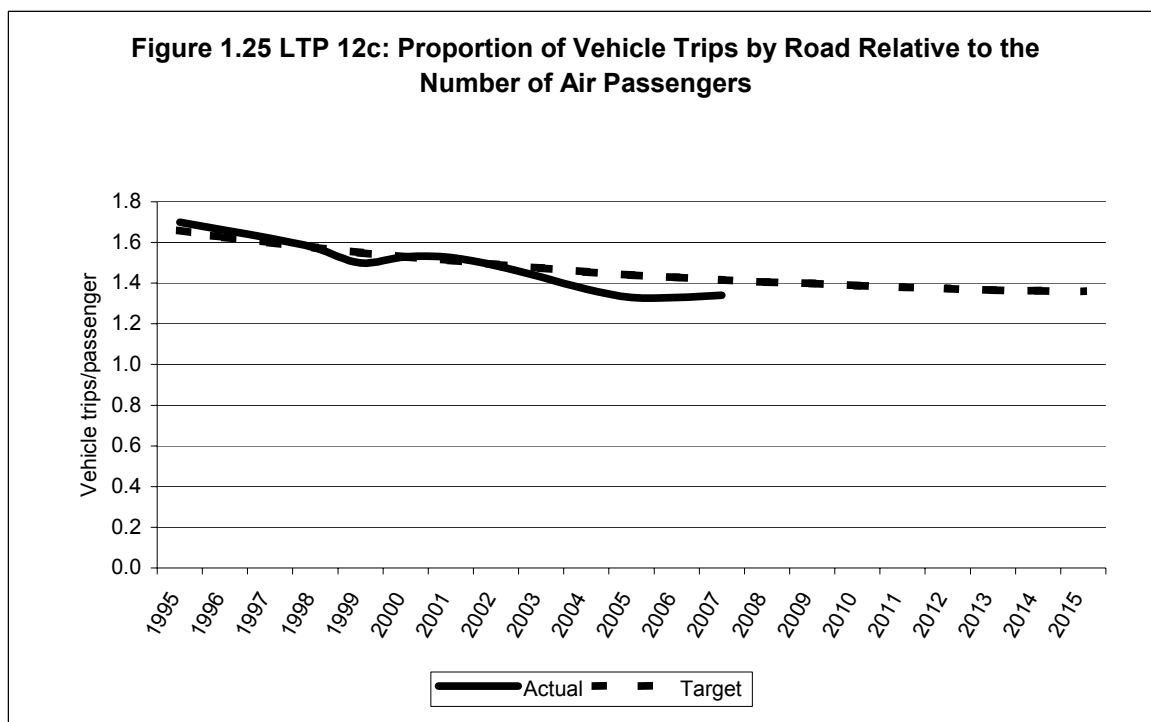


LTP 12c: Modal Share to Manchester Airport

1.50 Table 1.32 & Figure 1.25 show the ratio of vehicle trips by road to Manchester Airport to the overall number of passengers using Manchester airport. The target is for a 4% fall in the number of vehicle trips per passenger between 2005 and 2011.

Table 1.32 LTP 12c – Modal Share to Manchester Airport		
Year	Actual (Vehicle Trips per Passenger)	Target (Vehicle Trips per Passenger)
2003	1.43	1.48
2004	1.37	1.46
2005	1.33	*1.44
2006	1.33	1.43
2007	1.34	1.42
2008		1.40
2009		1.40
2010		1.39
2011		1.38

*Denotes GMLTP2 baseline.



2 ROAD TRAFFIC

MOTORWAY TRAFFIC

Traffic Growth on Motorways 2006-2007

2.1 Table 2.1 shows the percentage changes by time period, in average flows on 12 motorway links between 2006 and 2007. The links included in the analysis are:

- M6 junctions 25 to 26 and 26 to 27
- M56 junction 6 to 7
- M60 junctions 16 to 17, 17 to 18, 19 to 20, 20 to 21 and 22 to 23, 24 to 25
- M62 junction 18 to 19, 20 to 21.

2.2 The small number of sites means that the data is less reliable the more it is disaggregated by time period and/or vehicle class. The increase in all motors of 1% over the 12-hour period is confirmed by analysis of ATC data at equivalent sites in 2006 and 2007.

Table 2.1 Percentage Changes in Average Flows on 11 Motorway Links Between 2006 and 2007						
Time Period	Cars	LGV	OGV	Buses and Coaches	Motor Cycles	All Motors
07:00-10:00	-4	-3	1	-39	-9	-3
10:00-16:00	3	6	-1	-27	-16	3
16:00-19:00	2	3	-2	-19	-8	2
07:00-19:00	1	3	-1	-28	-12	1
08:00-09:00	-6	-1	2	-32	-11	-4
17:00-18:00	3	7	-4	-23	-6	3

Changes in Motorway Weekday Traffic Flow Profiles 2006-2007

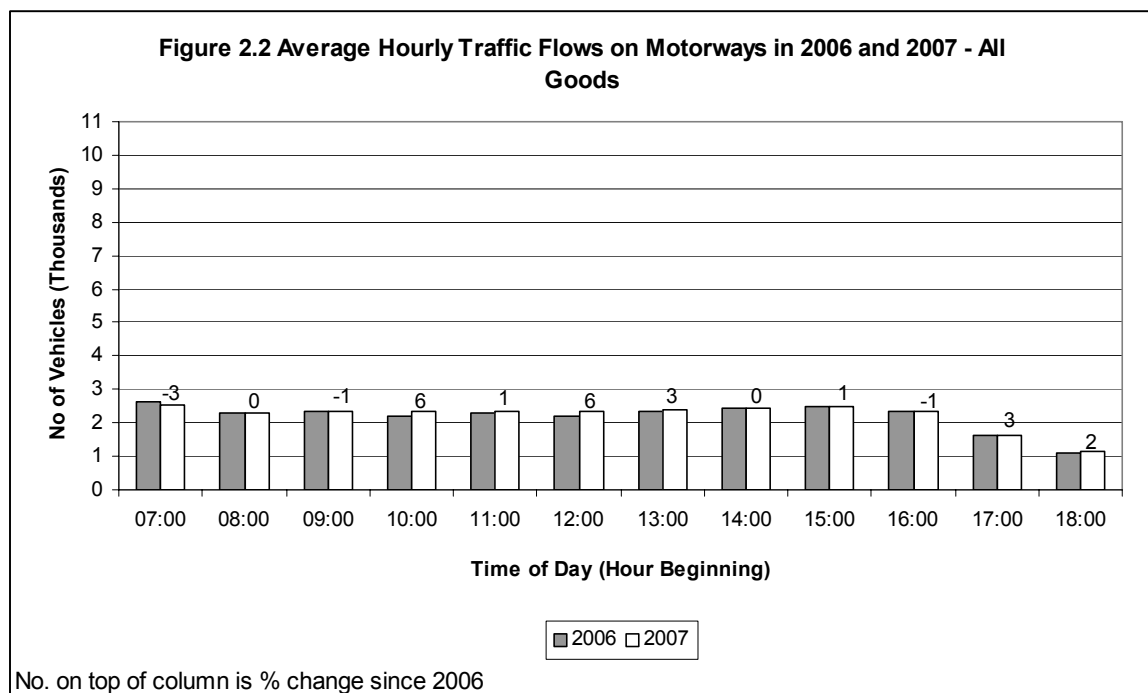
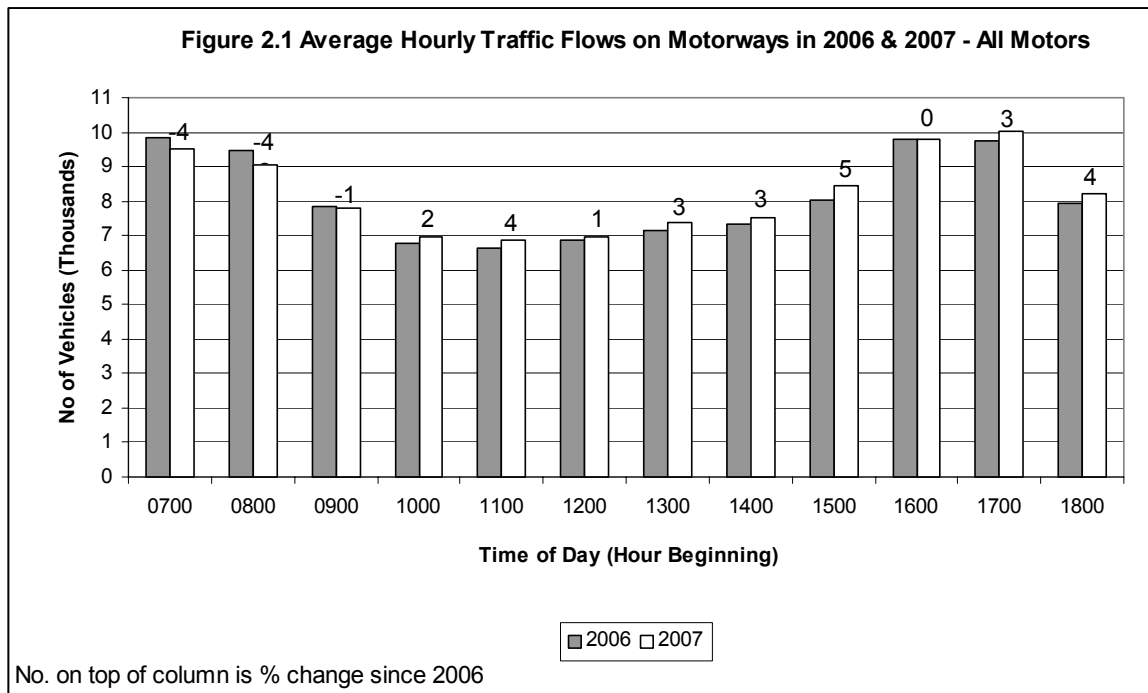
2.3 Table 2.2 shows average weekday traffic flows by hour on 11 motorway links in 2006 and 2007 together with the percentage changes in flows. The all motors and all goods profiles are illustrated in Figures 2.1 and 2.2.

Table 2.2 Average Hourly Traffic Flows on 11 Motorway Links in 2006 and 2007								
Start Hour	2006				2007			
	Cars	Light Goods Vehicles	Other Goods Vehicles	All Motors	Cars	Light Goods Vehicles	Other Goods Vehicles	All Motors
07:00	7202	1643	965	9861	6935 (-4)	1539 (-6)	997 (3)	9512 (-4)
08:00	7155	1319	955	9478	6748 (-6)	1304 (-1)	977 (2)	9069 (-4)
09:00	5464	1207	1136	7861	5433 (-1)	1215 (1)	1110 (-2)	7794 (-1)
10:00	4523	1112	1106	6791	4554 (1)	1176 (6)	1180 (7)	6952 (2)
11:00	4282	1172	1140	6642	4512 (5)	1202 (3)	1134 (-1)	6889 (4)
12:00	4618	1091	1122	6876	4595 (0)	1220 (12)	1125 (0)	6973 (1)
13:00	4767	1163	1173	7156	4907 (3)	1250 (7)	1165 (-1)	7363 (3)
14:00	4842	1250	1179	7330	5069 (5)	1343 (7)	1077 (-9)	7529 (3)
15:00	5516	1411	1057	8043	5880 (7)	1465 (4)	1040 (-2)	8433 (5)
16:00	7406	1516	836	9813	7437 (0)	1492 (-2)	838 (0)	9816 (0)
17:00	8082	996	612	9752	8318 (3)	1063 (7)	587 (-4)	10022 (3)
18:00	6769	589	509	7920	7029 (4)	634 (8)	490 (-4)	8199 (4)
Total	70628	14468	11791	97524	71417 (1)	14904 (3)	11720 (-1)	98549 (1)

Note: The figures in brackets are the percentage changes between 2006 and 2007.

Figures may not sum due to rounding.

The average link flows are pertinent to the eleven measured links only and not to the motorway network as a whole



Peak Hour to Peak Period Ratios on Motorways

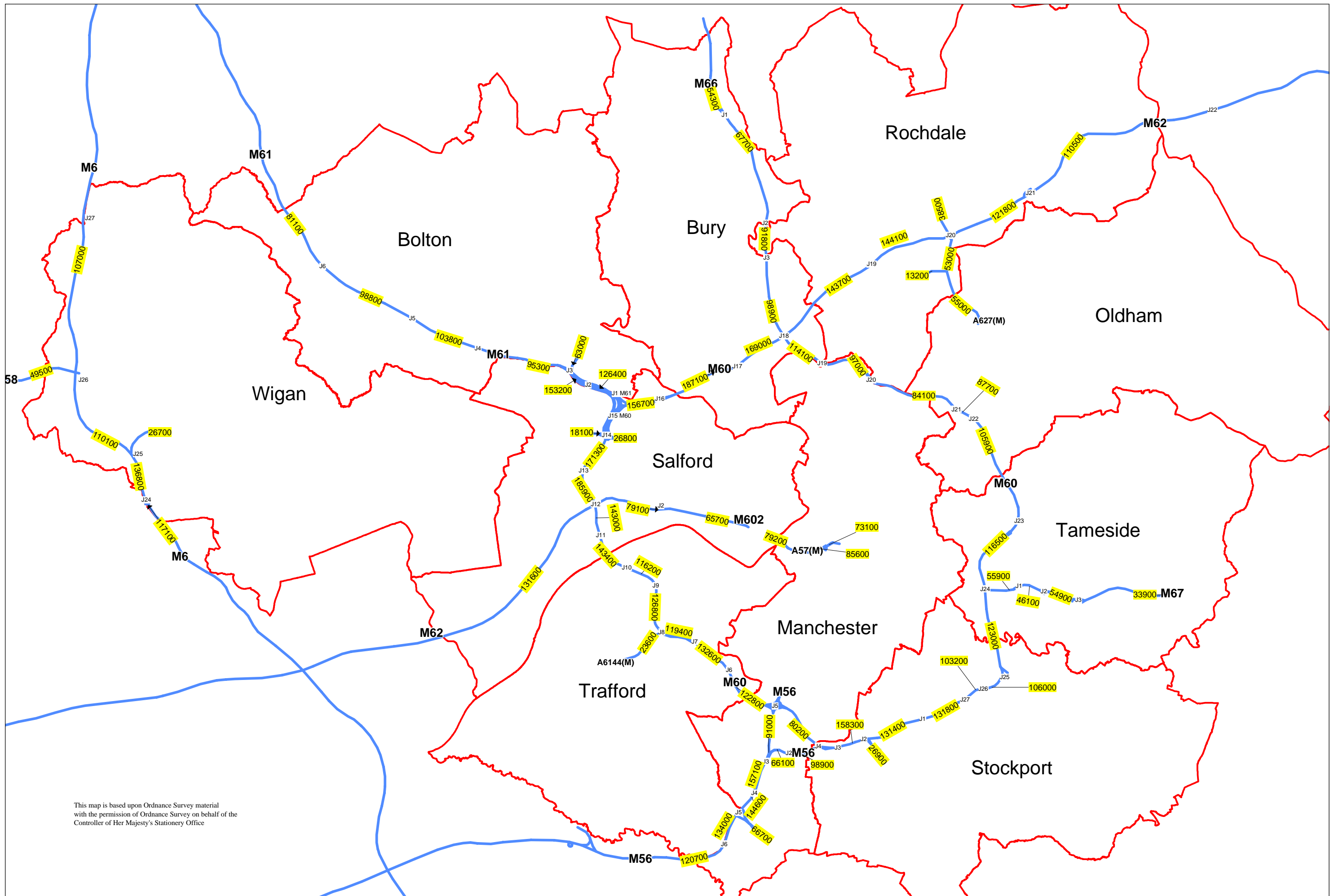
2.4 Table 2.3 shows peak hour and peak period traffic flow ratios for motorway links surveyed between 1990 and 2007.

Table 2.3 Ratio of Peak Hour to Peak Period Traffic for Motorways 1990-2007			
Year	Number of Sites	<u>08:00 – 09:00</u> <u>07:00 – 10:00</u>	<u>17:00 – 18:00</u> <u>16:00 – 19:00</u>
1990	21	0.38	0.38
1991	15	0.38	0.37
1992	19	0.37	0.37
1993	22	0.37	0.37
1994	37	0.36	0.37
1995	39	0.36	0.37
1996	40	0.36	0.37
1997	29	0.36	0.37
1998	25	0.36	0.36
1999	42	0.36	0.36
2000	48	0.35	0.36
2001	51	0.36	0.37
2002	43	0.36	0.37
2003	37	0.35	0.36
2004	36	0.35	0.35
2005	21	0.36	0.36
2006	22	0.35	0.36
2007	27	0.35	0.36

Note: For ease of comparison with other road classes, the morning peak hour quoted is 08:00-09:00. The true peak flow on most motorways occurs 07:00-08:00 (see Figure 2.4).

Traffic Flows on Motorways in 2007

2.5 Figure 2.3 shows the average 24-hour weekday flow of motor vehicles on each link of Greater Manchester's motorway network. The flows are either automatic traffic counts or estimates based on 12-hour manual classified counts undertaken as part of GMTU's countywide monitoring programme. The manual counts have been factored using the 12 to 24-hour factors given in Appendix 1.

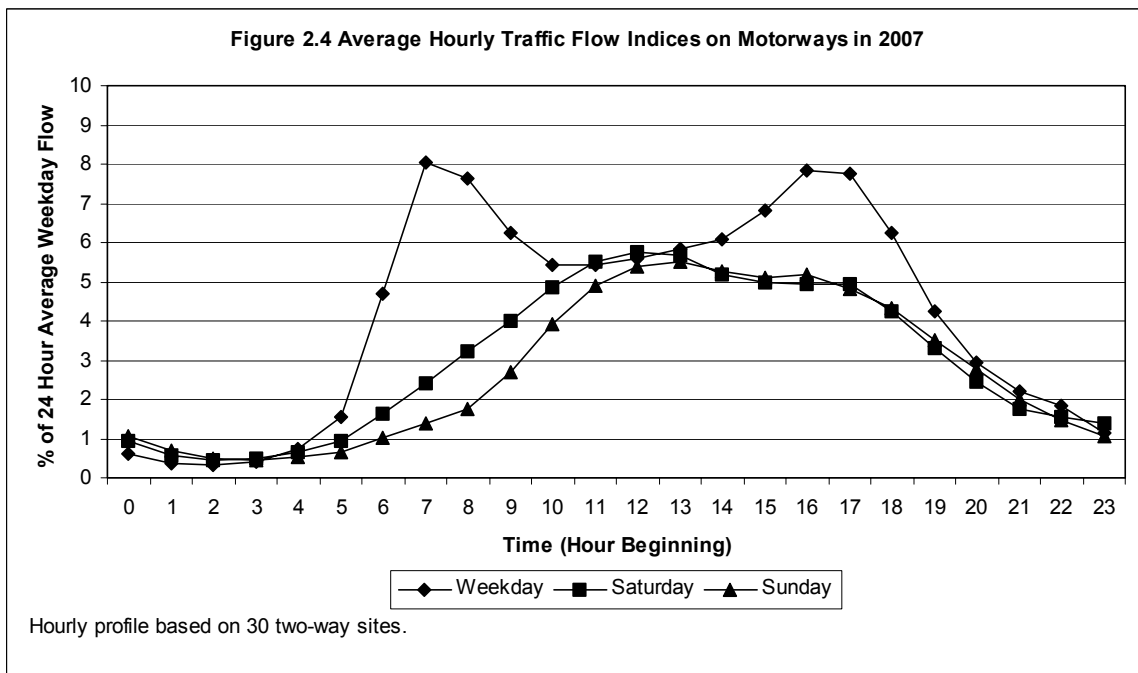


This map is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office

24-Hour Traffic Flow Profiles on Motorways in 2007

2.6 Data from 30 two-way continuous automatic traffic counts on motorways have been analysed to provide the daily profiles in Table 2.4. Flows affected by bank and school holidays, roadworks and unusual events were excluded from the analysis. Figure 2.4 shows the profiles expressed as a percentage of the 24-hour average weekday flow.

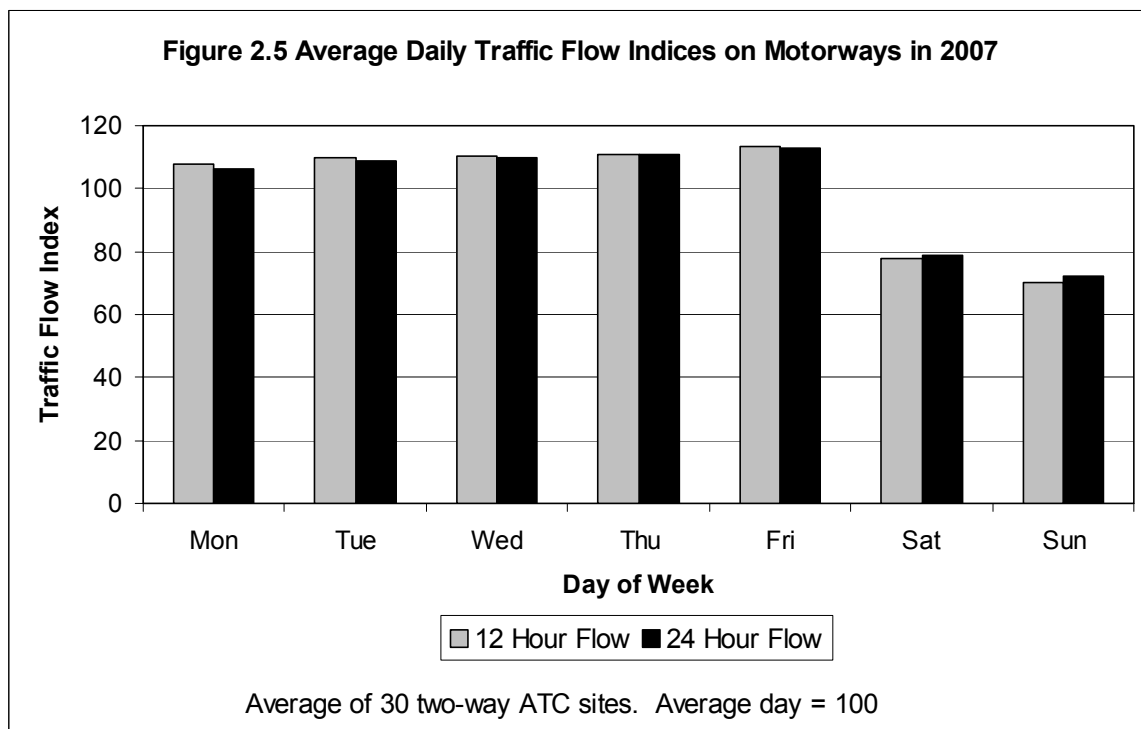
Table 2.4 Average Hourly Traffic Flow Indices on Motorways in 2007			
Hour Beginning	% of 24 Hour Flow Weekday	% of 24 Hour Flow Saturday	% of 24 Hour Flow Sunday
00:00	0.6	1.3	1.6
01:00	0.4	0.8	1.0
02:00	0.3	0.6	0.7
03:00	0.4	0.7	0.7
04:00	0.7	0.9	0.8
05:00	1.6	1.3	1.0
06:00	4.7	2.3	1.6
07:00	8.0	3.4	2.1
08:00	7.6	4.5	2.6
09:00	6.2	5.6	4.1
10:00	5.4	6.8	5.9
11:00	5.4	7.7	7.5
12:00	5.6	8.0	8.2
13:00	5.8	7.9	8.3
14:00	6.1	7.2	8.0
15:00	6.8	6.9	7.7
16:00	7.8	6.9	7.9
17:00	7.8	6.9	7.3
18:00	6.3	5.9	6.6
19:00	4.2	4.6	5.3
20:00	2.9	3.4	4.2
21:00	2.2	2.4	3.1
22:00	1.8	2.2	2.3
23:00	1.2	1.9	1.6



Daily Traffic Flow Indices on Motorways in 2007

2.7 Table 2.5 shows indices of motorway traffic throughout the week. These are also shown graphically in Figure 2.5 and are derived from two-way automatic traffic counts undertaken continuously on 30 links.

Table 2.5 Average Daily Traffic Flow Indices on Motorways in 2007				
Day of Week	12 Hour Flow Average Weekday Index = 100	12 Hour Flow Average Day Index = 100	24 Hour Flow Average Weekday Index = 100	24 Hour Flow Average Day Index = 100
Monday	97	108	97	106
Tuesday	99	110	99	109
Wednesday	100	110	100	110
Thursday	101	111	101	111
Friday	103	113	103	113
Saturday	71	78	72	79
Sunday	64	70	66	72



Daily Variation on Motorways by Time Period

2.8 Table 2.6 gives a more detailed breakdown of the variation in traffic flows in individual time periods for each day of the week.

Time of Day	Time Period	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Within the normal working day	07:00-10:00	100	101	101	101	97	45	27
	10:00-16:00	96	97	98	100	109	91	85
	16:00-19:00	98	101	101	101	98	65	66
	07:00-19:00	97	99	100	100	103	71	64
Peak periods	07:00-08:00	100	100	101	101	98	31	18
	08:00-09:00	100	101	102	101	97	43	24
	16:00-17:00	98	101	100	101	100	64	67
	17:00-18:00	100	102	101	101	96	65	64
Outside the normal working day	00:00-07:00 and 19:00-24:00	95	98	101	103	104	76	74
All Day	00:00-24:00	97	99	100	101	103	72	66

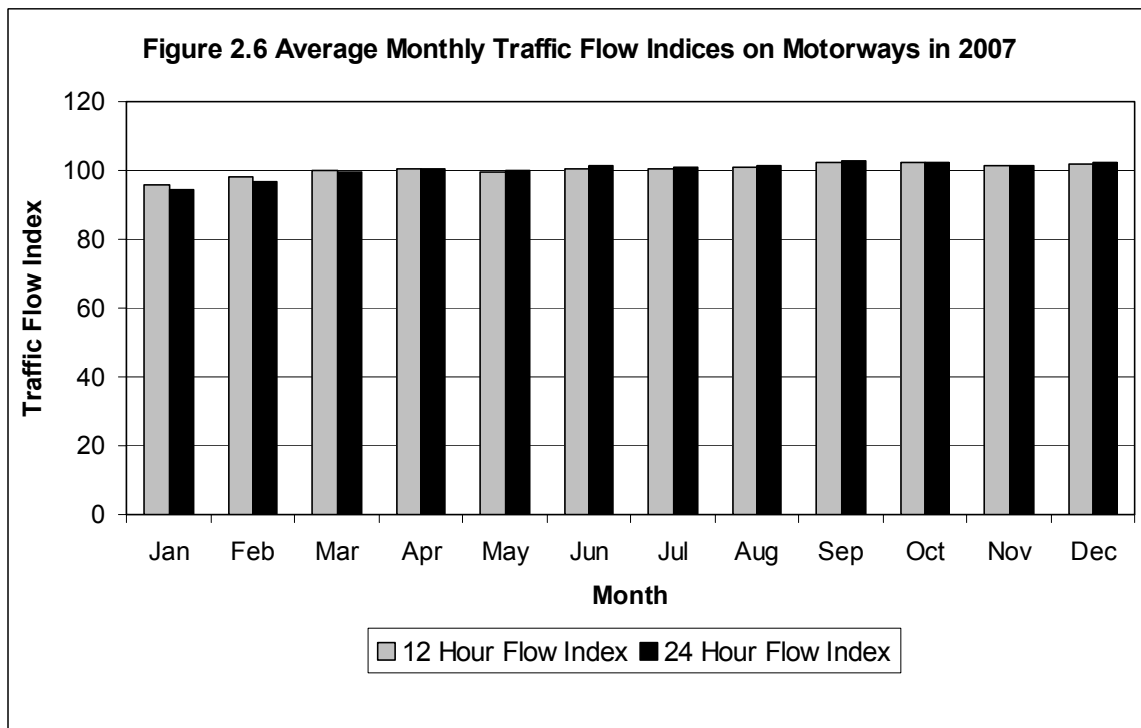
Note: Indices for each time period are based on an average weekday flow index of 100 for the time period.

Monthly Traffic Flow Indices on Motorways in 2007

2.9 Monthly indices of 12 and 24-hour flows based on average monthly weekday flows at 30 two-way motorway sites are given in Table 2.7 and illustrated in Figure 2.6.

Table 2.7 Average Monthly Traffic Flow Indices on Motorways in 2007		
Month	12 Hour Flow Average Month Index = 100	24 Hour Flow Average Month Index = 100
January	96	94
February	98	97
March	100	99
April	101	101
May	100	100
June	101	102
July	100	101
August	101	101
September	102	103
October	102	102
November	101	102
December	102	102

Note: Based on ATC data from 30 two-way motorway sites in 2007.



A ROAD TRAFFIC

Traffic Growth on A Roads 2006-2007

2.10 Table 2.8 shows the percentage changes, by time period, in average flows on 93 A road links throughout the county between 2006 and 2007. The figures are based on manual classified counts.

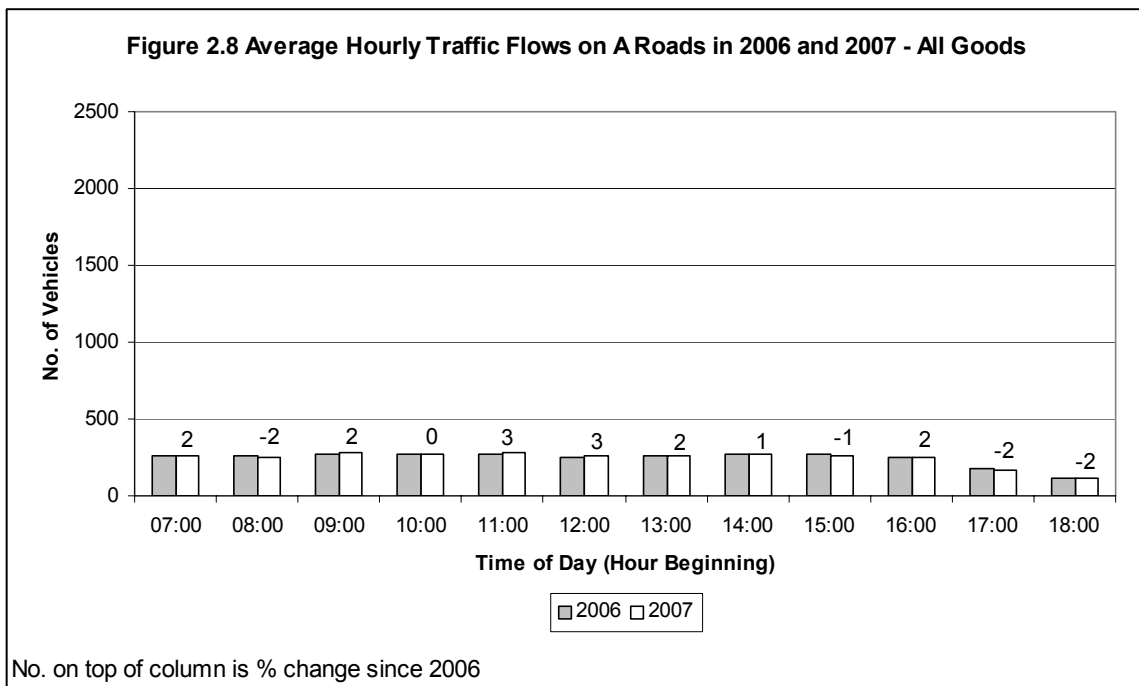
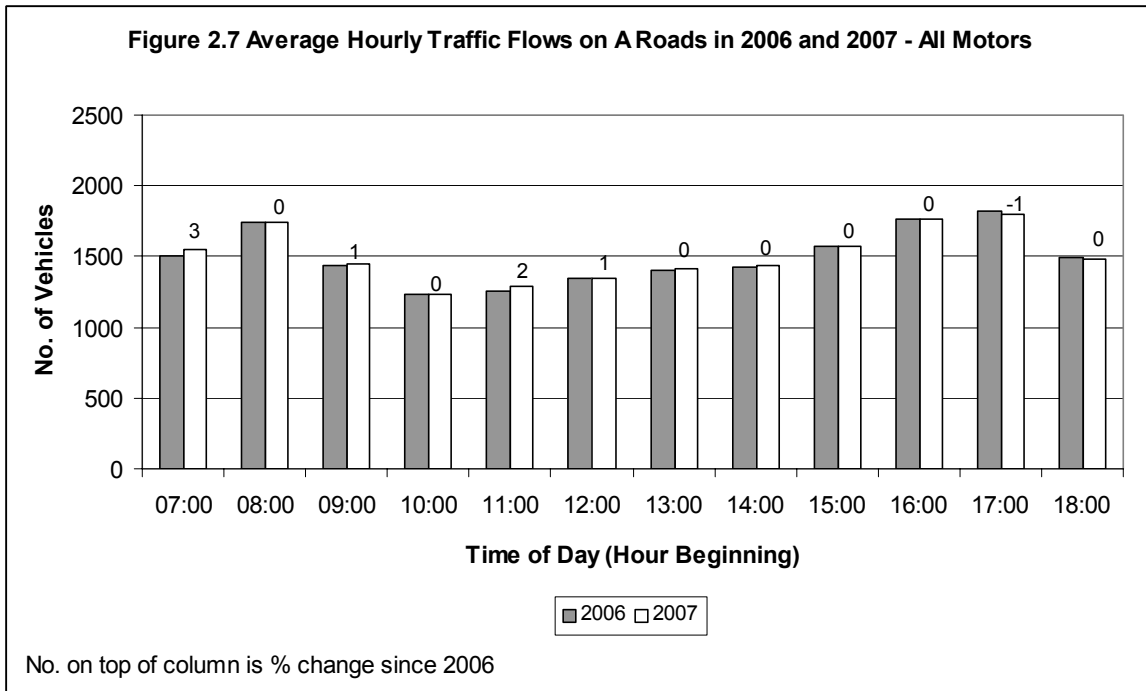
Time Period	Cars	LGV	OGV	Buses and Coaches	Motor Cycles	Pedal Cycles	All Motors
07:00-10:00	2	1	-2	-4	3	7	1
10:00-16:00	1	3	-5	-8	-5	0	0
16:00-19:00	-1	2	-14	-4	0	13	-1
07:00-19:00	0	3	-5	-6	-1	7	0
08:00-09:00	1	-2	-3	-3	0	10	0
17:00-18:00	-1	1	-15	-4	0	17	-1

Changes in A Road Weekday Traffic Flow Profiles 2006-2007

2.11 Table 2.9 shows average weekday traffic flows by hour on 93 A road links in 2006 and 2007 together with the percentage change in flow since 2006. The all motors and all goods profiles are illustrated in Figures 2.7 and 2.8.

Start Hour	2006				2007				
	Cars	Light Goods Vehicles	Other Goods Vehicles	All Motors	Cars	Light Goods Vehicles	Other Goods Vehicles	All Motors	
07:00	1207	206	53	1505	1242 (3)	212 (3)	52 (-2)	1545 (3)	
08:00	1441	196	63	1741	1451 (1)	193 (-2)	61 (-3)	1746 (0)	
09:00	1121	199	74	1433	1133 (1)	205 (3)	74 (0)	1449 (1)	
10:00	931	199	75	1238	933 (0)	199 (0)	75 (0)	1238 (0)	
11:00	958	196	76	1261	976 (2)	207 (6)	72 (-5)	1284 (2)	
12:00	1058	185	66	1341	1062 (0)	191 (3)	67 (2)	1350 (1)	
13:00	1114	189	70	1406	1116 (0)	199 (5)	65 (-7)	1411 (0)	
14:00	1120	198	71	1427	1125 (0)	205 (4)	68 (-4)	1433 (0)	
15:00	1266	205	62	1577	1271 (0)	209 (2)	56 (-10)	1573 (0)	
16:00	1477	202	44	1768	1469 (-1)	210 (4)	40 (-9)	1761 (0)	
17:00	1604	147	26	1817	1587 (-1)	148 (1)	22 (-15)	1797 (-1)	
18:00	1342	98	16	1489	1340 (0)	99 (1)	13 (-19)	1483 (0)	
Total	14638	2219	698	18001	14706 (0)	2277 (3)	663 (-5)	18070 (0)	

Note: The figures in brackets are the percentage changes between 2006 and 2007.



Peak Hour to Peak Period Ratios on A Roads

2.12 Table 2.10 shows peak hour to peak period traffic flow ratios for A Road links surveyed between 1990 and 2007.

Table 2.10 Ratio of Peak Hour to Peak Period Traffic for A Road Links 1990-2007			
Year	Number of Sites	<u>08:00 – 09:00</u> <u>07:00 – 10:00</u>	<u>17:00 – 18:00</u> <u>16:00 – 19:00</u>
1990	185	0.39	0.37
1991	173	0.39	0.37
1992	180	0.40	0.37
1993	205	0.39	0.35
1994	196	0.39	0.37
1995	289	0.39	0.37
1996	185	0.39	0.37
1997	192	0.39	0.36
1998	225	0.38	0.36
1999	246	0.39	0.36
2000	239	0.38	0.37
2001	287	0.38	0.36
2002	255	0.38	0.36
2003	229	0.38	0.36
2004	204	0.37	0.36
2005	213	0.38	0.36
2006	135	0.37	0.36
2007	198	0.37	0.36

24-Hour Traffic Flow Profiles on A Roads in 2007

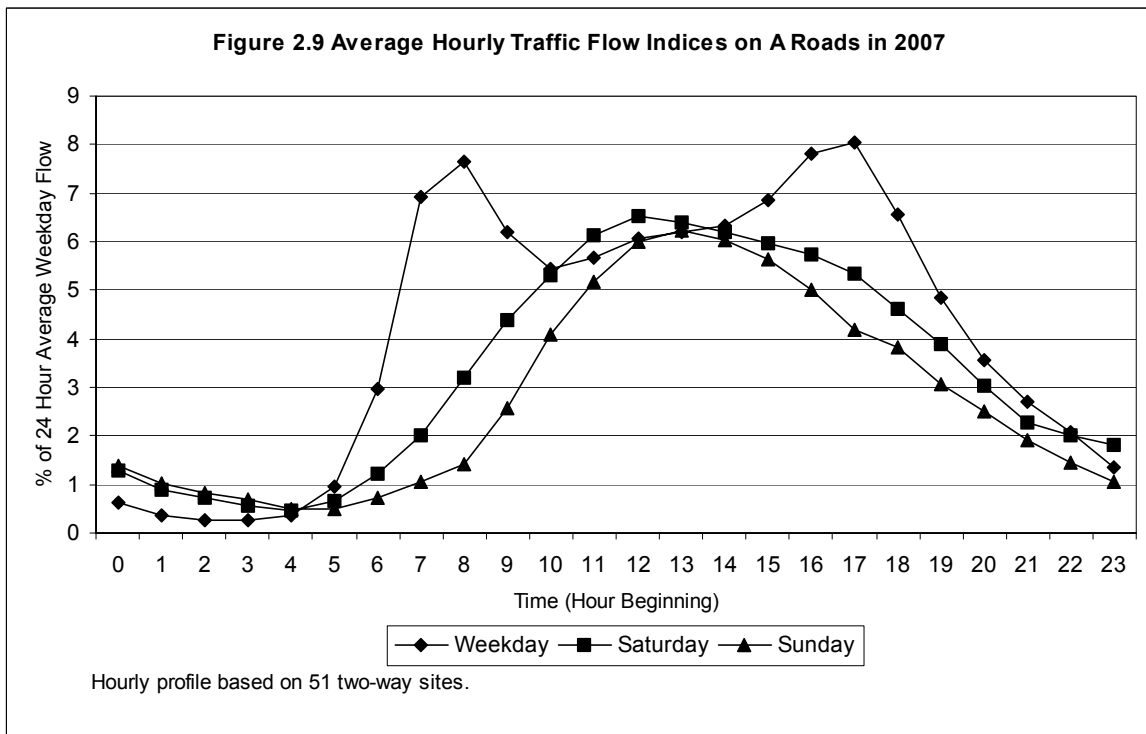
2.13 Table 2.11 gives profiles of hourly traffic flow based on automatic traffic counter data. Flows affected by bank and school holidays, roadworks and unusual events have been excluded from this analysis. Figure 2.9 shows the profiles expressed as a percentage of the 24-hour average weekday flow.

Table 2.11 Average Hourly Traffic Flow Indices on A Roads in 2006			
Hour Beginning	% of 24-Hour Flow Weekday	% of 24-Hour Flow Saturday	% of 24-Hour Flow Sunday
00:00	0.6	1.6	2.1
01:00	0.3	1.1	1.5
02:00	0.3	0.9	1.3
03:00	0.2	0.7	1.0
04:00	0.4	0.6	0.7
05:00	1.0	0.8	0.7
06:00	3.0	1.5	1.1
07:00	6.9	2.5	1.6
08:00	7.7	4.0	2.1
09:00	6.2	5.4	3.8
10:00	5.4	6.6	6.1
11:00	5.7	7.6	7.7
12:00	6.1	8.1	9.0
13:00	6.2	8.0	9.3
14:00	6.3	7.7	9.0
15:00	6.9	7.4	8.4
16:00	7.8	7.1	7.5
17:00	8.0	6.6	6.3
18:00	6.6	5.7	5.7
19:00	4.9	4.8	4.6
20:00	3.5	3.8	3.7
21:00	2.7	2.8	2.9
22:00	2.1	2.5	2.2
23:00	1.3	2.2	1.6

Notes:

Traffic flows are based on data from 51 two-way ATC sites on A roads throughout the county in 2007.

Percentages may not sum to 100 due to rounding.

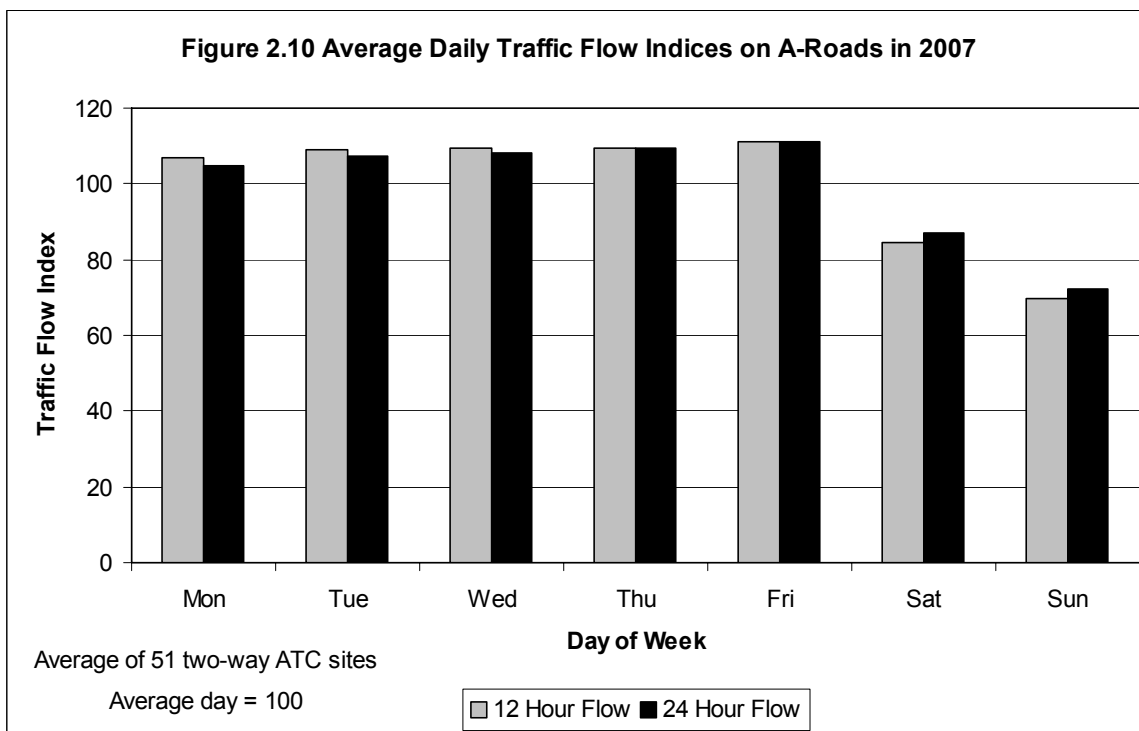


Daily Traffic Flow Indices on A Roads in 2007

2.14 Table 2.12 and Figure 2.10 show average daily traffic profiles on A roads.

Table 2.12 Average Daily Traffic Flow Indices on A Roads in 2007				
Day of Week	12-Hour Flow Average Weekday Index = 100	12-Hour Flow Average Day Index = 100	24-Hour Flow Average Weekday Index = 100	24-Hour Flow Average Day Index = 100
Monday	98	107	97	105
Tuesday	100	109	99	107
Wednesday	100	109	100	108
Thursday	100	109	101	110
Friday	102	111	103	111
Saturday	78	84	81	87
Sunday	64	70	67	72

Note: Indices are based on average flows at 51 two-way ATC sites on A roads throughout the county in 2007.



Daily Variation on A Roads by Time Period

2.15 Table 2.13 gives a more detailed breakdown of the variation in weekday flow in individual time periods.

Table 2.13 Average Traffic Flow Indices on A Roads in 2007 by Time Period								
Time of Day	Time Period	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Within the normal working day	07:00-10:00	99	101	101	100	98	47	25
	10:00-16:00	97	98	99	99	107	100	90
	16:00-19:00	98	101	101	102	97	72	59
	07:00-19:00	98	100	100	100	102	78	64
Peak periods	07:00-08:00	99	101	101	100	98	30	16
	08:00-09:00	100	101	101	100	98	43	19
	16:00-17:00	98	100	100	101	101	75	66
	17:00-18:00	100	102	101	101	96	69	54
Outside the normal working day	00:00-07:00 and 19:00-24:00	92	97	99	105	106	92	77
All Day	00:00-24:00	97	99	100	101	103	81	67

Note: Indices for each time period are relative to an average weekday flow index of 100 for the time period.

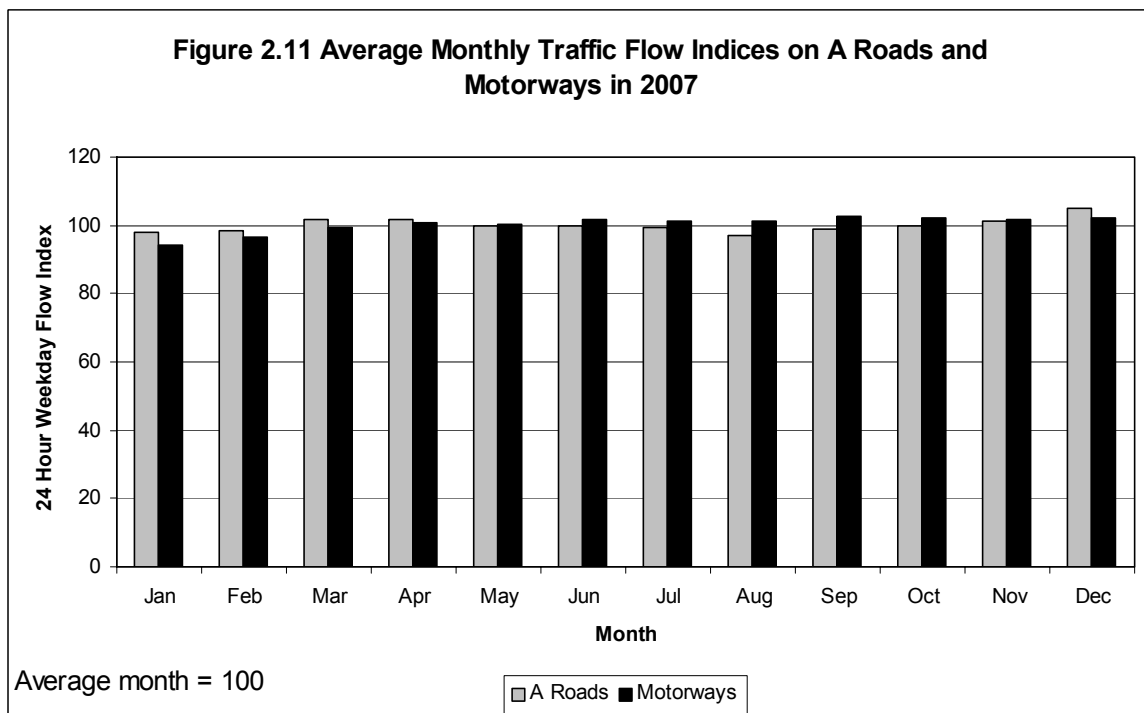
Indices are based on average flows at 51 two-way ATC sites on A roads throughout the county in 2007.

Monthly Traffic Flow Indices on A Roads in 2007

2.16 Table 2.14 shows monthly traffic indices on A roads. Figure 2.11 compares 24-hour weekday monthly traffic profiles for motorways and A roads.

Table 2.14 Average Monthly Flow Indices on A Roads in 2007		
Month	12-Hour Flow Index Average Month = 100	24-Hour Flow Index Average Month = 100
January	99	98
February	99	98
March	101	102
April	102	102
May	100	100
June	99	100
July	99	99
August	97	97
September	99	99
October	100	100
November	101	101
December	103	105

Note: Indices are based on average monthly flows at 51 two-way ATC sites on A roads throughout the county.



B ROAD TRAFFIC**Traffic Growth on B Roads 2006-2007**

2.17 Table 2.15 shows the percentage changes by time period, in average traffic flows on 69 B road links between 2006 and 2007. The figures are based on manual classified counts undertaken throughout the county.

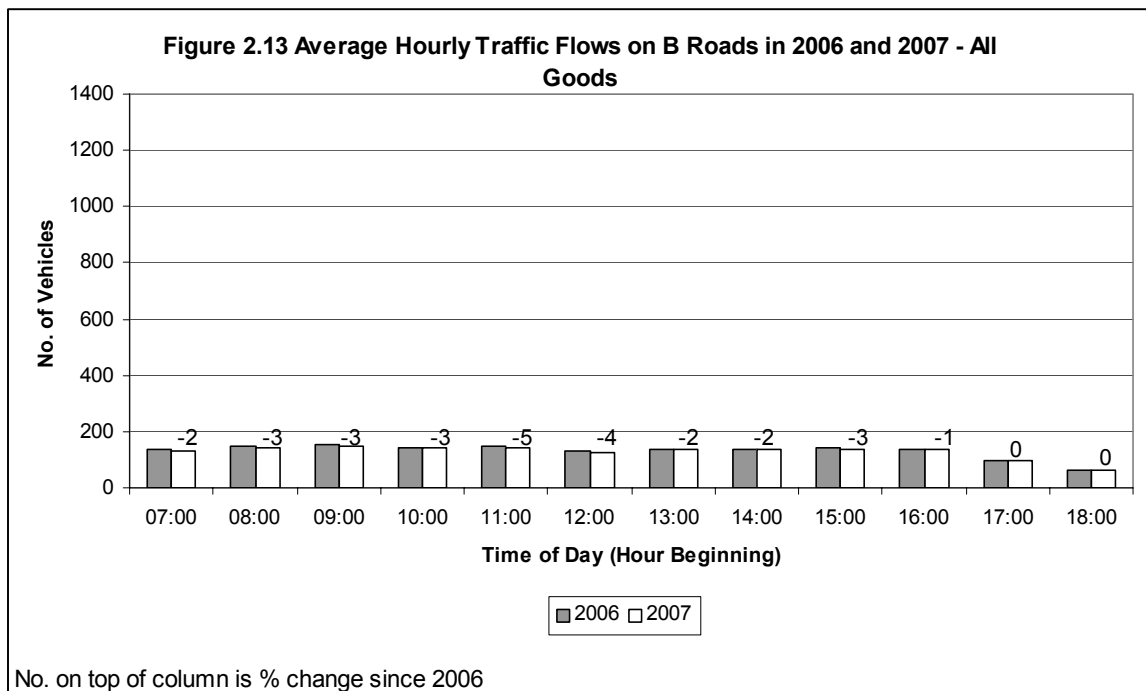
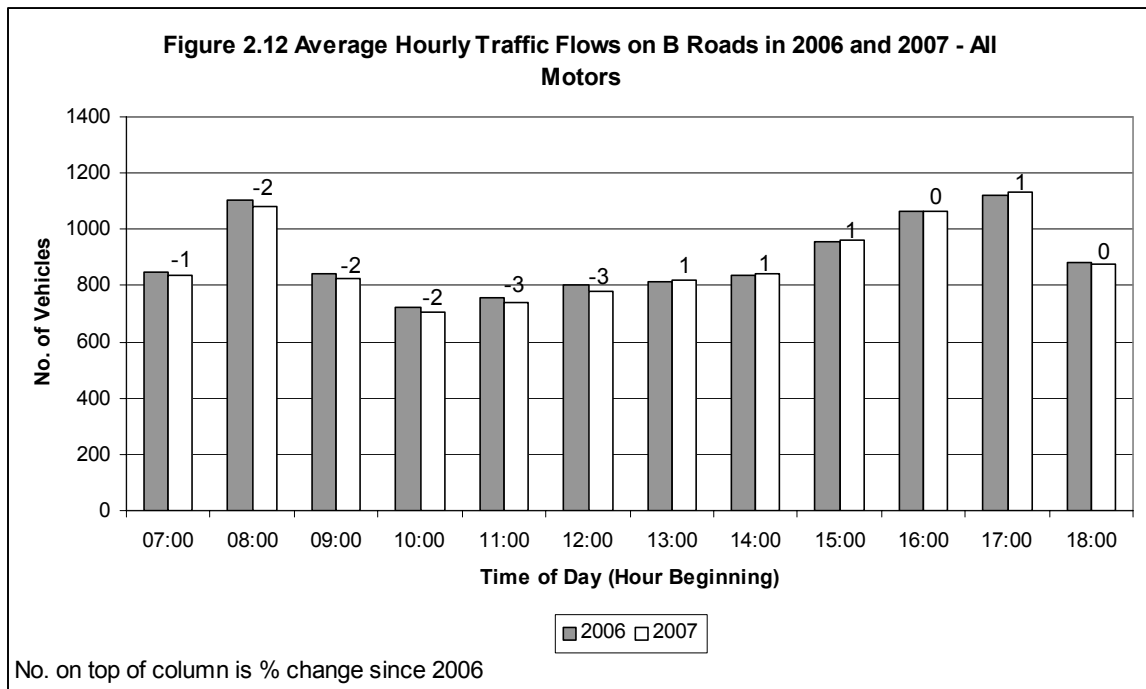
Table 2.15 Percentage Changes in Average Flows on 69 B Road Links Between 2006 and 2007							
Time Period	Cars	LGV	OGV	Buses and Coaches	Motor Cycles	Pedal Cycles	All Motors
07:00-10:00	-1	-1	-10	-11	0	10	-2
10:00-16:00	0	2	-10	-12	4	4	-1
16:00-19:00	1	1	-9	-9	5	4	0
07:00-19:00	0	1	-10	-11	5	5	-1
08:00-09:00	-2	-1	-8	-15	0	0	-2
17:00-18:00	1	7	0	-7	14	0	1

Changes in B Road Weekday Traffic Profiles 2006-2007

2.18 Table 2.16 shows average hourly traffic flows on 69 B road links in 2006 and 2007 together with the percentage change in flow since 2006. The all motors and all goods profiles are illustrated in Figures 2.12 and 2.13.

Table 2.16 Average Hourly Traffic Flows on 69 B Road Links in 2006 and 2007								
Start Hour	2006				2007			
	Cars	Light Goods Vehicles	Other Goods Vehicles	All Motors	Cars	Light Goods Vehicles	Other Goods Vehicles	All Motors
07:00	691	113	22	849	683 (-1)	112 (-1)	20 (-9)	837 (-1)
08:00	933	120	26	1105	916 (-2)	119 (-1)	24 (-8)	1081 (-2)
09:00	669	120	31	842	659 (-1)	117 (-3)	28 (-10)	824 (-2)
10:00	558	114	31	722	552 (-1)	110 (-4)	29 (-6)	708 (-2)
11:00	592	114	33	757	580 (-2)	113 (-1)	28 (-15)	737 (-3)
12:00	651	103	28	800	631 (-3)	106 (3)	25 (-11)	780 (-3)
13:00	658	109	28	814	665 (1)	114 (5)	26 (-7)	822 (1)
14:00	673	111	28	835	681 (1)	118 (6)	26 (-7)	845 (1)
15:00	792	116	24	958	800 (1)	118 (2)	22 (-8)	963 (1)
16:00	901	121	18	1066	905 (0)	119 (-2)	17 (-6)	1066 (0)
17:00	999	90	9	1119	1008 (1)	96 (7)	9 (0)	1133 (1)
18:00	801	58	5	882	801 (0)	58 (0)	4 (-20)	879 (0)
Total	8915	1290	285	10748	8880 (-0)	1299 (1)	256 (-10)	10675 (-1)

Note: The figures in brackets are the percentage changes between 2006 and 2007.



Peak Hour to Peak Period Ratios on B Roads

2.19 Table 2.17 shows peak hour and peak period traffic flow ratios for all B road links surveyed between 1990 and 2007.

Table 2.17 Ratio of Peak Hour to Peak Period Traffic for B Road Links 1990-2007			
Year	Number of Sites	<u>08:00 – 09:00</u> <u>07:00 – 10:00</u>	<u>17:00 – 18:00</u> <u>16:00 – 19:00</u>
1990	85	0.41	0.37
1991	100	0.41	0.37
1992	76	0.42	0.37
1993	84	0.41	0.35
1994	102	0.42	0.37
1995	75	0.41	0.37
1996	83	0.41	0.37
1997	94	0.41	0.37
1998	71	0.42	0.37
1999	87	0.41	0.37
2000	53	0.40	0.37
2001	76	0.40	0.37
2002	104	0.40	0.37
2003	101	0.40	0.36
2004	97	0.40	0.37
2005	68	0.39	0.36
2006	85	0.40	0.37
2007	116	0.40	0.37

MINOR ROAD TRAFFIC

Traffic Growth on Minor Roads 2006-2007

2.20 Table 2.18 shows the average percentage changes by time period, in average traffic flows on 127 minor roads between 2006 and 2007. The percentage change in vehicle flows other than car and LGV should be treated with caution since they are based on very low flows, which are subject to greater percentage variability than higher flows.

Table 2.18 Percentage Changes in Average Flows on 127 Minor Road Links Between 2006 and 2007							
Time Period	Cars	LGV	OGV	Buses and Coaches	Motor Cycles	Pedal Cycles	All Motors
07:00-10:00	1	5	8	-5	0	0	1
10:00-16:00	2	2	-2	-5	0	-6	1
16:00-19:00	1	3	-9	-11	-11	-6	1
07:00-19:00	1	3	-2	-5	-4	-2	1
08:00-09:00	0	9	13	-11	0	0	1
17:00-18:00	1	3	0	0	0	0	1

Changes in Minor Road Weekday Traffic Profiles 2006-2007

2.21 Table 2.19 shows average hourly traffic flows on 127 minor road links in 2006 and 2007 together with the percentage change in flow since 2006.

Table 2.19 Average Hourly Traffic Flows on 127 Minor Road Links in 2006 and 2007									
Start Hour	2006				2007				
	Cars	Light Goods Vehicles	Other Goods Vehicles	All Motors	Cars	Light Goods Vehicles	Other Goods Vehicles	All Motors	
07:00	268	43	7	326	272 (1)	44 (2)	7 (0)	331 (2)	
08:00	418	47	8	483	420 (0)	51 (9)	9 (13)	490 (1)	
09:00	281	44	9	342	282 (0)	44 (0)	10 (11)	344 (1)	
10:00	219	40	10	276	221 (1)	41 (2)	11 (10)	280 (1)	
11:00	236	41	10	294	242 (3)	41 (0)	10 (0)	300 (2)	
12:00	254	38	8	308	259 (2)	40 (5)	8 (0)	314 (2)	
13:00	266	39	9	322	265 (0)	41 (5)	9 (0)	322 (0)	
14:00	266	39	9	323	270 (2)	41 (5)	8 (-11)	327 (1)	
15:00	350	45	8	414	360 (3)	44 (-2)	7 (-13)	421 (2)	
16:00	381	47	6	445	384 (1)	49 (4)	5 (-17)	447 (0)	
17:00	427	40	3	480	432 (1)	41 (2)	3 (0)	484 (1)	
18:00	332	26	2	367	338 (2)	26 (0)	2 (0)	372 (1)	
Total	3697	488	89	4379	3745 (1)	502 (3)	87 (-2)	4434 (1)	

Note: The figures in brackets are the percentage changes between 2006 and 2007.

COMPARISONS OF TRAFFIC AND GROWTH

Comparison of National and Local Growth in Traffic Flows 1993-2007

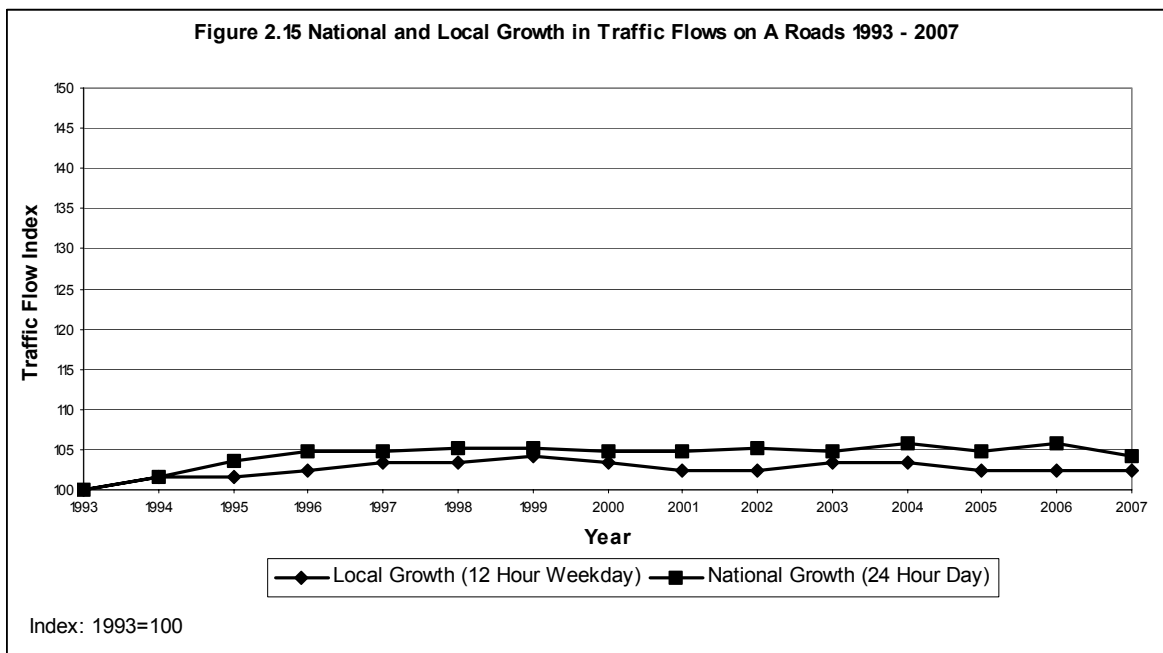
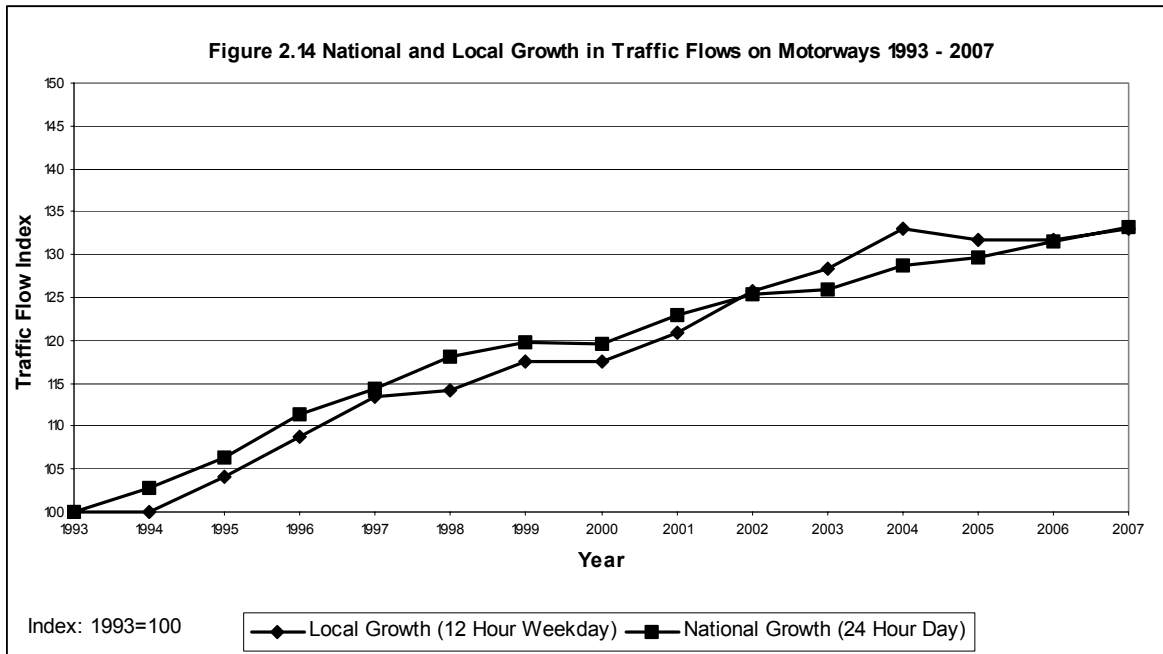
2.22 Indices of local and national growth in traffic flows are given in Table 2.20 and illustrated in Figures 2.14 and 2.15.

Table 2.20 Traffic Flow Indices for Local and National Motorways and A Roads, 1993-2007				
Year	Motorways		A Roads	
	Local	National	Local	National
1993	100	100	100	100
1994	100	103	102	102
1995	104	106	102	104
1996	109	111	102	105
1997	114	114	103	105
1998	114	118	103	105
1999	118	120	104	105
2000	118	120	103	105
2001	121	123	102	105
2002	126	125	102	105
2003	128	126	103	105
2004	133	129	103	106
2005	132	130	102	105
2006	132	132	102	106
2007	133	133	102	104

Notes:

1993-2007 National Data based on average 24-hour daily traffic flow data for urban A Roads published in Table 2.1 Road Traffic Statistics 2007, Traffic, Speeds and Congestion.

Local figures are based on 12-hour average weekday flows on a sample of links throughout Greater Manchester.



Composition of Motorway, A Road, B Road and Minor Road Traffic 1999-2007

2.23 Table 2.21 shows the percentage composition of traffic on motorway, A road, B road and minor road links between 1999 and 2007. The percentage composition for 2007 is illustrated in Figure 2.16.

Table 2.21 Percentage Composition of Traffic on Motorway, A Road, B Road and Minor Road Links 07:00-19:00 Hours, 2000- 2007							
	Vehicle Type						
	Cars	LGV	OGV1	OGV2	Buses and Coaches	Motor Cycles	Pedal Cycles
Motorways							
2000	74.8	13.0	5.1 (45)	6.3 (55)	0.4	0.3	-
2001	75.3	13.0	4.9 (45)	6.0 (55)	0.4	0.3	-
2002	75.3	13.3	4.7 (44)	6.0 (56)	0.4	0.3	-
2003	75.9	13.1	4.4 (43)	5.9 (57)	0.4	0.1	-
2004	74.4	13.8	4.6 (42)	6.5 (58)	0.4	0.1	-
2005	75.4	13.0	4.5 (41)	6.5 (59)	0.4	0.3	-
2006	73.7	14.8	4.4 (41)	6.4 (59)	0.4	0.3	-
2007	74.1	14.6	4.4 (41)	6.3 (59)	0.3	0.3	-
A Roads							
2000	79.7	12.4	3.2 (67)	1.6 (33)	1.9	0.7	0.5
2001	80.4	11.8	3.0 (68)	1.4 (32)	2.2	0.7	0.5
2002	80.8	11.8	2.9 (68)	1.4 (32)	1.9	0.7	0.5
2003	81.2	11.7	2.8 (66)	1.4 (34)	1.7	0.7	0.4
2004	80.9	12.0	2.8 (65)	1.5 (35)	1.8	0.6	0.4
2005	80.7	12.2	2.8 (66)	1.4 (34)	1.8	0.6	0.4
2006	80.8	12.3	2.6 (66)	1.3 (34)	1.9	0.6	0.5
2007	80.7	12.8	2.5 (65)	1.4 (35)	1.6	0.6	0.5
B Roads							
2000	81.9	11.6	2.4 (75)	0.8 (25)	2.2	0.6	0.7
2001	82.3	11.2	2.3 (77)	0.7 (23)	2.2	0.7	0.8
2002	83.1	10.8	2.0 (75)	0.7 (25)	2.0	0.7	0.8
2003	82.5	11.3	2.0 (74)	0.7 (26)	2.1	0.7	0.7
2004	82.2	11.4	2.1 (76)	0.7 (24)	2.3	0.6	0.7
2005	82.3	11.6	2.1 (72)	0.8 (28)	2.0	0.6	0.7
2006	82.2	11.8	2.0 (75)	0.7 (25)	2.1	0.5	0.8
2007	82.6	12.0	1.7 (75)	0.6 (25)	1.8	0.5	0.8
Minor Roads							
2000	83.5	10.4	2.0 (77)	0.6 (23)	1.7	0.5	1.2
2001	82.8	10.8	2.1 (78)	0.6 (22)	1.8	0.6	1.2
2002	83.4	10.7	2.0 (75)	0.7 (25)	1.5	0.6	1.2
2003	84.3	10.3	1.8 (74)	0.6 (26)	1.4	0.6	1.0
2004	83.6	10.9	1.8 (74)	0.6 (26)	1.4	0.6	1.0
2005	84.1	10.7	1.7 (75)	0.6 (25)	1.4	0.6	1.0
2006	83.8	10.9	1.5 (76)	0.5 (24)	1.8	0.6	1.0
2007	84.0	11.1	1.4 (76)	0.5 (24)	1.7	0.5	0.8

Notes:

LGV = Light Goods Vehicles with 2 axles

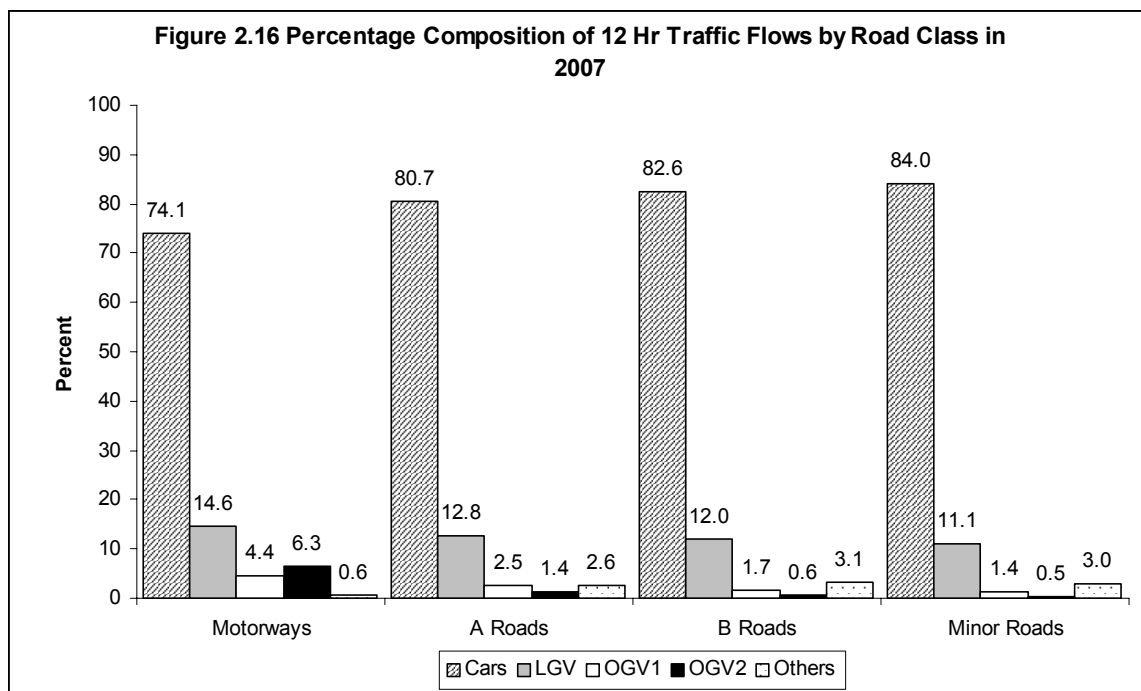
OGV1 = Medium Goods Vehicles with 2 axles and Heavy Goods Vehicles with 3 axles

OGV2 = Heavy Goods Vehicles with 4+ axles

Figures in parentheses are the percentage splits between OGV1 and OGV2.

OGV1 and OGV2 split is used in the DfT's cost benefit analysis program (COBA) and the Transport Economics Note (TEN).

Figures may not add to 100% due to rounding.

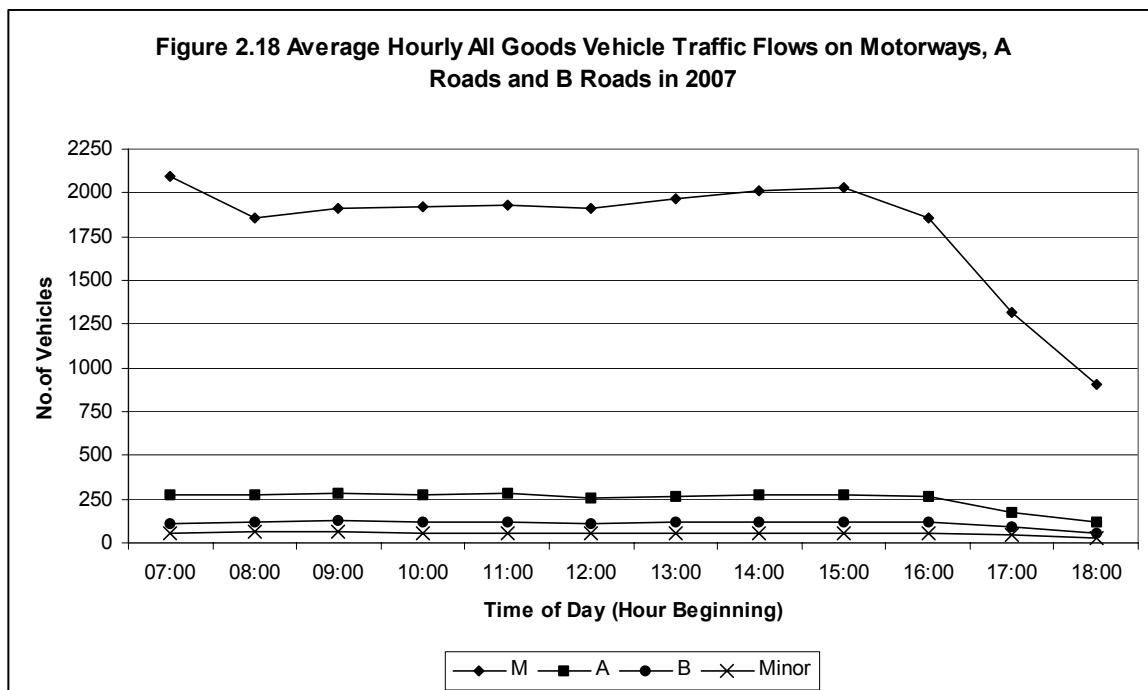
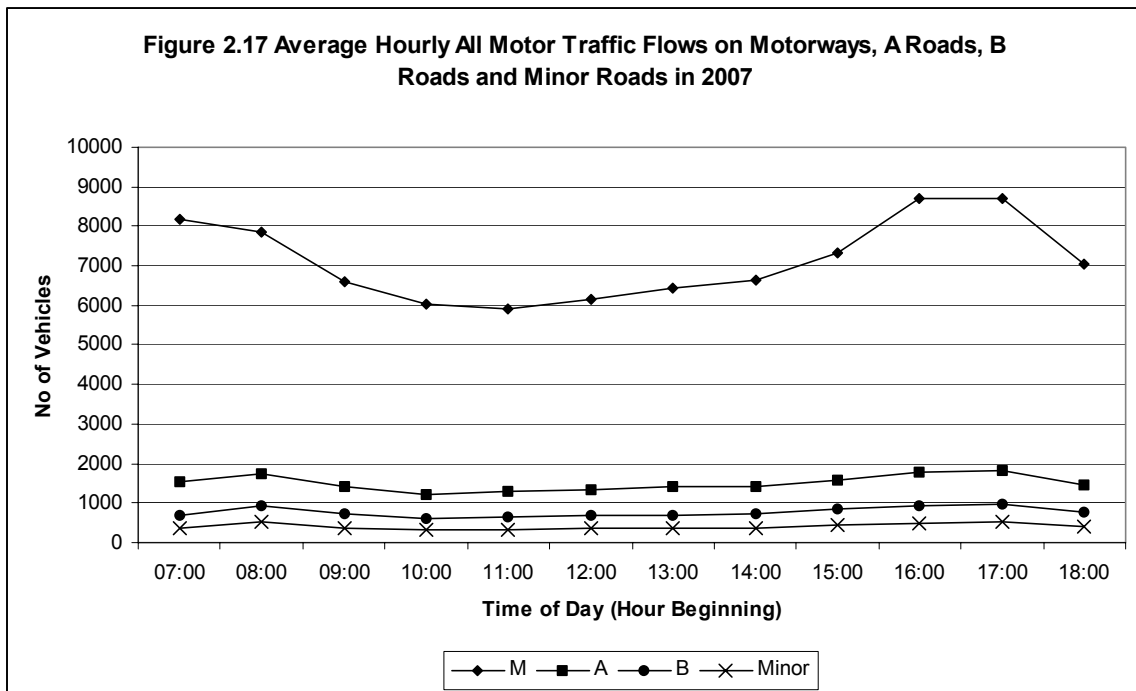


Average Hourly Flows on Motorways, A, B and Minor Roads in 2007

2.24 Table 2.22 shows average hourly flows in 2007 on 27 motorway, 198 A road, 116 B and 142 minor road links that were unaffected by roadworks. Table 2.23 shows the hourly traffic flows as a percentage of the 12-hour flow. All motors and all goods flows are illustrated in Figure 2.17 and 2.18.

Table 2.22 Average Hourly Traffic Flows on 27 Motorway, 198 A Road, 116 B Road and 142 Minor Road Links in 2007												
Start Hour	Motorways			A Roads			B Roads			Minor Roads		
	Cars	Goods	All Motors	Cars	Goods	All Motors	Cars	Goods	All Motors	Cars	Goods	All Motors
07:00	6052	2099	8195	1221	273	1530	569	110	699	299	54	363
08:00	5937	1860	7837	1449	270	1756	784	122	927	453	64	528
09:00	4664	1908	6609	1108	287	1427	569	126	712	316	60	384
10:00	4063	1925	6027	920	277	1225	480	120	615	250	57	315
11:00	3956	1926	5918	969	282	1279	505	120	640	271	56	335
12:00	4190	1911	6134	1050	259	1337	553	113	681	294	53	354
13:00	4441	1962	6439	1104	268	1401	574	118	708	300	55	363
14:00	4601	2008	6652	1118	278	1428	588	122	728	303	54	367
15:00	5258	2034	7337	1259	274	1568	699	119	838	396	56	463
16:00	6794	1855	8700	1479	261	1779	784	117	923	423	59	492
17:00	7325	1317	8693	1592	177	1805	873	88	981	472	47	529
18:00	6089	903	7035	1319	116	1463	702	54	770	375	30	412
Total	63369	21707	85574	14588	3020	18000	7681	1327	9222	4153	645	4905

Table 2.23 Average Hourly Traffic Flows on 27 Motorway, 198 A Road, 116 B Road and 142 Minor Road Links in 2007 as a Percentage of 12-Hour Flow												
Start Hour	Motorways			A Roads			B Roads			Minor Roads		
	Cars	Goods	All Motors	Cars	Goods	All Motors	Cars	Goods	All Motors	Cars	Goods	All Motors
07:00	9.6	9.7	9.6	8.4	9.0	8.5	7.4	8.3	7.6	7.2	8.4	7.4
08:00	9.4	8.6	9.2	9.9	8.9	9.8	10.2	9.2	10.1	10.9	9.9	10.8
09:00	7.4	8.8	7.7	7.6	9.5	7.9	7.4	9.5	7.7	7.6	9.3	7.8
10:00	6.4	8.9	7.0	6.3	9.2	6.8	6.2	9.0	6.7	6.0	8.8	6.4
11:00	6.2	8.9	6.9	6.6	9.3	7.1	6.6	9.0	6.9	6.5	8.7	6.8
12:00	6.6	8.8	7.2	7.2	8.6	7.4	7.2	8.5	7.4	7.1	8.2	7.2
13:00	7.0	9.0	7.5	7.6	8.9	7.8	7.5	8.9	7.7	7.2	8.5	7.4
14:00	7.3	9.3	7.8	7.7	9.2	7.9	7.7	9.2	7.9	7.3	8.4	7.5
15:00	8.3	9.4	8.6	8.6	9.1	8.7	9.1	9.0	9.1	9.5	8.7	9.4
16:00	10.7	8.5	10.2	10.1	8.6	9.9	10.2	8.8	10.0	10.2	9.1	10.0
17:00	11.6	6.1	10.2	10.9	5.9	10.0	11.4	6.6	10.6	11.4	7.3	10.8
18:00	9.6	4.2	8.2	9.0	3.8	8.1	9.1	4.1	8.3	9.0	4.7	8.4
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0



Traffic Growth on A Roads and B Roads Combined 2006-2007

2.25 Table 2.24 shows the average traffic flows for cars, light goods, other goods and all motors in 2006 and 2007 for different time periods. The flows are based on a sample of 162 A and B road links throughout the county. The percentage changes between years are also shown.

Table 2.24 Percentage Changes in Average Flows on 162 A and B Road Links Between 2006 and 2007										
Time Period	2006				2007					
	Cars	LGV	OGV	All Motors	Cars	LGV	OGV	All Motors		
07:00-10:00	3139	495	143	3877	3158 (1)	499 (1)	138 (-3)	3889 (0)		
10:00-16:00	5371	956	315	6816	5387 (0)	983 (3)	296 (-6)	6827 (0)		
16:00-19:00	3690	372	63	4219	3680 (0)	379 (2)	55 (-13)	4205 (0)		
07:00-19:00	12201	1823	522	14912	12225 (0)	1860 (2)	490 (-6)	14921 (0)		
08:00-09:00	1224	164	47	1470	1223 (0)	162 (-1)	45 (-4)	1463 (0)		
17:00-18:00	1346	123	19	1520	1340 (0)	126 (2)	16 (-16)	1514 (0)		

Note: Percentage changes between 2006 and 2007 are shown in parentheses.

Traffic Growth on A Roads and B Roads by District 2006-2007

2.26 Average traffic flows by district on A and B roads combined are shown in Table 2.25.

Table 2.25 12-Hour Average Traffic Flows in 2006 and 2007 on A Roads and B Roads by District										
District and No. of Links Counted	2006				2007					
	Cars	LGV	OGV	All Motors	Cars	LGV	OGV	All Motors		
Bolton 18	13967	2259	654	17239	14127 (1)	2327 (3)	605 (-7)	17380 (1)		
Bury 11	14171	1950	429	16921	14339 (1)	1991 (2)	393 (-8)	17087 (1)		
Manchester 24	14539	1804	498	17488	14224 (-2)	1896 (5)	485 (-3)	17225 (-2)		
Oldham 17	9683	1550	483	12038	9658 (-0)	1584 (2)	441 (-9)	11986 (-0)		
Rochdale 12	11172	1606	366	13500	11344 (2)	1676 (4)	360 (-2)	13687 (1)		
Salford 16	11135	1866	633	14122	11417 (3)	1885 (1)	539 (-15)	14077 (0)		
Stockport 16	14333	2015	572	17250	14290 (0)	2059 (2)	564 (-1)	17227 (0)		
Tameside 16	11950	2119	707	15067	12157 (2)	2225 (5)	711 (1)	15357 (2)		
Trafford 16	10536	1405	355	12534	10433 (-1)	1399 (0)	308 (-13)	12383 (-1)		
Wigan 16	9411	1615	452	11836	9623 (2)	1498 (-7)	418 (-8)	11891 (0)		
GM Ave 162	12201	1823	522	14912	12225 (0)	1860 (2)	490 (-6)	14921 (0)		

Note: Percentage changes between 2006 and 2007 are shown in parentheses.

Annual Vehicle Kilometres on Motorways, A Roads and B Roads in 2007

2.27 Table 2.26 and Figure 2.19 show annual vehicle kilometres in Greater Manchester in 2007 by road class and vehicle type.

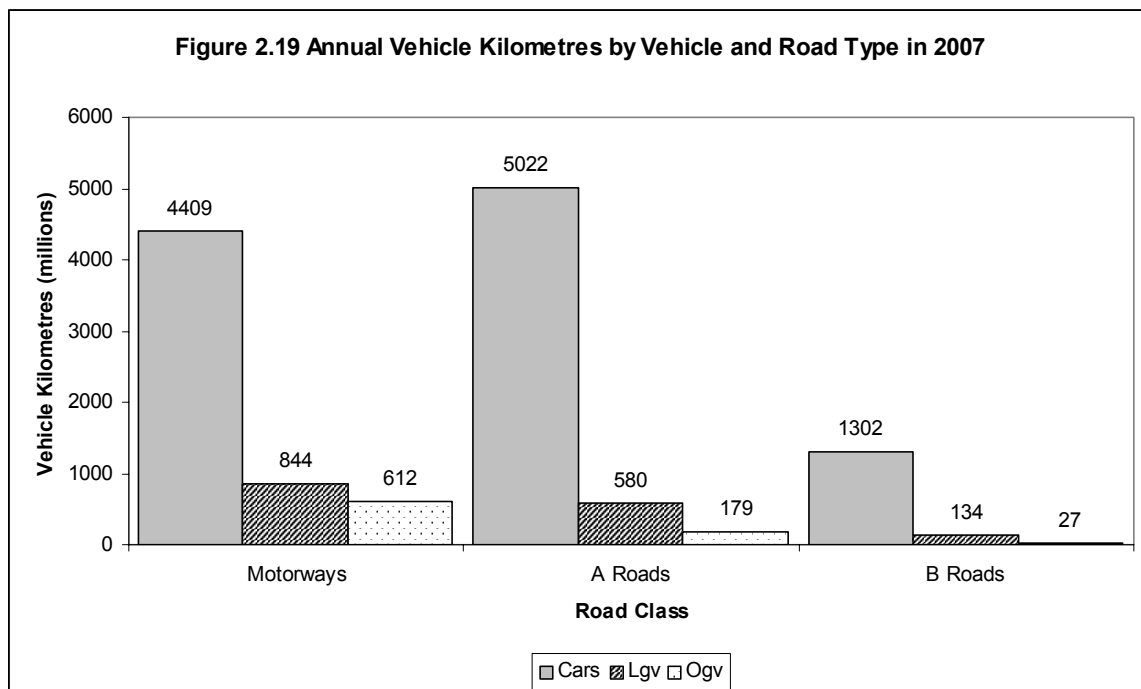
Table 2.26 Annual Vehicle Kilometres in 2007							
Road Type	Length	Vehicle Kilometres (Millions)					Annual Flow/Km (Millions)
		Car	LGV	OGV	All Goods	All Motors	
Motorway (incl A627(M))	171	4409	844	612	1456	5899	34.5
A Roads	861	5022	580	179	759	5890	6.8
B Roads	374	1302	134	27	161	1494	4.0
Motorways and A Roads	1032	9431	1424	791	2215	11788	11.4
Motorways, A and B Roads	1406	10733	1559	818	2377	13282	9.4

Notes:

These figures are based on manual classified link counts undertaken on each link of the network, factored to the current year (2006) where appropriate.

Road lengths are based on the link lengths of a model road network and may differ slightly from other sources, e.g. Greater Manchester Network Information System (GMNIS) and as quoted by DfT form R199b.

Minor roads are not included.



Annual Vehicle Kilometres on A Roads and B Roads by District in 2007

2.28 Tables 2.27 and 2.28 show annual vehicle kilometres and average daily flows per link on the A and B road network by district.

Table 2.27 Vehicle Kilometres on A Roads by District in 2007							
District	Length	Vehicle Kilometres (Millions)					Average Annual Daily Flow/Km
		Car	LGV	OGV	All Goods	All Motors	
Bolton	101	622	75	20	95	728	19700
Bury	55	320	33	9	42	369	18400
Manchester	116	871	89	27	116	1012	23900
Oldham	98	393	49	15	64	466	13000
Rochdale	80	385	45	12	57	450	15400
Salford	87	591	72	25	97	699	22000
Stockport	84	562	56	18	74	646	21100
Tameside	65	312	39	13	53	372	15700
Trafford	58	369	40	13	53	429	20300
Wigan	117	595	80	28	109	717	16800
GM	861	5022	580	179	759	5890	18700

Note: The vehicle kilometres are based on 12-hour manual classified traffic counts that have been factored to give annual average daily flows on each link of the network. Figures for Oldham and Rochdale exclude A627(M).

Table 2.28 Vehicle Kilometres on B Roads by District in 2007							
District	Length	Vehicle Kilometres (Millions)					Average Daily Flow/Km (7 day 24-hour)
		Car	LGV	OGV	All Goods	All Motors	
Bolton	46	150	16	3	19	173	10300
Bury	33	92	9	2	11	104	8600
Manchester	36	150	14	3	16	172	13100
Oldham	30	80	10	2	12	93	8500
Rochdale	23	84	9	2	11	97	11600
Salford	29	100	10	2	12	114	10800
Stockport	36	151	15	3	17	172	13100
Tameside	32	101	12	3	15	119	10200
Trafford	52	188	16	4	20	211	11100
Wigan	56	206	22	5	27	238	11600
GM	374	1302	134	27	161	1494	10900

Trends in Greater Manchester Vehicle Kilometres on Motorways, A and B Roads 1993-2007

2.29 Table 2.29 shows trends in vehicle kilometres between 1993 and 2007

Table 2.29 Trends in Vehicle Kilometres (millions) 1993-2007 by Vehicle Type and Road Class											
Year	All					Motorways					
	Car	LGV	OGV	All	Index	Year	Car	LGV	OGV	All	Index
1993	8784	1009	1016	10994	100	1993	2843	418	637	3925	100
1994	8904	1028	1052	11162	102	1994	2900	433	673	4025	103
1995	9160	1049	1038	11432	104	1995	3076	463	677	4245	108
1996	9362	1075	1013	11632	106	1996	3164	488	654	4335	110
1997	9482	1087	1038	11777	107	1997	3293	503	685	4510	115
1998	9554	1111	1002	11840	108	1998	3394	528	668	4620	118
1999	9720	1203	887	11997	109	1999	3449	577	611	4672	119
2000	9723	1270	857	12043	110	2000	3473	611	595	4716	120
2001	10104	1313	864	12482	114	2001	3909	678	621	5246	134
2002	10332	1364	853	12747	116	2002	4096	720	628	5482	140
2003	10409	1372	834	12807	116	2003	4133	721	612	5505	140
2004	10489	1434	867	12978	118	2004	4231	763	633	5665	144
2005	10662	1437	823	13113	119	2005	4361	759	604	5763	147
2006	10615	1515	827	13144	120	2006	4322	820	613	5795	148
2007	10733	1559	818	13282	121	2007	4409	844	612	5899	150
	A Roads					B Roads					
1993	4695	475	321	5618	100	1993	1246	116	58	1451	100
1994	4730	477	321	5655	101	1994	1274	118	58	1482	102
1995	4788	471	306	5687	101	1995	1296	115	55	1500	103
1996	4882	474	305	5780	103	1996	1316	113	54	1517	105
1997	4873	469	300	5751	102	1997	1316	115	53	1516	104
1998	4853	468	283	5715	102	1998	1307	115	51	1505	104
1999	4949	505	233	5804	103	1999	1322	121	43	1521	105
2000	4941	536	220	5819	104	2000	1309	123	42	1508	104
2001	4927	519	206	5779	103	2001	1268	116	37	1457	100
2002	4958	526	191	5800	103	2002	1279	118	34	1465	101
2003	4993	530	191	5834	104	2003	1282	121	32	1468	101
2004	4972	546	201	5834	104	2004	1287	126	33	1479	102
2005	5002	550	188	5858	104	2005	1299	128	31	1492	103
2006	5003	565	184	5867	104	2006	1290	130	30	1482	102
2007	5022	580	179	5890	105	2007	1302	134	27	1494	103

National and Local Vehicle Kilometres 1993 – 2007

2.30 Table 2.30 and Figure 2.20 show national and local vehicle kilometres by road class from 1993 to 2007

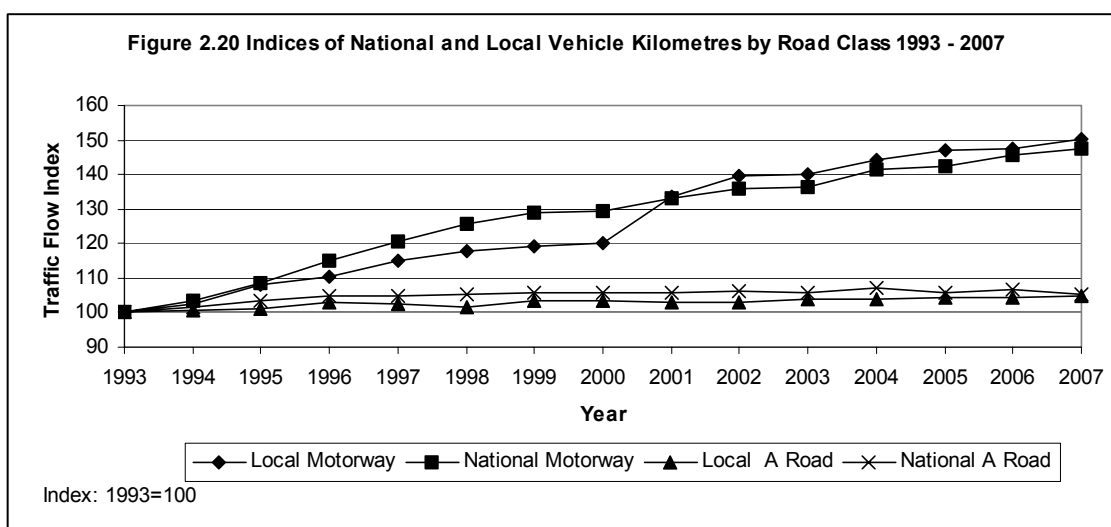
Table 2.30 National and Local Vehicle Kilometres (millions) by Road Class 1993-2007								
	National Motorways	Index	National Major Urban Roads	Index	GM Motorways	Index	GM A Roads	Index
1993	68200	100	77300	100	3925	100	5618	100
1994	70700	104	78500	102	4025	103	5655	101
1995	73900	108	80100	104	4245	108	5687	101
1996	78300	115	80900	105	4335	110	5780	103
1997	82100	120	80900	105	4510	115	5751	102
1998	85700	126	81300	105	4620	118	5715	102
1999	87800	129	81900	106	4672	119	5804	103
2000	88400	130	81700	106	4716	120	5819	104
2001	90800	133	81800	106	5246	134	5779	103
2002	92600	136	82200	106	5482	140	5796	103
2003	93000	136	81700	106	5505	140	5834	104
2004	96600	142	82800	107	5665	144	5834	104
2005	97000	142	81700	106	5763	147	5858	104
2006	99400	146	82500	107	5795	148	5867	104
*2007	100600	148	81300	105	5899	150	5890	105

Notes:

DfT 1993-2007 National Data based on Table 1.2b Road Statistics 2007, Traffic, Speeds and Congestion.

The indices in this table differ from traffic flow indices quoted elsewhere due to:

1. Different measurement methods i.e. local traffic flow indices are derived from a sample of 12-hour average weekday counts whereas local vehicle kilometre estimates are based on 24-hour AADT estimates on all links.
2. Increases in road length due to road building, which affects motorways in particular.



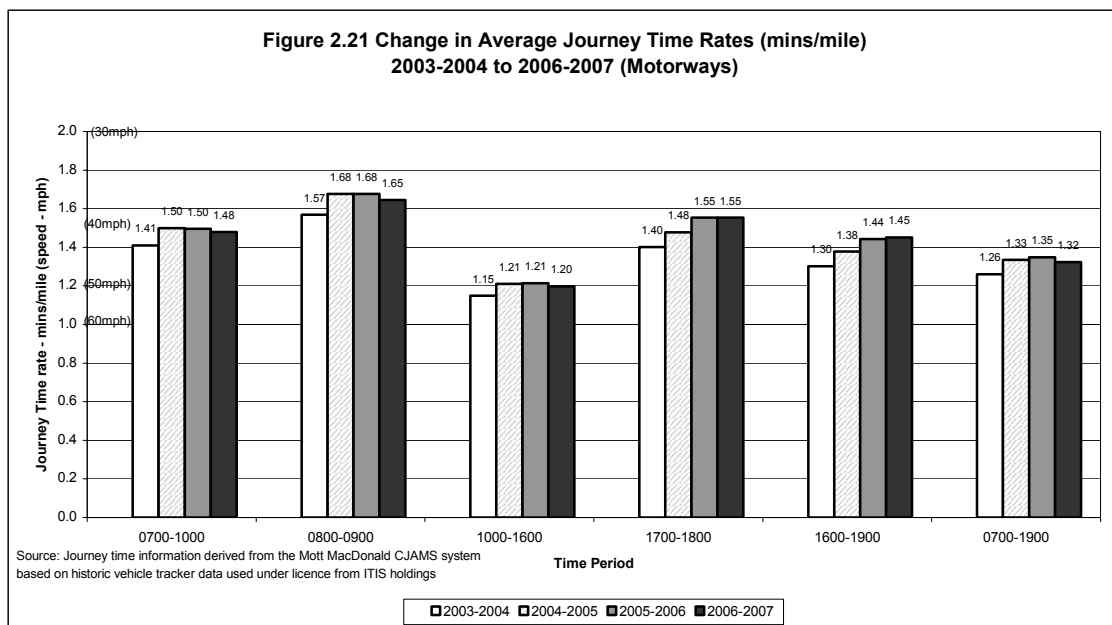
Congestion Monitoring: Average Journey Time Rates 2003/04 – 2006/07

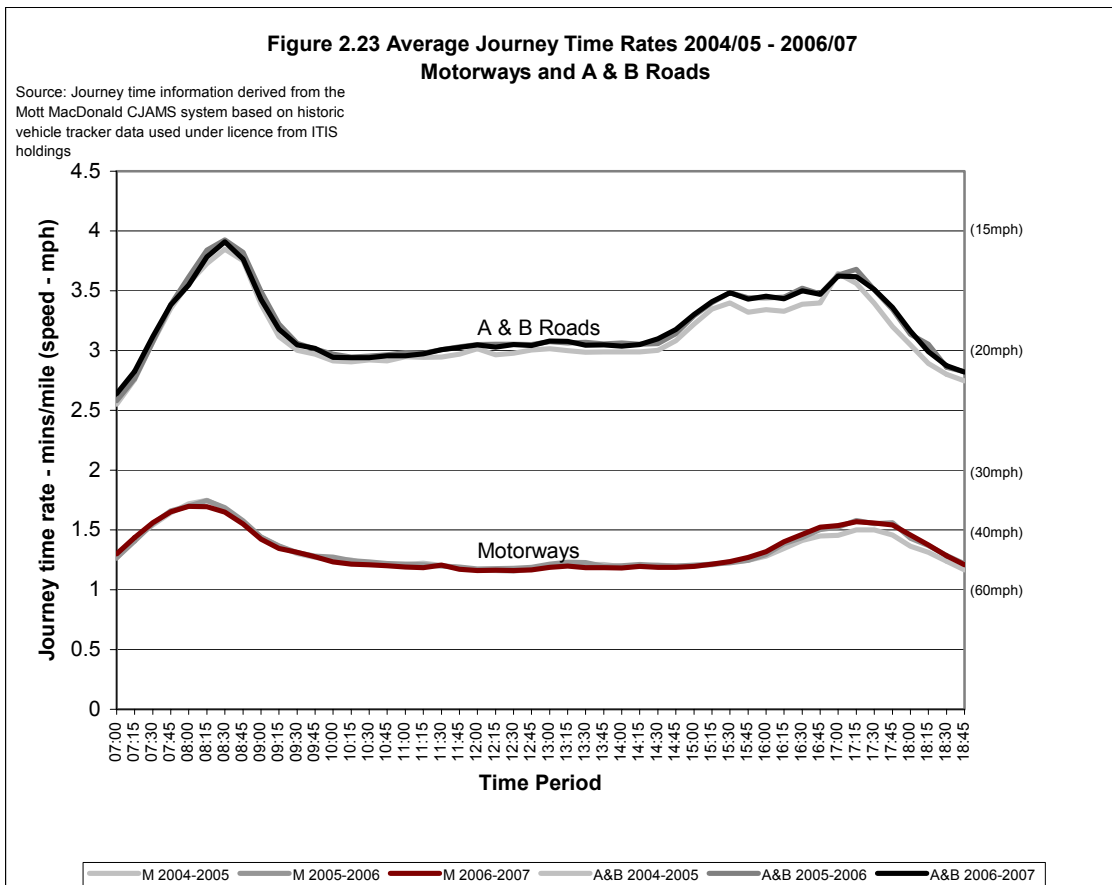
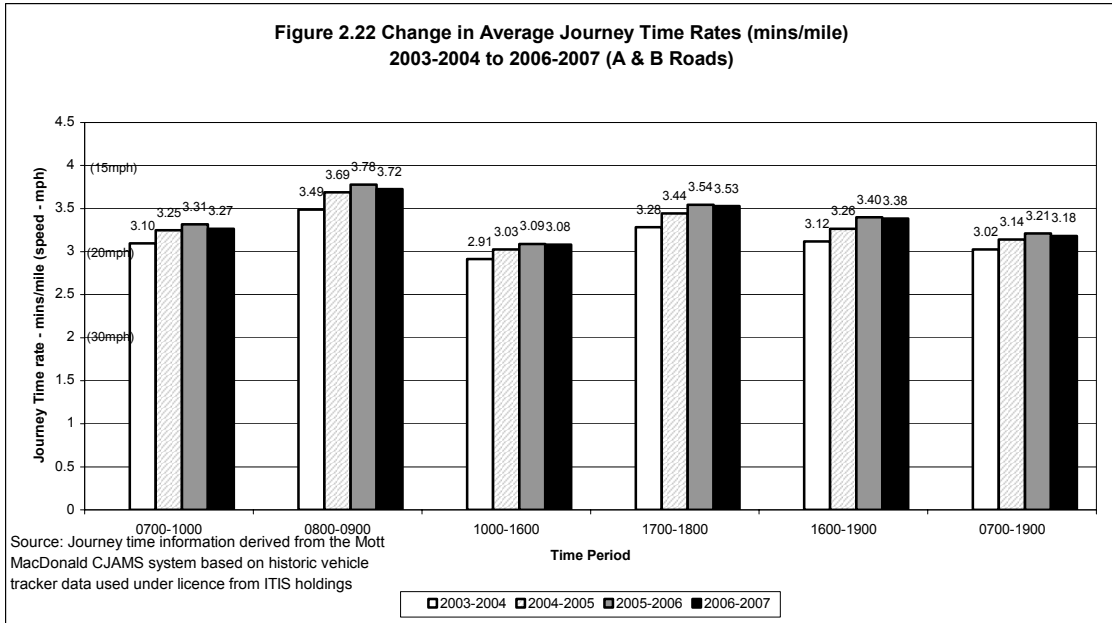
2.31 Table 2.31 shows average journey time rates and average speeds on motorways and on A and B roads with 30 mph speed limits in Greater Manchester for 2006/07. Rates are broken down by Motorway and A & B road and are given for six time periods. Data is from the Mott MacDonald CJAMS System based on vehicle tracker data used under licence from ITIS Holdings. Figures are the average for the 12-month period running from September 2006 to August 2007.

Table 2.31 Average Journey Time Rates Greater Manchester 2006/07				
Time Period	Motorways		A & Roads (30 mph)	
	mins/mile	(mph)	mins/mile	(mph)
0700-1000	1.48	(41)	3.27	(18)
0800-0900	1.65	(36)	3.72	(16)
1000-1600	1.20	(50)	3.08	(19)
1700-1800	1.55	(39)	3.53	(17)
1600-1900	1.45	(41)	3.38	(18)
0700-1900	1.32	(45)	3.18	(19)

2.32 Figures 2.21 – 2.22 present a historical trend of this journey time data from 2003/04 – 2006/07 for motorways and A & B roads respectively.

2.33 Figure 2.23 shows a daily (07:00-19:00) profile of average journey time rates by motorway and A & B roads for 2004/05, 2005/06 and 2006/07.





3 KEY CENTRE MONITORING

Introduction to Key Centre Monitoring

- 3.1 Traffic and rail counts were conducted on a cordon around each of the 10 key centres in Greater Manchester in 1997. Since then, three or four centres have been surveyed annually with each centre being surveyed on a three yearly cycle to monitor progress towards key objectives in the Greater Manchester Local Transport Plan (GMLTP) and this continues for GMLTP2. It has been decided that from April 2008 every key centre will be surveyed annually.
- 3.2 Stockport MBC has allocated funds from a performance monitoring programme that, together with SEMMMS and LTP funding, has allowed annual monitoring of Stockport key centre each Autumn since 2004. Similarly, Manchester was surveyed in March 2006 as part of Manchester City Council's second local performance service agreement (LPSA2) and this will be repeated in 2008.
- 3.3 Bury was last surveyed in 2005, Wigan and Manchester were last surveyed in Spring 2006, Bolton, Ashton-under-Lyne, Oldham and Eccles were last surveyed in Spring 2007, Stockport was last surveyed in Autumn 2007 and Altrincham and Rochdale were surveyed in Spring 2008.
- 3.4 Tables providing a summary of road traffic and modal share trends are presented here. It should be noted that CPS (Continuous Passenger Sampling) data has been used to estimate bus trips. This data is not designed to give an accurate picture of bus passenger at a local level but has been the only data available. From April 2008 bus occupancy surveys will be undertaken annually at each key centre. Further details of the surveys conducted for each centre are shown in the Transport Statistics reports for the relevant districts.
- 3.5 The exact locations of the cordons and the extent of the areas they encompass have an influence on both the total volume of traffic and the relative proportions of each mode of travel. Therefore comparisons between centres should be treated with caution.
- 3.6 For each key centre, more detailed information and a map showing the location of the cordon are given in the latest individual GMTU Transport Statistics report for the relevant district.

Bolton Key Centre

- 3.7 Table 3.1 gives the total traffic crossing the Bolton key centre cordon in 1997, 1998, 2001, 2004 & 2007 together with an index of change. Table 3.2 shows modal share of car and pt trips crossing the cordon for the same years. Table 3.3 shows modal share of car and non-car (pt, walk and cycle) trips since 2001.
- 3.8 Car trips were estimated using the vehicle count in table 3.1 multiplied by an average car occupancy estimated from a survey of the busiest sites in Bolton key centre. Bus patronage is derived using CPS data collected from February in the year preceding the survey year to January in the survey year factored to an average weekday. Rail patronage is a count of people leaving Bolton rail station. Walk and pedal cycle trips are counts of people entering the key centre both on and off-road.

		Cars	LGV	OGV	Buses	M/C	P/C	All
07:30-09:30	1997	7626	726	288	514	43	74	9274
	1998	7741	689	232	508	39	73	9284
	2001	7907	802	160	485	37	63	9454
	2004	7343	675	130	407	39	58	8652
	2007	7444	697	143	416	38	77	8815
	2007/1997	0.98	0.96	0.50	0.81	0.88	1.04	0.95
10:00-12:00	1997	6499	613	264	549	27	19	7981
	1998	6232	648	273	492	17	15	7688
	2001	6320	774	195	445	19	21	7774
	2004	5903	622	138	412	31	32	7138
	2007	5461	647	167	452	24	22	6773
	2007/1997	0.84	1.06	0.63	0.82	0.89	1.16	0.85
16:00-18:00	1997	6527	503	141	549	34	49	7803
	1998	5998	563	136	484	28	38	7248
	2001	6524	641	79	443	31	43	7761
	2004	4953	501	63	411	28	60	6016
	2007	5803	532	53	424	40	67	6919
	2007/1997	0.89	1.06	0.38	0.77	1.18	1.37	0.89

Table 3.2 Car and Public Transport Trips into Bolton Key Centre											
Time Period	Year	Car Trips		Bus Trips		Rail Trips		Car + PT Trips		% car	% PT
		Number	Index	Number	Index	Number	Index	Number	Index		
07:30-09:30	1997	10032	100	5029	100	452	100	15513	100	65	35
	1998	10168	101	4650	92	538	119	15356	99	66	34
	2001	10365	103	4442	88	429	95	15236	98	68	32
	2004	9326	93	3435	68	429	95	13190	85	71	29
	2007	9603	96	4083	81	822	182	14508	94	66	34
10:00-12:00	1997	9492	100	5022	100	406	100	14920	100	64	36
	1998	9114	96	4068	81	488	120	13670	92	67	33
	2001	9210	97	3937	78	394	97	13541	91	68	32
	2004	8914	94	3173	63	396	98	12483	84	71	29
	2007	7755	82	4906	98	610	150	13271	89	58	42
16:00-18:00	1997	8911	100	2003	100	798	100	11712	100	76	24
	1998	8182	92	2280	114	887	111	11349	97	72	28
	2001	8901	100	2036	102	1086	136	12023	103	74	26
	2004	6874	77	1536	77	882	111	9292	79	74	26
	2007	8182	92	2128	106	1063	133	11373	97	72	28

Table 3.3 Car and Non-Car Trips into Bolton Key Centre									
	Year	Car	Bus	Rail	Cycle	Walk	Total	% Car	% Non-Car
07:30-09:30	2001	10365	4442	429	63	2220	17519	59	41
	2004	9326	3435	429	58	2486	15734	59	41
	2007	9603	4083	822	77	2090	16675	58	42
	2007/2001	0.93	0.92	1.92	1.22	0.94	0.95		
10:00-12:00	2001	9210	3937	394	23	2191	15755	58	42
	2004	8914	3173	396	32	2911	15426	58	42
	2007	7755	4906	610	22	2330	15623	50	50
	2007/2001	0.84	1.25	1.55	0.96	1.06	0.99		
16:00-18:00	2001	8901	2036	1086	45	1281	13349	67	33
	2004	6874	1536	882	60	1913	11265	61	39
	2007	8182	2128	1063	67	1646	13086	63	37
	2007/2001	0.92	1.05	0.98	1.49	1.28	0.98		

Bury Key Centre

- 3.9 Table 3.4 gives the total traffic crossing the Bury key centre cordon in 1997, 1999, 2002 and 2005 together with an index of change. Table 3.5 shows modal share of car and public transport trips crossing the cordon for the same years. Table 3.6 shows modal share of car and non-car (pt, walk and cycle) trips since 2002
- 3.10 Car trips were estimated using the vehicle count in table 3.4 multiplied by an average car occupancy estimated from a survey of the busiest sites in Bury key centre. Bus patronage is derived using CPS data collected from February in the year preceding the survey year to January in the survey year factored to an average weekday. Metrolink patronage is a count of people leaving Bury Interchange. Walk and pedal cycle trips are counts of people entering the key centre both on and off-road.

Table 3.4 Bury Key Centre Inbound Vehicles 1997, 1999, 2002 and 2005								
		Cars	LGV	OGV	Buses	M/C	P/C	All
07:30-09:30	1997	3960	328	146	248	10	32	4728
	1999	3714	333	86	240	16	41	4430
	2002	3733	293	69	237	23	18	4373
	2005	3493	331	105	204	20	43	4196
	2005/1997	0.88	1.01	0.72	0.82	2.00	1.34	0.89
10:00-12:00	1997	3551	332	149	265	13	15	4337
	1999	3504	357	105	240	9	11	4226
	2002	3914	374	107	255	15	7	4672
	2005	3551	394	86	222	9	21	4283
	2005/1997	1.00	1.19	0.58	0.84	0.69	1.40	0.99
16:00-18:00	1997	3424	190	70	247	22	25	3985
	1999	3076	232	34	238	15	31	3626
	2002	3264	220	43	222	17	14	3780
	2005	2976	239	15	184	9	19	3442
	2005/1997	0.87	1.26	0.21	0.74	0.41	0.76	0.86

Table 3.5 Car and Public Transport Trips into Bury Key Centre											
Time Period	Year	Car Trips		Bus Trips		Metrolink Trips		Car + PT Trips		Modal Split	
		No.	Index	No.	Index	No.	Index	No.	Index	% Car	% PT
07:30-09:30	1997	5504	100	3088	100	508	100	9100	100	60	40
	1999	5162	94	2439	79	686	135	8288	91	62	38
	2002	5189	94	1817	59	746	147	7752	85	67	33
	2005	4681	85	2652	86	858	169	8191	90	57	43
10:00-12:00	1997	5149	100	2630	100	429	100	8208	100	63	37
	1999	5081	99	2575	98	573	134	8229	100	62	38
	2002	5675	110	2065	79	493	115	8233	100	69	31
	2005	4794	93	2422	92	513	120	7729	94	62	38
16:00-18:00	1997	5068	100	1143	100	807	100	7018	100	72	28
	1999	4552	90	956	84	874	108	6382	91	71	29
	2002	4831	95	970	85	772	96	6573	94	73	27
	2005	4256	84	1059	93	952	118	6267	89	68	32

Table 3.6 Car and Non-Car Trips into Bury Key Centre									
Time Period	Year	Car	Bus	Metrolink	Cycle	Walk	Total	% Car	% Non-Car
07:30-09:30	2002	5189	1817	746	18	1544	9314	56	44
	2005	4681	2652	858	43	1676	9910	47	53
	2005/2002	0.90	1.46	1.15	2.39	1.09	1.06		
10:00-12:00	2002	5675	2065	493	7	2357	10597	54	46
	2005	4794	2422	513	21	2591	10341	46	54
	2005/2002	0.84	1.17	1.04	3.00	1.10	0.98		
16:00-18:00	2002	4831	970	772	14	2401	8988	54	46
	2005	4256	1059	952	19	2867	9153	46	54
	2005/2002	0.88	1.09	1.23	1.36	1.19	1.02		

Manchester Key Centre

- 3.11 Table 3.7 gives the total traffic crossing the Manchester key centre cordon in 1997, 1999, 2002, 2005 and 2006 together with an index of change. Table 3.8 shows modal share of car and public transport trips crossing the cordon for the same years. Table 3.9 shows modal share of car and non-car (pt, walk and cycle) trips since 2002
- 3.12 Car trips were estimated using the vehicle count in table 3.7 multiplied by an average car occupancy estimated from a survey of the busiest sites in Manchester key centre. Bus patronage is derived using CPS data collected from February in the year preceding the survey year to January in the survey year factored to an average weekday. Rail patronage is a count of people leaving platforms at Victoria, Piccadilly, Oxford Road, Deansgate and Salford Central. Metrolink patronage is estimated from boarding and alighting counts at stations on the Bury, Altrincham and Eccles lines in the November preceding the survey year. Walk and pedal cycle trips are counts of people entering the key centre both on and off-road.
- 3.13 The Manchester and Salford Inner Relief Route was completed in 2002 and this, together with traffic management changes within the cordon, has contributed to the reduction in road traffic entering the key centre.

		Cars	LGV	OGV	Buses	M/C	P/C	All
07:30-09:30	1997	27989	2004	815	1079	281	704	32872
	1999	29194	2255	730	1053	276	645	34154
	2002	25980	2201	469	985	290	509	30434
	2005	27139	2079	561	1000	277	562	31618
	2006	24968	2136	450	1019	231	435	28804
	2006/1997	0.89	1.07	0.55	0.94	0.82	0.62	0.88
10:00-12:00	1997	14312	2008	973	973	208	285	18759
	1999	14242	2137	842	1096	148	232	18697
	2002	13303	1999	615	1023	138	184	17262
	2005	12526	2067	607	1101	85	234	16620
	2006	13057	2085	500	1083	75	128	16800
	2006/1997	0.91	1.04	0.51	1.11	0.36	0.45	0.90

Time Period	Year	Car Trips		Bus Trips		Rail Trips		Metrolink Trips		Car + PT Trips		Modal Split	
		No	Index	No	Index	No	Index	No	Index	No	Index	% Car	% PT
07:30-09:30	1997	34426	100	20441	100	9699	100	5875	100	70441	100	49	51
	1999	35909	104	17771	87	13419	138	6319	108	73418	104	49	51
	2002	31955	93	20390	100	16612	171	6301	107	75258	107	42	58
	2005	32567	95	19939	98	16743	173	6556	112	75805	108	43	57
	2006	32958	96	20242	99	17950	185	6048	103	77198	110	43	57
10:00-12:00	1997	18892	100	10657	100	3618	100	2549	100	35716	100	53	47
	1999	18799	100	9801	92	5144	142	2737	107	36481	102	52	48
	2002	17560	93	10877	102	6287	174	2408	94	37132	104	47	53
	2005	16159	86	11106	104	6429	178	2451	96	36144	101	45	55
	2006	18541	98	12463	117	6938	192	2801	110	40743	114	46	54

Time Period	Year	Car	Bus	Rail	Metrolink	Cycle	Walk	Total	% Car	% Non-Car
07:30-09:30	2002	31955	20390	16612	6301	509	5597	81364	39	61
	2005	32567	19939	16743	6556	562	6023	82390	40	60
	2006	32958	20242	17950	6048	435	7203	84836	39	61
	2006/2002	1.03	0.99	1.08	0.96	0.85	1.29	1.04		
10:00-12:00	2002	17560	10877	6287	2408	184	3158	40474	43	57
	2005	16159	11106	6429	2451	234	3852	40231	40	60
	2006	18541	12463	6938	2801	128	3449	44320	42	58
	2006/2002	1.06	1.15	1.10	1.16	0.70	1.09	1.10		

Oldham Key Centre

- 3.14 Table 3.10 gives the total traffic crossing the Oldham key centre cordon in 1997, 1998, 2001, 2004 and 2007 together with an index of change. Table 3.11 shows modal share of car and public transport trips crossing the cordon for the same years. Table 3.12 shows modal share of car and non-car (pt, walk and cycle) trips since 2001
- 3.15 Car trips were estimated using the vehicle count in table 3.10 multiplied by an average car occupancy estimated from a survey of the busiest sites in Oldham key centre. Bus patronage is derived using CPS data collected from February in the year preceding the survey year to January in the survey year factored to an average weekday. Rail patronage is a count of people leaving Oldham Mumps station and entering the key centre. Walk and pedal cycle trips are counts of people entering the key centre both on and off-road.

Table 3.10 Oldham Key Centre Inbound Cordon Counts 1997, 1998, 2001, 2004 & 2007								
		Cars	LGV	OGV	Buses	Motor Cycle	Pedal Cycle	All
07:30-09:30	1997	5970	590	187	337	25	53	7148
	1998	6382	539	203	363	26	40	7597
	2001	5127	500	109	269	29	24	6058
	2004	6111	546	121	336	30	27	7171
	2007	6757	697	160	308	34	31	7987
	2007/1997	1.13	1.18	0.86	0.91	1.36	0.58	1.12
10:00-12:00	1997	4879	566	202	331	7	15	5979
	1998	4497	537	199	340	22	43	5723
	2001	3871	503	92	294	7	2	4769
	2004	4494	522	116	348	12	16	5508
	2007	5610	638	159	330	23	16	6776
	2007/1997	1.15	1.13	0.79	1.00	3.29	1.07	1.13
16:00-18:00	1997	4819	453	112	337	16	42	5756
	1998	4986	399	89	355	15	52	5930
	2001	4495	400	46	300	15	20	5276
	2004	4706	416	52	310	21	36	5541
	2007	6278	582	59	291	38	28	7276
	2007/1997	1.30	1.28	0.53	0.86	2.38	0.67	1.26

Time Period	Year	Car Trips		Bus Trips		Rail Trips		Car + PT Trips		% Car	% PT
		Number	Index	Number	Index	Number	Index	Number	Index		
07:30-09:30	1997	7613	100	4349	100	79	100	12041	100	63	37
	1998	8156	107	3816	88	101	128	12073	100	68	32
	2001	6556	86	3560	82	105	133	10221	85	64	36
	2004	8005	105	3386	78	79	100	11470	95	70	30
	2007	9054	119	2855	66	87	110	11996	100	75	25
10:00-12:00	1997	7196	100	4387	100	33	100	11616	100	62	38
	1998	7770	108	3844	88	42	127	11656	100	67	33
	2001	5682	79	3778	86	49	148	9509	82	60	40
	2004	6606	92	3100	71	24	73	9730	84	68	32
	2007	8527	118	2910	66	36	109	11473	99	74	24
16:00-18:00	1997	6898	100	2055	100	106	100	9059	100	76	24
	1998	7132	103	2128	104	138	130	9398	104	76	24
	2001	6400	93	1923	94	232	219	8555	94	75	25
	2004	6824	99	1965	96	58	55	8847	98	77	23
	2007	9166	133	1375	67	128	121	10669	118	86	14

Time Period	Year	Car	Bus	Rail	Cycle	Walk	Total	% Car	% Non-Car
07:30-09:30	2001	6556	3560	105	24	1237	11482	57	43
	2004	8005	3386	79	27	1359	12856	62	38
	2007	9054	2855	87	31	1576	13603	67	33
	2007/2001	1.38	0.80	0.83	1.29	1.27	1.18		
10:00-12:00	2001	5682	3778	49	2	2038	11549	49	51
	2004	6606	3100	24	16	2463	12209	54	46
	2007	8527	2910	36	16	2408	13897	61	39
	2007/2001	1.50	0.77	0.73	8.00	1.18	1.20		
16:00-18:00	2001	6400	1923	232	20	1616	10191	63	37
	2004	6824	1965	58	36	1884	10767	63	37
	2007	9166	1375	128	28	1636	12333	74	26
	2007/2001	1.43	0.72	0.55	1.40	1.01	1.21		

Rochdale Key Centre

- 3.16 Table 3.13 gives the total traffic crossing the Rochdale key centre cordon in 1997, 1999, 2002, 2005 and 2008 together with an index of change. Table 3.14 shows modal share of car and public transport trips crossing the cordon for the same years. Table 3.15 shows modal share of car and non-car (pt, walk and cycle) trips since 2002
- 3.17 Car trips were estimated using the vehicle count in table 3.13 multiplied by an average car occupancy estimated from a survey of the busiest sites in Rochdale key centre. Bus patronage from 1997 to 2005 was derived using CPS data collected from February in the year preceding the survey year to January in the survey year factored to an average weekday. In 2008 it has been derived from bus occupancy surveys. The two methodologies were found to be comparable in Rochdale and no adjustments to previous years' figures have been made. Rail patronage is a count of people leaving Rochdale station. Walk and pedal cycle trips are counts of people entering the key centre both on and off-road.

Time Period	Year	Cars	LGV	OGV	Buses	M/C	P/C	All
07:30-09:30	1997	3671	307	137	251	12	30	4408
	1999	3673	326	83	261	14	32	4389
	2002	3813	361	78	263	27	21	4563
	2005	3757	335	88	198	10	24	4412
	2008	3868	364	87	221	12	16	4568
	2008/1997	1.05	1.19	0.64	0.88	1.00	0.53	1.04
10:00-12:00	1997	3433	332	125	208	10	17	4125
	1999	3754	376	75	231	20	11	4467
	2002	3785	372	91	253	22	12	4535
	2005	3470	315	79	187	24	15	4090
	2008	3486	384	75	198	4	10	4157
	2008/1997	1.02	1.16	0.60	0.95	0.40	0.59	1.01
16:00-18:00	1997	3188	282	46	240	20	26	3802
	1999	3101	230	30	255	14	28	3658
	2002	3506	260	19	262	13	19	4079
	2005	3140	252	15	203	13	13	3636
	2008	3395	313	30	210	10	13	3971
	2008/1997	1.06	1.11	0.65	0.88	0.50	0.50	1.04

Time Period	Year	Car Trips		Bus Trips		Rail Trips		Car + PT Trips		Modal Split	
		No	Index	No	Index	No	Index	No	Index	% Car	% PT
07:30-09:30	1997	4993	100	1821	100	80	100	6894	100	72	28
	1999	4995	100	1655	91	100	125	6750	98	74	26
	2002	5186	104	1527	84	104	130	6817	99	76	24
	2005	5110	102	2034	112	134	168	7278	106	70	30
	2008	4951	99	2175	119	152	190	7278	106	68	32
10:00-12:00	1997	4978	100	1875	100	115	100	6968	100	71	29
	1999	5443	109	1446	77	74	64	6963	100	78	22
	2002	5488	110	1509	80	70	61	7067	101	78	22
	2005	4962	100	1464	78	84	73	6510	93	76	24
	2008	4671	94	2068	110	105	91	6844	98	68	32
16:00-18:00	1997	4846	100	1324	100	215	100	6385	100	76	24
	1999	4714	97	1213	92	335	156	6262	98	75	25
	2002	5329	110	1219	92	441	205	6989	109	76	24
	2005	4679	97	1027	78	379	176	6085	95	77	23
	2008	4244	88	1350	102	510	237	6104	96	70	30

Time Period	Year	Car	Bus	Rail	Cycle	Walk	Total	% Car	% Non-Car
07:30-09:30	2002	5186	1527	104	21	1080	7918	65	35
	2005	5110	2034	134	24	1256	8558	60	40
	2008	4951	2175	152	16	1368	8662	57	43
	2008/2002	0.95	1.42	1.46	0.76	1.27	1.09		
10:00-12:00	2002	5488	1509	70	12	1738	8817	62	38
	2005	4962	1464	84	15	2151	8676	57	43
	2008	4671	2068	105	10	1319	8173	57	43
	2008/2002	0.85	1.37	1.50	0.83	0.76	0.93		
16:00-18:00	2002	5329	1219	441	19	1059	8067	66	34
	2005	4679	1027	379	13	1118	7216	65	35
	2008	4244	1350	510	13	827	6944	61	39
	2008/2002	0.80	1.11	1.16	0.68	0.78	0.86		

Salford Key Centre - Eccles

- 3.18 Table 3.16 gives the total traffic crossing the Eccles key centre cordon in 1997, 2001, 2004 and 2007 together with an index of change. Table 3.17 shows modal share of car and public transport trips crossing the cordon for the same years. Table 3.18 shows modal share of car and non-car (pt, walk and cycle) trips since 2001
- 3.19 Car trips were estimated using the vehicle count in table 3.16 multiplied by an average car occupancy estimated from a survey of the busiest sites in Eccles key centre. Bus patronage is derived using CPS data collected from February in the year preceding the survey year to January in the survey year factored to an average weekday. Rail patronage is a count of people leaving Eccles rail station. Metrolink patronage is a count of people leaving Eccles Metrolink station. Walk and pedal cycle trips are counts of people entering the key centre both on and off-road.
- 3.20 The completion of the Eccles Bypass in November 2000 has contributed to the reduction in traffic crossing the cordon.

Table 3.16 Eccles Key Centre Inbound Cordon Counts 1997, 2001, 2004 & 2007								
Time Period	Year	Cars	LGV	OGV	Buses	M/C	P/C	All
07:30-09:30	1997	2536	331	133	177	32	74	3283
	2001	1829	253	85	170	15	30	2382
	2004	1315	156	32	126	11	23	1663
	2007	1423	204	33	129	12	41	1842
	2007/1997	0.56	0.62	0.25	0.73	0.38	0.55	0.56
10:00-12:00	1997	2167	225	192	161	16	24	2784
	2001	1609	280	84	214	15	20	2222
	2004	1600	162	34	139	8	19	1962
	2007	1545	210	23	136	11	36	1961
	2007/1997	0.71	0.93	0.12	0.84	0.69	1.50	0.70
16:00-18:00	1997	2410	255	94	187	30	88	3064
	2001	1730	195	49	234	62	39	2309
	2004	1634	158	11	123	19	18	1963
	2007	1324	143	8	147	12	41	1675
	2007/1997	0.55	0.56	0.09	0.79	0.40	0.47	0.55

Time Period	Year	Car Trips		Bus Trips		Rail Trips		Metrolink Trips		Car+PT Trips		Modal Split	
		No.	Index	No.	Index	No.	Index	No.	Index	No.	Index	% Car	% PT
07:30-09:30	1997	3452	100	918	100	39	100	-	-	4409	100	78	22
	2001	2490	72	518	56	23	59	54	100	3086	70	81	19
	2004	1687	49	660	72	46	118	88	163	2481	56	68	32
	2007	1779	52	881	96	37	95	172	319	2869	65	62	38
10:00-12:00	1997	3181	100	1080	100	11	100	-	-	4272	100	74	26
	2001	2362	74	699	65	8	73	73	100	3142	74	75	25
	2004	2367	74	325	30	12	109	85	116	2789	65	85	15
	2007	2240	70	880	81	6	55	117	160	3243	76	69	31
16:00-18:00	1997	3782	100	546	100	37	100	-	-	4365	100	87	13
	2001	2715	72	370	68	43	116	166	100	3294	75	82	18
	2004	2392	63	441	81	54	146	221	133	3109	71	77	23
	2007	1893	50	559	102	40	108	306	184	2798	64	68	32

Time Period	Year	Car	Bus	Rail	Metrolink	Cycle	Walk	Total	% Car	% Non-Car
07:30-09:30	2001	2490	518	23	54	30	855	3970	63	37
	2004	1687	660	46	88	23	855	3359	50	50
	2007	1779	881	37	172	41	975	3885	46	54
	2007/2001	0.71	1.70	1.61	3.19	1.37	1.14	0.98		
10:00-12:00	2001	2362	699	8	73	20	1826	4988	47	53
	2004	2367	325	12	85	19	1826	4634	51	49
	2007	2240	880	6	117	36	1819	5098	44	56
	2007/2001	0.95	1.26	0.75	1.60	1.80	1.00	1.02		
16:00-18:00	2001	2715	370	43	166	39	1251	4584	59	41
	2004	2392	441	54	221	18	1251	4377	55	45
	2007	1893	559	40	306	41	1301	4140	46	54
	2007/2001	0.70	1.51	0.93	1.84	1.05	1.04	0.90		

Note: Pedestrians not counted in 2001. 2004 estimate used

Stockport Key Centre

3.21 Table 3.19 gives the total traffic crossing the Stockport key centre cordon in 1997, 2000, 2003, 2004, 2005, 2006 and 2007 together with an index of change. Table 3.20 shows modal share of car and public transport trips crossing the cordon for the same years. Table 3.21 shows modal share of car and non-car (pt, walk and cycle) trips since 2003

3.22 Car trips were estimated using the vehicle count in table 3.19 multiplied by an average car occupancy estimated from a survey of the busiest sites in Stockport key centre. Bus patronage is derived using CPS data collected from February in the year preceding the survey year to January in the survey year factored to an average weekday. Rail patronage is a count of people leaving Stockport rail station. Walk and pedal cycle trips are counts of people entering the key centre both on and off-road.

Table 3.19 Stockport Key Centre Cordon Counts 1997, 2000, & 2003-2007 - inbound								
Time Period	Year	Cars	LGV	OGV	Bus	M/C	P/C	All
07:30 – 09:30	1997	14068	1342	717	399	95	181	16802
	2000	14681	1758	430	408	111	160	17548
	2003	14234	1612	447	399	100	136	16928
	2004	13802	1620	452	385	118	133	16510
	2005	12915	1540	409	381	131	175	15551
	2006	12931	1573	398	437	98	137	15574
	2007	12852	1581	385	343	132	187	15480
	2007/1997	0.91	1.18	0.54	0.86	1.39	1.03	0.92
10:00 – 12:00	1997	9091	1308	826	406	50	55	11736
	2000	9837	1717	607	408	43	44	12656
	2003	9187	1453	546	372	50	38	11646
	2004	9444	1609	656	351	47	41	12148
	2005	8996	1490	503	392	72	66	11519
	2006	9103	1562	502	427	38	35	11667
	2007	9097	1564	435	353	72	61	11582
	2007/1997	1.00	1.20	0.53	0.87	1.44	1.11	0.99
16:00 – 18:00	1997	11295	1237	467	407	104	141	13651
	2000	11717	1358	265	408	99	104	13951
	2003	11113	1167	217	381	88	105	13071
	2004	11744	1309	273	363	106	107	13902
	2005	10973	1158	193	366	136	135	12961
	2006	11094	1288	234	441	101	114	13272
	2007	10132	1288	162	343	124	148	12197
	2007/1997	0.90	1.04	0.35	0.84	1.19	1.05	0.89

Time Period	Year	Car Trips		Bus Trips		Rail Trips		Car + PT Trips			
		No	Index	No	Index	No	Index	No	Index	% Car	% PT
07:30-09:30	1997	17163	100	5044	100	836	100	23043	100	74	26
	2000	17911	104	4942	98	955	114	23808	103	75	25
	2003	17365	101	4633	92	613	73	22611	98	77	23
	2004	17391	101	4610	91	747	89	22748	99	76	24
	2005	16273	95	5822	115	1030	123	23125	100	70	30
	2006	15776	92	4019	80	1107	132	20902	91	75	25
	2007	15679	91	4421	88	1210	145	21310	92	74	26
10:00-12:00	1997	12364	100	4610	100	535	100	17509	100	71	29
	2000	13378	108	4986	108	410	77	18774	107	71	29
	2003	12494	101	4485	97	357	67	17336	99	72	28
	2004	13033	105	3817	83	356	43	17206	98	76	24
	2005	12414	100	4078	88	535	100	17027	97	73	27
	2006	11925	96	3814	83	594	111	16333	93	73	27
	2007	12554	102	4993	108	459	86	18006	103	70	30
16:00-18:00	1997	15022	100	2834	100	1049	100	18905	100	79	21
	2000	15584	104	2702	95	1032	98	19318	102	81	19
	2003	14780	98	3431	121	691	66	18902	100	78	22
	2004	15150	101	2987	105	997	119	19134	101	79	21
	2005	14923	99	2687	95	1166	111	18776	99	79	21
	2006	13978	93	2539	90	1236	118	17753	94	79	21
	2007	13678	91	2677	94	1415	135	17770	94	77	23

Time Period	Year	Car	Bus	Rail	Cycle	Walk	Total	% Car	% Non-Car
07:30-09:30	2003	17365	4633	613	136	1996	24743	70	30
	2004	17391	4610	747	133	1771	24652	71	29
	2005	16273	5822	1030	198	2140	25463	64	36
	2006	15776	4019	1107	157	2196	23255	68	32
	2007	15679	4421	1210	187	2258	23755	66	34
		2007/2003	0.90	0.95	1.97	1.38	1.13	0.96	
10:00-12:00	2003	12494	4485	357	38	1507	18881	66	34
	2004	13033	3817	356	41	1343	18590	70	30
	2005	12414	4078	535	77	1782	18886	66	34
	2006	11925	3814	594	45	1589	17967	66	34
	2007	12554	4993	459	61	1314	19381	65	35
		2007/2003	1.00	1.11	1.29	1.61	0.87	1.03	
16:00-18:00	2003	14780	3431	691	105	1657	20664	72	28
	2004	15150	2987	997	107	1392	20633	73	27
	2005	14923	2687	1166	152	1264	20192	74	26
	2006	13978	2539	1236	125	1389	19267	73	27
	2007	13678	2677	1415	148	1590	19508	70	30
		2007/2003	0.93	0.78	2.05	1.41	0.96	0.94	

Tameside Key Centre – Ashton-under-Lyne

- 3.23 Table 3.22 gives the total traffic crossing the Ashton key centre cordon in 1997, 1998, 2001, 2004 and 2007 together with an index of change. Results prior to 2007 have been revised to be compatible with LTP2 6 by excluding the Old Street area outside the cordon. Table 3.23 shows modal share of car and public transport trips crossing the cordon for the same years. Table 3.24 shows modal share of car and non-car (pt, walk and cycle) trips since 2001
- 3.24 Car trips were estimated using the vehicle count in table 3.22 multiplied by an average car occupancy estimated from a survey of the busiest sites in Ashton key centre. Bus patronage is derived using CPS data collected from February in the year preceding the survey year to January in the survey year factored to an average weekday. Rail patronage is a count of people leaving Ashton rail station. Walk and pedal cycle trips are counts of people entering the key centre both on and off-road.

Table 3.22 Ashton Key Centre Inbound Cordon Counts 1997, 1998, 2001, 2004 & 2007								
Time Period	Year	Cars	LGV	OGV	Buses	M/C	P/C	All
07:30-09:30	1997	5952	622	263	321	29	45	7232
	1998	5417	637	265	337	15	46	6717
	2001	5796	660	126	268	44	36	6930
	2004	6336	669	135	256	30	35	7461
	2007	5900	677	104	246	18	42	6987
	2007/1997	0.99	1.09	0.40	0.77	0.62	0.93	0.97
10:00-12:00	1997	4323	553	221	338	21	29	5485
	1998	4256	484	270	340	22	38	5410
	2001	4221	532	137	285	35	19	5229
	2004	4865	646	154	272	32	22	5991
	2007	4778	703	123	231	12	10	5857
	2007/1997	1.11	1.27	0.56	0.68	0.57	0.34	1.07
16:00-18:00	1997	4411	459	101	309	33	59	5372
	1998	4613	499	120	352	28	58	5670
	2001	4386	486	68	289	44	56	5329
	2004	5257	559	52	257	29	48	6202
	2007	4818	677	43	230	25	54	5847
	2007/1997	1.09	1.47	0.43	0.74	0.76	0.92	1.09

Time Period	Year	Car Trips		Bus Trips		Rail Trips		Car + PT Trips		% Car	% PT
		No	Index	No	Index	No	Index	No	Index		
07:30-09:30	1997	7857	100	2666	100	40	100	10563	100	74	26
	1998	7150	91	2900	109	57	143	10107	96	71	29
	2001	7651	97	2145	80	49	123	9845	93	78	22
	2004	8046	102	2506	94	61	153	10613	100	76	24
	2007	7611	97	1807	68	63	158	9481	90	80	20
10:00-12:00	1997	6614	100	3123	100	48	100	9785	100	68	32
	1998	6512	98	3632	116	31	65	10175	104	64	36
	2001	6458	98	2895	93	35	73	9388	96	69	31
	2004	6908	104	3316	106	44	92	10268	105	67	33
	2007	6403	97	2346	75	33	69	8782	90	73	27
16:00-18:00	1997	6881	100	1651	100	126	100	8658	100	79	21
	1998	7196	105	1836	111	137	109	9169	106	78	22
	2001	6842	99	1602	97	161	128	8605	99	80	20
	2004	7570	110	1726	105	237	188	9533	110	79	21
	2007	6793	99	1399	85	271	215	8464	98	80	20

Time Period	Year	Car	Bus	Rail	Cycle	Walk	Total	% Car	% Non-Car
07:30-09:30	2001	7651	2145	49	36	2379	12260	62	38
	2004	8046	2506	61	35	2550	13198	61	39
	2007	7611	1807	63	42	2802	12325	62	38
	2007/2001	0.99	0.84	1.29	1.17	1.18	1.01		
10:00-12:00	2001	6458	2895	35	19	2735	12142	53	47
	2004	6908	3316	44	22	2919	13209	52	48
	2007	6403	2346	33	10	2941	11733	55	45
	2007/2001	0.99	0.81	0.94	0.53	1.08	0.97		
16:00-18:00	2001	6842	1602	161	56	1784	10445	66	34
	2004	7570	1726	237	48	2261	11842	64	36
	2007	6793	1399	271	54	2085	10602	64	36
	2007/2001	0.99	0.87	1.68	0.96	1.17	1.02		

Trafford Key Centre - Altrincham

- 3.25 Table 3.25 gives the total traffic crossing the Altrincham key centre cordon in 1997, 1999, 2002, 2005 and 2008 together with an index of change. Table 3.26 shows modal share of car and public transport trips crossing the cordon for the same years. Table 3.27 shows modal share of car and non-car (pt, walk and cycle) trips since 2002
- 3.26 Car trips were estimated using the vehicle count in table 3.25 multiplied by an average car occupancy estimated from a survey of the busiest sites in Altrincham key centre. Bus patronage from 1997 to 2005 was derived using CPS data collected from February in the year preceding the survey year to January in the survey year factored to an average weekday. In 2008 it has been derived from bus occupancy surveys. The two methodologies were found to be comparable in Altrincham and no adjustments to previous years' figures have been made. Rail and Metrolink patronage is a count of people leaving Altrincham Interchange (excluding pedestrians walking through). Walk and pedal cycle trips are counts of people entering the key centre both on and off-road.
- 3.27 Traffic flows crossing the cordon have fallen since the completion of the Altrincham Eastern Improvement Route in October 2002.

Table 3.25 Altrincham Key Centre Inbound Cordon Counts 1997, 1999, 2002, 2005 and 2008								
		Cars	LGV	OGV	Buses	M/C	P/C	All
07:30-09:30	1997	3972	334	142	147	9	88	4692
	1999	4308	321	145	150	19	71	5014
	2002	4491	421	103	134	21	71	5241
	2005	3534	343	88	109	17	79	4170
	2008	3724	304	74	107	16	84	4309
	2008/1997	0.94	0.91	0.52	0.73	1.78	0.95	0.92
10:00-12:00	1997	3516	341	167	134	21	89	4268
	1999	3512	417	196	157	11	78	4371
	2002	3339	468	129	112	13	50	4111
	2005	3015	403	106	101	14	59	3698
	2008	2482	412	110	104	6	38	3152
	2008/1997	0.71	1.21	0.66	0.78	0.29	0.43	0.74
16:00-18:00	1997	3517	289	96	132	16	68	4118
	1999	3563	245	75	135	20	59	4097
	2002	3487	278	52	124	23	39	4003
	2005	3150	249	22	98	12	44	3575
	2008	2906	221	24	96	13	62	3322
	2008/1997	0.83	0.76	0.25	0.73	0.81	0.91	0.81

Time Period	Year	Car Trips		Bus Trips		Rail & Metrolink Trips		Car + PT Trips		Modal Split	
		No	Index	No	Index	No	Index	No	Index	% Car	% PT
		07:30-09:30	1997	5044	100	1469	100	1217	100	7730	100
1999	5471		108	1769	120	1440	118	8680	112	63	37
2002	5704		113	1135	77	1204	99	8043	104	71	29
2005	4170		83	745	51	1347	111	6262	81	67	33
2008	4543		90	1050	71	1094	90	6687	87	68	32
10:00-12:00	1997	4500	100	953	100	661	100	6114	100	74	26
	1999	4495	100	1174	123	519	79	6188	101	73	27
	2002	4274	95	827	87	356	54	5457	89	78	22
	2005	3829	85	608	64	317	48	4754	78	81	19
	2008	3127	69	917	96	359	54	4403	72	71	29
16:00-18:00	1997	4713	100	482	100	890	100	6085	100	77	23
	1999	4774	101	567	118	-	-	-	-	-	-
	2002	4673	99	370	77	649	73	5692	94	82	18
	2005	4158	88	401	83	677	76	5236	86	79	21
	2008	3574	76	475	99	545	61	4595	76	78	22

Time Period	Year	Car	Bus	Rail & Metrolink	Cycle	Walk	Total	% Car	% Non-Car
07:30-09:30	2002	5704	1135	1204	71	1898	10011	57	43
	2005	4170	745	1347	79	2123	8464	49	51
	2008	4543	1050	1094	84	2144	8915	51	49
	2008/2002	0.80	0.92	0.91	1.18	1.13	0.89		
10:00-12:00	2002	4274	827	356	50	2186	7693	56	44
	2005	3829	608	317	59	1870	6683	57	43
	2008	3127	917	359	38	2456	6897	45	55
	2008/2002	0.73	1.11	1.01	0.76	1.12	0.90		
16:00-18:00	2002	4673	370	649	39	1483	7214	65	35
	2005	4158	401	677	44	1896	7176	58	42
	2008	3574	475	545	62	2113	6769	53	47
	2008/2002	0.76	1.28	0.84	1.59	1.42	0.94		

Wigan Key Centre

- 3.28 Table 3.28 gives the total traffic crossing the Wigan key centre cordon in 1997, 2000, 2003 and 2006 together with an index of change. Table 3.29 shows modal share of car and public transport trips crossing the cordon for the same years. Table 3.30 shows modal share of car and non-car (pt, walk and cycle) trips since 2003
- 3.29 Car trips were estimated using the vehicle count in table 3.28 multiplied by an average car occupancy estimated from a survey of the busiest sites in Wigan key centre. Bus patronage is derived using CPS data collected from February in the year preceding the survey year to January in the survey year factored to an average weekday. Rail patronage is a count of people leaving Wigan Wallgate and North Western stations. Walk and pedal cycle trips are counts of people entering the key centre both on and off-road.

Table 3.28 Wigan Key Centre Inbound Vehicles 1997, 2000, 2003 and 2006								
		Cars	LGV	OGV	Buses	M/C	P/C	All
07:30-09:30	1997	2844	286	124	231	19	42	3546
	2000	2575	252	56	265	15	34	3197
	2003	2877	314	74	244	15	28	3552
	2006	2448	320	80	184	11	25	3068
	2006/1997	0.86	1.12	0.65	0.80	0.58	0.60	0.87
10:00-12:00	1997	3111	284	116	300	30	27	3868
	2000	2568	284	63	321	17	19	3272
	2003	2767	308	49	256	19	19	3418
	2006	2467	316	79	216	14	13	3105
	2006/1997	0.79	1.11	0.68	0.72	0.47	0.48	0.80
16:00-18:00	1997	2141	224	67	256	28	48	2764
	2000	1850	192	20	283	19	52	2416
	2003	2189	232	20	267	21	29	2758
	2006	1835	224	19	217	13	33	2341
	2006/1997	0.86	1.00	0.28	0.85	0.46	0.69	0.85

Time Period	Year	Car Trips		Bus Trips		Rail		Car + PT Trips		Modal Split	
		No	Index	No	Index	No	Index	No	Index	% Car	% PT
07:30-09:30	1997	3754	100	2614	100	696	100	7064	100	53	47
	2000	3399	91	2216	85	773	111	6388	90	53	47
	2003	3798	101	1751	67	619	89	6168	87	62	38
	2006	3623	97	2294	88	558	80	6475	92	56	44
10:00-12:00	1997	4915	100	2727	100	650	100	8292	100	59	41
	2000	4057	83	1824	67	661	102	6542	79	62	38
	2003	4372	89	1369	50	367	56	6108	74	72	28
	2006	3750	76	1908	70	402	62	6060	73	62	38
16:00-18:00	1997	3212	100	971	100	675	100	4858	100	66	34
	2000	2775	86	763	79	601	89	4139	85	67	33
	2003	3284	102	540	56	782	116	4606	95	71	29
	2006	2459	77	808	83	611	91	3878	80	63	37

Time Period	Year	Car	Bus	Rail	Cycle	Walk	Total	% Car	% Non-Car
07:30-09:30	2003	3798	1751	619	28	1889	8085	47	53
	2006	3623	2294	558	25	2722	9222	39	61
	2006/2003	0.95	1.31	0.90	0.89	1.44	1.14		
10:00-12:00	2003	4372	1369	367	19	2811	8938	49	51
	2006	3750	1908	402	13	3830	9903	38	62
	2006/2003	0.86	1.39	1.10	0.68	1.36	1.11		
16:00-18:00	2003	3284	540	782	29	2148	6783	48	52
	2006	2459	808	611	33	1849	5760	43	57
	2006/2003	0.75	1.50	0.78	1.14	0.86	0.85		

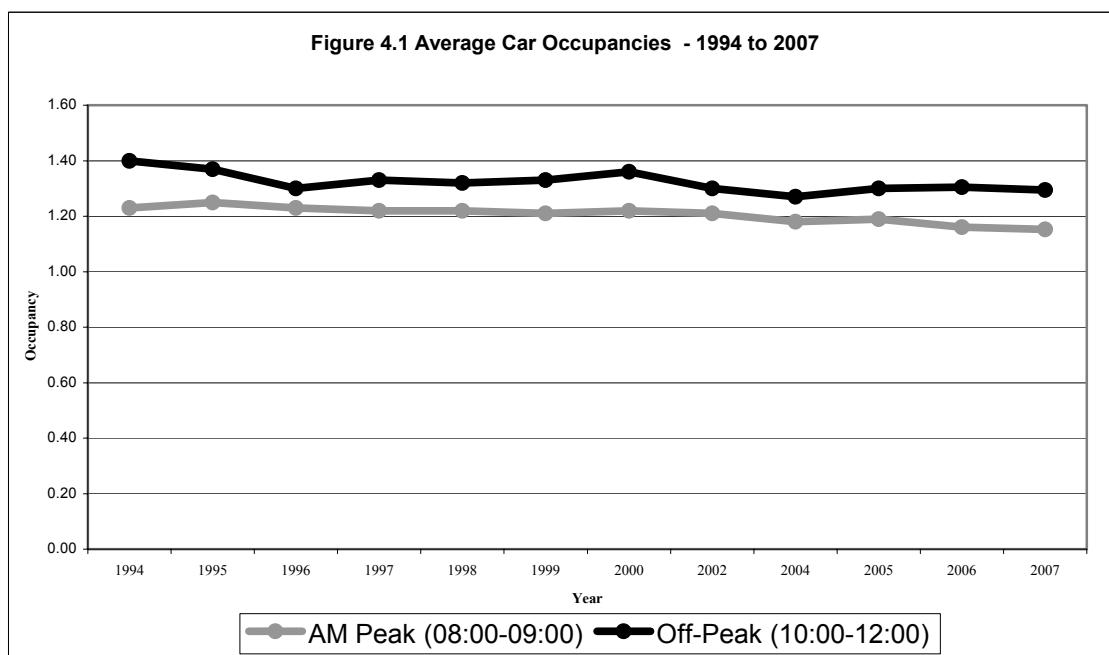
4 OTHER ROAD TRAFFIC STATISTICS

Car Occupancy

4.1 Peak car occupancy surveys were undertaken at ten monitoring sites on A roads across Greater Manchester in the years 1984, 1989 to 2000, 2002 and 2004 to 2007. Off-peak surveys have been undertaken since 1994. Table 4.1 shows the results of these surveys in 2007 for the AM peak hour (08:00-09:00) and the off-peak period (10:00-12:00) respectively. Figure 4.1 shows trends in peak and off-peak car occupancy since 1994.

Table 4.1 Average Peak and Off-Peak Car Occupancy at 10 Sites in Greater Manchester				
Year	Average Occupancy		% Single Occupant	
	AM Peak (08:00-09:00)	Off-Peak (10:00-12:00)	AM Peak (08:00-09:00)	Off-Peak (10:00-12:00)
1984 (1)	1.31	-	76	-
1989 (2)	1.23	-	81	-
1990	1.24	-	81	-
1991	1.24	-	80	-
1992	1.24	-	80	-
1993	1.24	-	80	-
1994	1.23	1.40	81	69
1995	1.25	1.37	80	69
1996	1.23	1.30	81	74
1997	1.22	1.33	82	72
1998	1.22	1.32	83	73
1999	1.21	1.33	83	72
2000	1.22	1.36	83	71
2002	1.21	1.30	83	75
2004	1.18	1.27	85	76
2005	1.19	1.30	84	74
2006	1.16	1.31	86	73
2007	1.15	1.30	87	74

Notes: (1) based on 8 sites
 (2) Autumn surveys (all others in Spring)



Walking

4.2 Levels of walking are monitored in several ways for the Greater Manchester Local Transport Plan Walking Strategy.

4.3 Manual counts of pedestrian flows crossing a cordon of sites around each of the ten Key Centres began in 2001 to complement the surveys of travel by other modes of transport (see paragraph 3.1). The counts now form an integral part of the Key Centre Monitoring programme and are undertaken on the same three-year cycle. A summary of the pedestrian data collected in the morning and off-peak periods is shown in Tables 4.2 and 4.3.

Table 4.2 Key Centre Cordon Pedestrian Flows AM Peak Period (07:30-09:30)									
		2001	2002	2003	2004	2005	2006	2007	2008
Bolton	No	2220	-	-	2486	-	-	2090	
	Index	100	-	-	112	-	-	94	
Bury	No	-	1796	-	-	1676	-	-	
	Index	-	100	-	-	93	-	-	
Manchester	No	-	5597	-	-	6023	7203	-	
	Index	-	100	-	-	108	129	-	
Oldham	No	1237	-	-	1359	-	-	1576	
	Index	100	-	-	110	-	-	127	
Rochdale	No	-	1080	-	-	1256	-	-	1368
	Index	-	100	-	-	116	-	-	127
Eccles	No	-	-	-	855	-	-	975	
	Index	-	-	-	100	-	-	114	
Stockport	No	-	-	1996	1771	2140	2196	2258	
	Index	-	-	100	89	107	110	113	
Ashton	No	2379	-	-	2550	-	-	2830	
	Index	100	-	-	107	-	-	119	
Altrincham	No	-	1898	-	-	2123	-	-	2144
	Index	-	100	-	-	112	-	-	113
Wigan	No	-	-	1889	-	-	2722	-	
	Index	-	-	100	-	-	144	-	

Note: Wigan pedestrian flows exclude Robin Park (305 in 2003, 208 in 2006)

Table 4.3 Key Centre Cordon Pedestrian Flows Off-Peak Period (10:00-12:00)									
		2001	2002	2003	2004	2005	2006	2007	2008
Bolton	No	2191	-	-	2911	-	-	2330	
	Index	100	-	-	133	-	-	106	
Bury	No	-	2558	-	-	2591	-	-	
	Index	-	100	-	-	101	-	-	
Manchester	No	-	3158	-	-	3852	3449	-	
	Index	-	100	-	-	122	109	-	
Oldham	No	2038	-	-	2463	-	-	2408	
	Index	100	-	-	121	-	-	118	
Rochdale	No	-	1738	-	-	2151	-	-	1319
	Index	-	100	-	-	124	-	-	76
Eccles	No	-	-	-	1826	-	-	1819	
	Index	-	-	-	100	-	-	100	
Stockport	No	-	-	1507	1343	1782	1589	1314	
	Index	-	-	100	89	118	105	87	
Ashton	No	2735	-	-	2919	-	-	3018	
	Index	100	-	-	107	-	-	110	
Altrincham	No	-	2186	-	-	1870	-	-	2456
	Index	-	100	-	-	86	-	-	112
Wigan	No	-	-	2811	-	-	3830	-	
	Index	-	-	100	-	-	136	-	

Note: Wigan pedestrian flows exclude Robin Park (277 in 2003, 307 in 2006)

- 4.4 Permanent automatic pedestrian counters (APC) have been installed in each District. These devices use a passive infrared (PIR) system to provide a count of pedestrians by time of day. They provide information on pedestrian movements by time of day and variations between weekdays, weekends and time of year together with long-term trends.
- 4.5 The original programme was to have one Key Pedestrian Route (routes where improvements for pedestrians are being focused and increases in walking levels are expected) monitoring site and one at a site on or within the Key Centre cordon for each district. Not all districts have identified suitable sites for these categories but additional ad hoc sites have been installed for local monitoring purposes in some districts.
- 4.6 Table 4.4 shows a summary of data from the 26 sites operational in 2007. Trend analysis based on the years 2005 to 2007 (depending on data availability) at Key Route and Key Cordon sites is shown in Table 4.5.

District	Location	Type	No of Months Data	24-Hour Average Flow (available data)		
				Weekday	Saturday	Sunday
Bolton	Trinity Street	R	12	1495	988	567
Bury	Market Street	C	11	2399	669	217
Bury	Bridge Street	O	12	925	811	636
Bury	Banana Path	O	10	183	148	139
Bury	Towpath (Radcliffe)	O	10	184	188	237
Bury	Outwood Way	O	12	70	97	149
Manchester	Sackville Street	C	12	2003	576	489
Manchester	Black Path Portway	O	12	351	276	205
Manchester	Black Path Dinmor Rd	O	12	401	278	237
Oldham	King St	R	12	1103	902	600
Rochdale	St Mary's Gate	R	12	1557	1615	570
Rochdale	The Esplanade	C	12	827	550	322
Rochdale	The Esplanade (subway)	O	12	1231	1083	442
Rochdale	Manchester Road	O	7	521	315	188
Rochdale	John Street	O	3	575	291	124
Salford	Chapel St	R	12	700	492	426
Salford	Church St, Eccles	C	12	608	516	276
Stockport	Middlewood Way	O	12	142	153	185
Stockport	Lancashire Hill	R	12	314	405	165
Stockport	Daw Bank	C	12	565	556	252
Stockport	M60 Footbridge Brinnington	O	7	127	73	82
Stockport	Bredbury Park Footpath	O	4	61	19	17
Tameside	Penny Meadow	C&R	12	1874	1083	477
Trafford	Flixton Rd	R	12	1489	2094	378
Wigan	Wallgate	C	8	333	406	211
Wigan	Standishgate	R	8	576	556	277

Notes:

C = Cordon site

R = Key Pedestrian Route

O = Other

District	Route	Type	24-Hour Average Daily Flow		
			2005	2006	2007
Bolton	Trinity Street	R	1270	1290	1291
Bury	Bolton St	C	662	722	n/a
Bury	Market Street	C	2311	1841	1675
Manchester	Sackville Street	C	n/a	1583	1842
Oldham	King St	R	990	1002	1003
Oldham	Union St	C	605	668	n/a
Rochdale	St Mary's Gate	R	1508	1424	1256
Rochdale	The Esplanade	C	853	715	750
Salford	Chapel St	R	n/a	631	653
Salford	Church St, Eccles	C	n/a	548	581
Stockport	Lancashire Hill	R	252	306	308
Stockport	Daw Bank	C	n/a	519	550
Tameside	Penny Meadow	C&R	1952	1561	1656
Trafford	Flixton Rd	R	1915	n/a	1850
Wigan	Standishgate	R	408	530	518
Wigan	Wallgate	C	343	326	224
Index(2005=100)			100	93	93

Notes:

C = Cordon site

R = Key Pedestrian Route

Index based on 11 comparable sites in 2005/2006 and 13 in 2006/2007

Cycling

4.7 Manual counts of cycle flows crossing a cordon of sites around each of the ten Key Centres are undertaken on a three-year cycle. A summary of the cycle data collected in the morning and off-peak periods since 2001 is shown in Tables 4.6 and 4.7.

Table 4.6 Key Centre Cordon Cycle Flows AM Peak Period (07:30-09:30)									
		2001	2002	2003	2004	2005	2006	2007	2008
Bolton	No	63	-	-	58	-	-	77	
	Index	100	-	-	92	-	-	122	
Bury	No	-	18	-	-	43	-	-	
	Index	-	100	-	-	239	-	-	
Manchester	No	-	509	-	-	562	435	-	
	Index	-	100	-	-	110	85	-	
Oldham	No	24	-	-	27	-	-	31	
	Index	100	-	-	113	-	-	129	
Rochdale	No	-	21	-	-	24	-	-	16
	Index	-	100	-	-	114	-	-	76
Eccles	No	30	-	-	23	-	-	41	
	Index	100	-	-	77	-	-	137	
Stockport	No	-	-	136	133	198	157	187	
	Index	-	-	100	98	146	115	138	
Ashton	No	36	-	-	35	-	-	39	
	Index	100	-	-	97	-	-	108	
Altrincham	No	-	71	-	-	79	-	-	84
	Index	-	100	-	-	111	-	-	118
Wigan	No	-	-	28	-	-	25	-	
	Index	-	-	100	-	-	89	-	

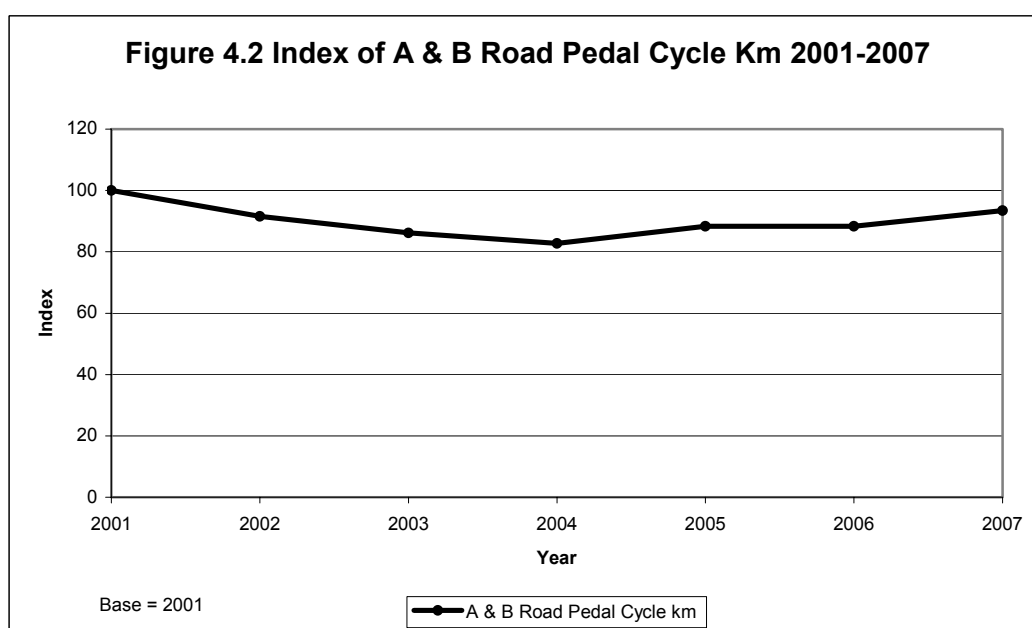
Table 4.7 Key Centre Cordon Cycle Flows Off-Peak Period (10:00-12:00)									
		2001	2002	2003	2004	2005	2006	2007	2008
Bolton	No	23		-	32	-	-	22	
	Index	100		-	139	-	-	96	
Bury	No	-	7	-	-	21	-	-	
	Index	-	100	-	-	300	-	-	
Manchester	No	-	184	-	-	234	128	-	
	Index	-	100	-	-	127	70	-	
Oldham	No	2	-	-	16	-	-	16	
	Index	100	-	-	800	-	-	800	
Rochdale	No	-	12	-	-	15	-	-	10
	Index	-	100	-	-	125	-	-	83
Eccles	No	20	-	-	19	-	-	36	
	Index	100	-	-	95	-	-	180	
Stockport	No	-	-	38	41	77	45	61	
	Index	-	-	100	108	203	118	161	
Ashton	No	19	-	-	22	-	-	8	
	Index	100	-	-	116	-	-	42	
Altrincham	No	-	50	-	-	59	-	-	38
	Index	-	100	-	-	118	-	-	76
Wigan	No	-	-	19	-	13	-	-	
	Index	-	-	100	-	68	-	-	

Cycle Flows on Major Roads

- 4.8 12-hour 2-way cycle flows on major road links in 2007 are presented in individual District reports.
- 4.9 By using the cycle flow on each link it has been possible to calculate an average cycle flow per link for each District. These averages, and the highest link flows in each District, are given in Table 4.8.
- 4.10 Since 2001, pedal cycle factors have been developed from automatic cycle counts to factor 12-hour 2-way cycle flows counted manually to 24-hour average daily flows. These have been combined with the length of each road link to give an estimate of pedal cycle kilometres travelled in a year. Table 4.9 and Figure 4.2 show the trend in pedal cycle kilometres travelled on A and B roads combined since 2001.

Table 4.8 Average and Highest 12-Hour Two-way Cycle Flows on A and B Roads in Each District, 2007				
District	Road Class	Average 12-hr Cycle Flow	Highest 12-hr Cycle Flow	Location of Highest Cycle Flow
Bolton	A	58	165	A673 Chorley New Rd Horwich
	B	39	110	B6206 Higher Bridge St Bolton
Bury	A	69	224	A58 Bolton St Bury
	B	43	148	B6213 Crostons Rd Bury
Manchester	A	160	981	A34 Oxford Rd Manchester City Centre
	B	227	771	B5117 Oxford Rd Higher Education Precinct
Oldham	A	45	135	A62 Oldham Rd Failsworth
	B	32	93	B6393 Greengate Chadderton
Rochdale	A	52	120	A664 Rochdale Rd Middleton
	B	39	93	B6223 Drake St Rochdale
Salford	A	87	281	A6 Crescent Salford
	B	85	279	B5211 Redclyffe Rd Trafford Park
Stockport	A	76	304	A6 Wellington Rd North Heaton Chapel
	B	86	187	B5169 Broadstone Rd Heaton Chapel
Tameside	A	66	173	A6017 Stockport Rd Guide Bridge
	B	43	115	B6169 Shepley Rd Audenshaw
Trafford	A	141	314	A56 Chester Rd Stretford
	B	136	647	B5218 Chorlton Rd Old Trafford
Wigan	A	59	195	A49 Wallgate Wigan
	B	47	118	B5238 Poolstock Ln Worsley Mesnes
Greater Manchester	A	86	981	A34 Oxford Rd Manchester City Centre
	B	87	771	B5117 Oxford Rd Higher Education Precinct

Table 4.9 Pedal Cycle Kilometres on A & B Roads 2001-2007				
Year	Pedal Cycle Kilometres (millions)			A & B Road Index
	A Roads	B Roads	A & B Roads	
2001	30.4	11.8	42.1	100
2002	27.6	11.0	38.6	92
2003	25.5	10.8	36.3	86
2004	24.3	10.6	34.9	83
2005	25.9	11.4	37.2	88
2006	25.7	11.5	37.2	88
2007	27.3	12.0	39.4	93



Automatic Cycle Counts

- 4.11 GMTU have operated Automatic Cycle Counters (ACC) at a variety of on-road and off-road locations throughout Greater Manchester since 2001. Data from these are used to monitor the LTP, local strategies and transport schemes. In 2007 there were 65 operational sites.
- 4.12 These sites have been divided into those with a higher weekday than Saturday or Sunday flow (54 commuting sites) and a higher or the same Saturday or Sunday flow as the weekday flow (11 leisure sites). The two sets of sites have different hourly, daily and monthly profiles and these can be seen in Tables 4.10 to 4.15 and Figures 4.3 to 4.5.
- 4.13 Details of individual sites and cycle flows can be found in the respective Transport Statistics Reports for districts.

Hour Beginning	% of 24-hr Flow Weekday	% of 24-hr Flow Saturday	% of 24-hr Flow Sunday
00:00	0.7	1.5	1.2
01:00	0.5	1.2	0.9
02:00	0.4	1.1	0.7
03:00	0.3	0.7	0.6
04:00	0.6	1.0	0.9
05:00	2.2	2.0	1.5
06:00	4.2	3.0	1.9
07:00	8.1	4.3	3.2
08:00	8.7	4.9	3.7
09:00	6.1	5.6	6.0
10:00	4.6	6.3	7.0
11:00	4.7	7.3	7.6
12:00	4.9	8.0	8.1
13:00	5.3	7.5	8.0
14:00	5.7	7.4	7.9
15:00	6.5	6.9	8.0
16:00	8.1	6.7	7.1
17:00	9.3	6.3	6.4
18:00	6.5	5.3	5.5
19:00	4.1	3.9	4.1
20:00	3.1	3.0	3.1
21:00	2.4	2.5	2.7
22:00	2.1	2.0	2.4
23:00	1.0	1.4	1.4

Note: based on 54 sites

Hour Beginning	% of 24-hr Flow Weekday	% 24-hr Flow Saturday	% 24-hr Flow Sunday
00:00	0.3	0.3	0.3
01:00	0.2	0.3	0.2
02:00	0.1	0.2	0.1
03:00	0.1	0.2	0.1
04:00	0.3	0.4	0.1
05:00	1.1	1.0	0.3
06:00	1.8	0.9	0.3
07:00	6.3	2.2	1.1
08:00	5.2	3.4	2.8
09:00	4.1	4.0	5.3
10:00	4.2	6.0	8.2
11:00	4.9	6.4	9.6
12:00	5.6	8.3	9.8
13:00	5.8	8.6	9.8
14:00	7.0	10.9	11.5
15:00	8.0	12.6	11.3
16:00	9.8	10.4	9.3
17:00	10.4	8.1	7.0
18:00	9.3	6.0	4.8
19:00	7.3	4.3	3.7
20:00	4.6	2.6	2.3
21:00	2.2	1.6	1.0
22:00	0.9	0.9	0.7
23:00	0.6	0.4	0.3

Note: based on 11 sites

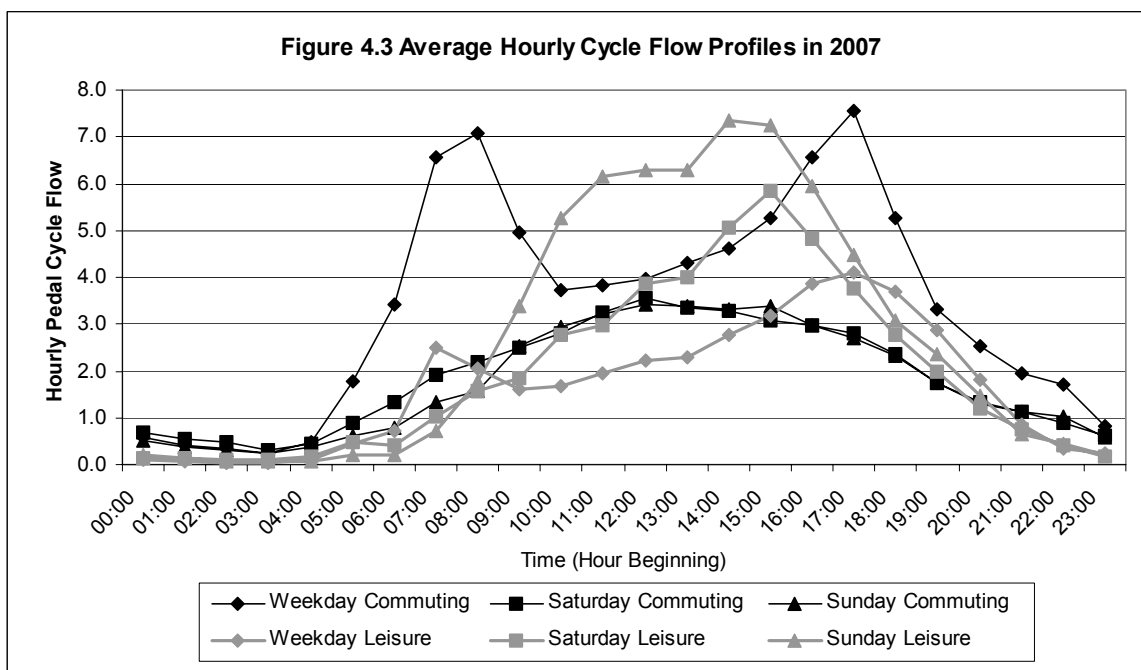


Table 4.12 Daily Indices at ACC “Commuting” Sites in 2007		
Day of Week	24-hr Average Weekday Index=100	24-hr Average Day Index=100
Monday	95	109
Tuesday	108	123
Wednesday	103	118
Thursday	99	113
Friday	95	109
Saturday	59	66
Sunday	55	62

Note: based on 54 sites

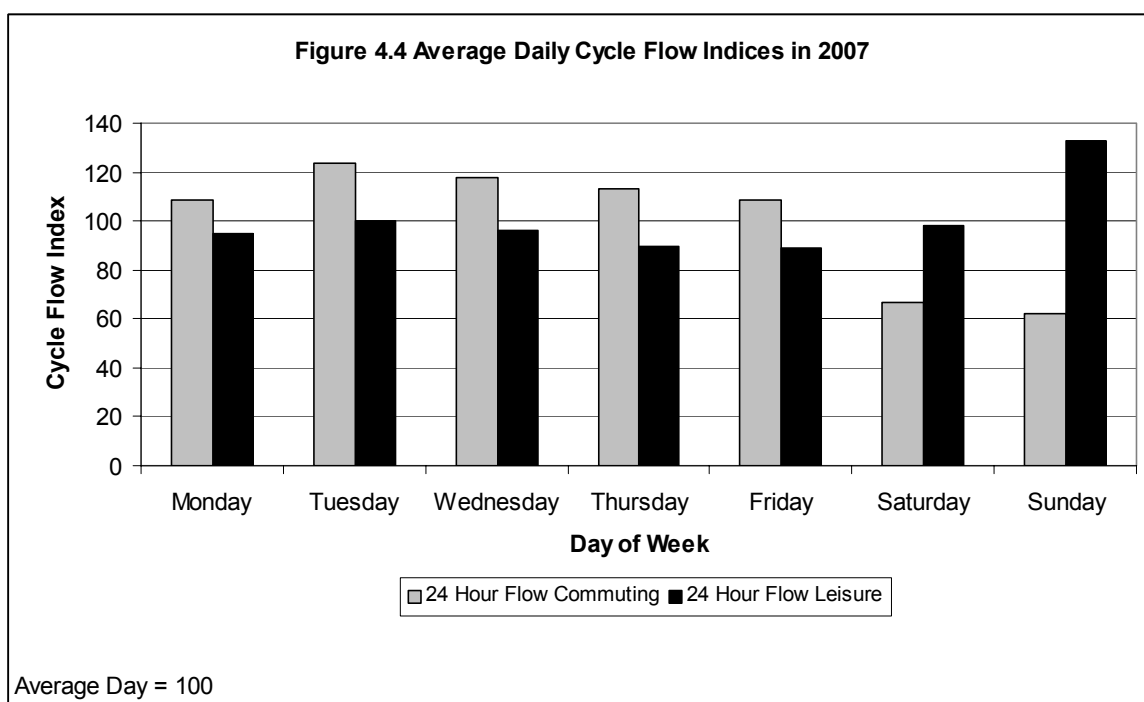


Table 4.13 Daily Indices at ACC “Leisure” Sites in 2007		
Day of Week	24-hr Average Weekday Index=100	24-hr Average Day Index=100
Monday	101	95
Tuesday	106	100
Wednesday	103	96
Thursday	95	89
Friday	95	89
Saturday	107	98
Sunday	145	133

Note: based on 11 sites

Table 4.14 Monthly Indices at ACC “Commuting” Sites in 2007		
Month	24-hr Ave Weekday Index=100	24-hr Ave Day Index=100
January	78	78
February	84	84
March	95	95
April	103	106
May	103	103
June	113	114
July	107	108
August	111	111
September	113	113
October	111	111
November	99	97
December	73	72

Note: based on 43 sites

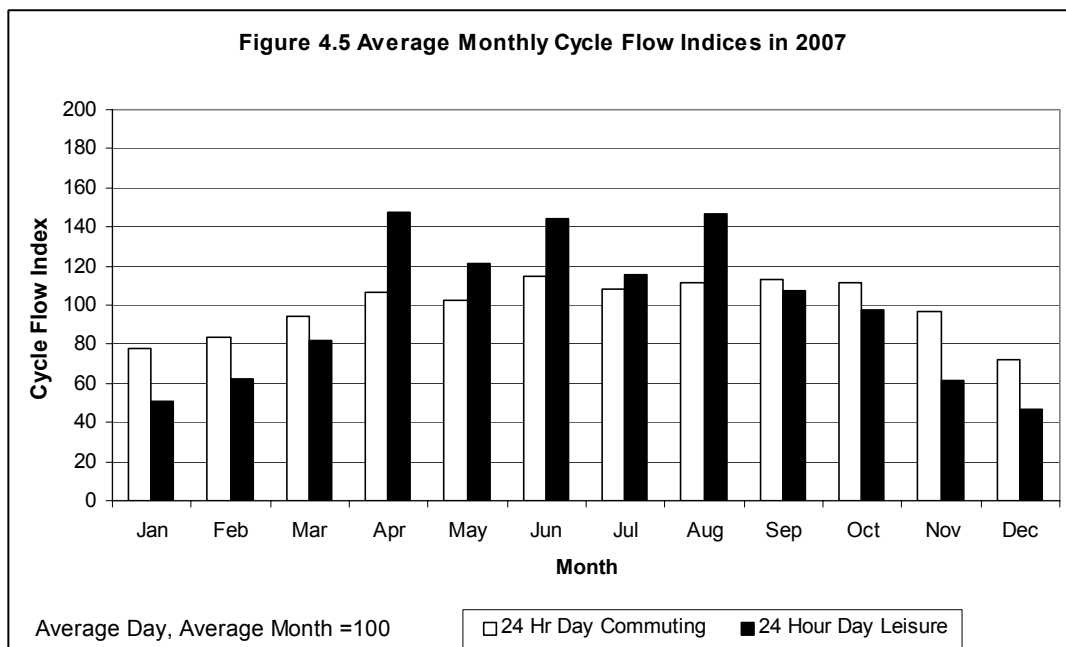


Table 4.15 Monthly Indices at ACC “Leisure” Sites in 2007		
Month	24-hr Ave Weekday Index=100	24-hr Ave Day Index=100
January	50	51
February	53	63
March	80	82
April	140	148
May	128	122
June	143	145
July	119	116
August	161	147
September	109	108
October	92	97
November	60	62
December	47	47

Note: based on 10 sites.

Carriage of Cycles on Trains

4.14 Table 4.16 compares the number of cycles carried on trains in the years 2003 to 2007. The numbers relate to cycles carried by passengers boarding and alighting trains on a single day in November between 07:30 and 13:30 at 42 of the busiest stations where GMTU surveys patronage every year.

Table 4.16 Cycles Carried on Trains (Single Day 07:30 to 13:30) 2003 - 2007											
Corridor and No of Stations	2003		2004		2005		2006		2007		
	B	A	B	A	B	A	B	A	B	A	
Wigan & Bolton	8	23	14	30	26	28	27	23	24	21	29
Rochdale & Oldham	4	6	14	7	12	10	8	4	16	7	5
Ashton	4	12	2	6	5	3	3	5	3	1	5
Marple & Glossop	10	21	18	31	18	28	11	25	10	22	25
Stockport	8	31	26	23	21	32	21	44	34	36	30
Styal/Airport	5	5	2	5	5	5	3	8	8	12	14
Irlam	2	4	4	6	7	8	3	8	3	12	3
Eccles	1	1	0	1	1	0	1	0	3	0	2
Total	42	103	80	109	95	114	77	117	101	111	113

Notes: B = Boarders A = Alighters

Cycle Training in Schools

4.15 Table 4.17 shows the number of year 5 pupils in 2006/07 and year 6 pupils in 2007/08 that received 'on-road' cycle training by district. This allows the proportion of Year 6 pupils in 2007/08 who have had 'on-road' cycle training to be calculated and this is also shown. It is assumed that all pupils who have had 'on-road' cycle training have also received 'off-road' cycle training.

Table 4.17 On-road cycle training by district				
District	Number of Year 5 children trained in 2006/07	Number of Year 6 children trained in 2007/08	Total number of Year 6 children in 2007/08	Proportion receiving training (%)
Bolton	0	793	3350	23.7
Bury	229	451	2080	32.7
Manchester	0	2424	5000	48.5
Oldham	201	305	2975	17.0
Rochdale	200	800	2800	35.7
Salford	136	358	2334	21.2
Stockport	1000	357	3100	43.8
Tameside	48	1550	26000	6.1
Trafford	0	1805	2720	66.4
Wigan	0	605	3692	16.4
GM Total	1814	9448	54051	20.8

Notes: 205 Year 3 pupils in Wigan also received 'on-road' training

4.16 Table 4.18 shows the number of year 5 pupils in 2006/07 and year 6 pupils in 2007/08 that have only received 'off-road' cycle training by district. This allows the proportion of Year 6 pupils in 2007/08 who have only received 'off-road' cycle training to be calculated and this is also shown.

Table 4.18 Off-road cycle training by district				
District	Number of Year 5 children trained in 2006/07	Number of Year 6 children trained in 2007/08	Total number of Year 6 children in 2007/08	Proportion receiving training (%)
Bolton	75	76	3350	4.5
Bury	0	0	2080	0.0
Manchester	0	0	5000	0.0
Oldham	0	0	2975	0.0
Rochdale	0	0	2800	0.0
Salford	0	0	2334	0.0
Stockport	0	0	3100	0.0
Tameside	0	0	26000	0.0
Trafford	0	0	2720	0.0
Wigan	0	43	3692	1.2
GM Total	75	119	54051	0.4

5 PUBLIC TRANSPORT

RAIL PATRONAGE

Rail Passenger Counts

- 5.1 GMTU undertook counts of boarding and alighting rail passengers both inbound towards and outbound from Manchester City Centre in Autumn 2007 at a sample of stations throughout the county.
- 5.2 A total of 60 railway stations were surveyed. The stations were generally selected to give the highest percentage of travellers on each corridor for the fewest stations counted. However, in order to update the factors used to estimate patronage for each corridor, surveys are undertaken at all stations on some lines each year. All stations on the Rochdale/Oldham, Irlam, and Ashton corridors were surveyed in 2007.
- 5.3 A summary of the results of all rail passenger counts undertaken in 2007 is given in Table 5.1 and a diagram of the rail network in Greater Manchester is given in Figure 5.1. This diagram also shows the most recent count of peak period inbound boarders at each station.

Station	AM Peak 07:30-09:29				Off-Peak 09:30-13:29			
	Inbound		Outbound		Inbound		Outbound	
	Boarders	Alighters	Boarders	Alighters	Boarders	Alighters	Boarders	Alighters
Ashton	221	32	44	47	193	54	30	91
Atherton	238	17	63	6	155	16	57	55
Bolton	1189	454	362	330	1079	399	366	597
Bramhall	183	6	11	28	91	5	2	26
Bredbury	107	8	12	30	102	7	7	25
Bromley Cross	215	28	19	138	81	5	7	25
Burnage	131	0	23	1	53	5	6	9
Castleton	93	15	9	7	54	12	15	27
Chassen Road	50	5	0	1	11	0	0	1
Cheadle Hulme	397	70	74	122	145	11	19	67
Daisy Hill	192	1	47	24	35	6	26	24
Davenport	179	60	2	7	72	18	9	33
Dean Lane	11	0	4	13	25	1	3	17
Derker	18	6	0	13	7	3	4	12
Eccles	20	22	7	22	26	6	11	15
Failsworth	45	1	6	4	20	2	8	5
Flixton	66	0	12	8	13	6	7	9
Flowery Field	112	19	4	35	59	1	9	21
Gatley	218	5	17	31	70	14	9	26
Glazebrook	20	0	6	0	2	0	5	2
Glossop	446	146	0	0	257	135	38	0
Gorton	58	15	6	8	41	10	5	12
Greenfield	177	1	20	5	83	0	5	19
Guide Bridge	146	53	17	15	83	18	12	34
Hadfield	252	0	0	21	149	0	0	62
Hazel Grove	515	20	4	30	182	4	3	73
Heald Green	243	7	52	104	111	11	12	52
Heaton Chapel	499	30	100	16	103	17	35	26
Hollinwood	24	6	7	13	18	1	2	4
Horwich Parkway	208	49	20	102	106	20	13	73
Humphrey Park	33	2	0	0	1	1	0	0
Irlam	170	18	17	28	45	17	23	18
Levenshulme	209	18	53	8	84	13	23	13
Littleborough	167	1	14	9	90	2	7	24
Lostock Junction	249	0	22	3	84	4	9	14
Manchester Airport	0	544	407	0	0	920	848	0
Marple	389	4	4	48	191	5	15	49
Mauldeth Road	161	4	28	6	113	3	8	28
Mills Hill	138	3	23	7	96	4	5	21
Milnrow	44	6	37	4	28	7	29	5
Mossley	220	2	13	8	95	2	4	28
Moston	28	1	5	9	39	5	8	13

Table 5.1 Boarders and Alighters at 60 Rail Stations Surveyed in 2007								
	AM Peak 07:30-09:29				Off-Peak 09:30-13:29			
	Inbound		Outbound		Inbound		Outbound	
New Hey	26	2	13	1	13	4	4	3
Oldham Mumps	128	39	11	38	138	32	43	84
Oldham Werneth	9	4	4	9	23	4	8	2
Reddish North	75	12	22	7	24	2	16	3
Rochdale	506	80	32	83	438	118	26	65
Romiley	240	11	34	20	146	7	11	30
Rose Hill	94	0	0	48	69	0	0	31
Salford Crescent	603	916	99	556	508	548	228	817
Shaw	170	4	5	21	142	10	29	74
Smithy Bridge	111	2	12	5	61	2	7	14
Stalybridge	643	49	102	31	253	62	54	45
Stockport	602	844	1036	429	516	614	732	295
Trafford Park	38	27	11	9	3	0	6	2
Urmston	169	30	29	24	84	17	28	42
Walkden	182	30	40	18	102	13	42	27
Wigan North Western	0	259	334	0	0	419	527	0
Wigan Wallgate	424	97	45	400	569	172	111	450
Woodsmoor	123	22	0	13	36	4	13	20

Notes:

1. Glossop outbound patronage refers to patronage to Hadfield
2. Manchester Airport patronage refers to patronage to and from Manchester Airport
3. Rochdale inbound patronage includes patronage via Oldham
4. Wigan North Western patronage refers to patronage to and from Wigan North Western. Only two AM peak trains travelled inbound to Manchester. These had 33 boarders and 25 alighters. There was one train outbound from Manchester, this had 13 boarders and 38 alighters.

Wigan & Bolton

Rochdale & Oldham

Bury

Ashton

Eccles

Irlam

Styal

Marple & Glossop

Altrincham

Stockport

Metrolink

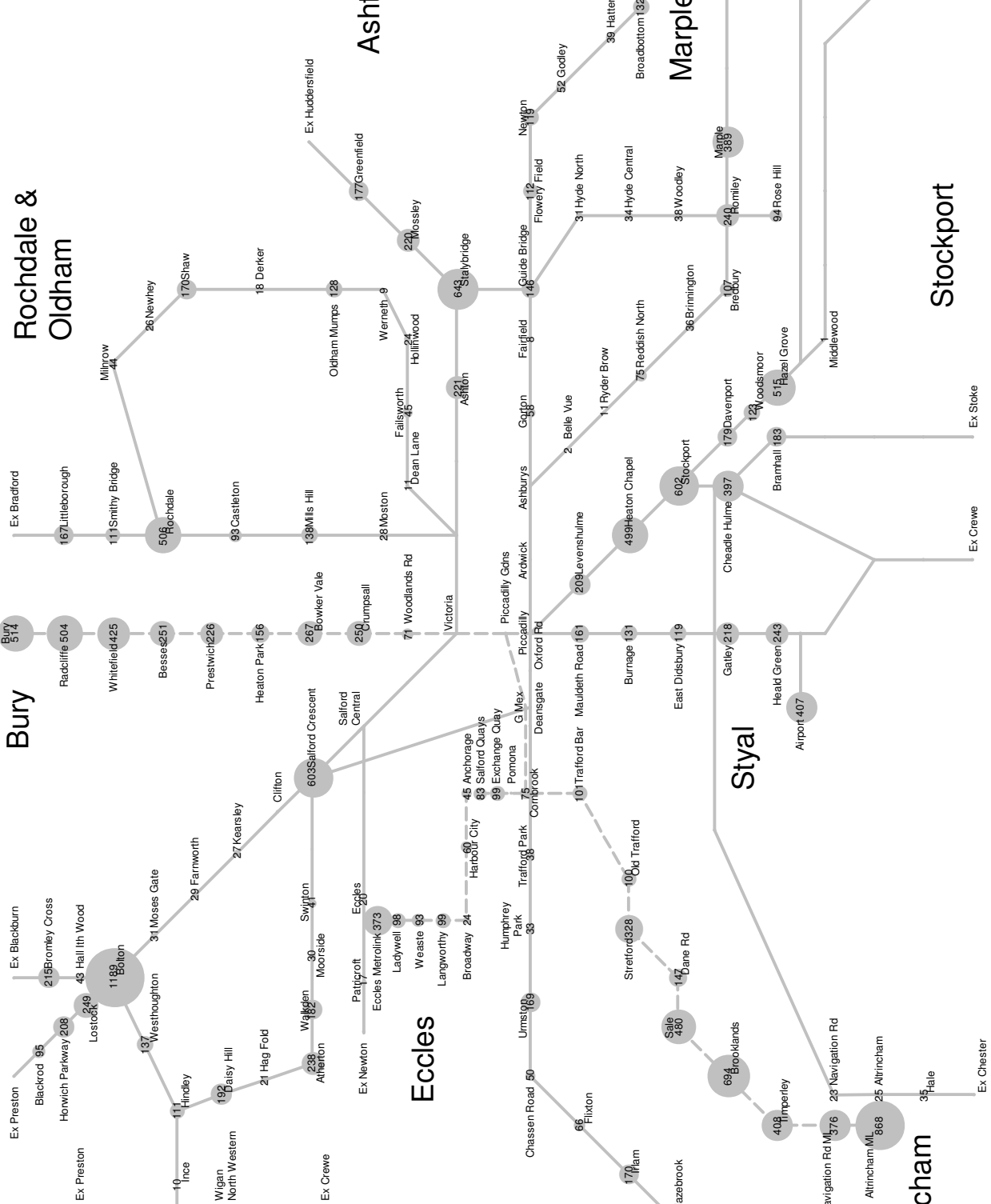
--- Metrolink

Inbound Boarders

● 1200

● 600

● 120



GMTU
 SALISBURY HOUSE
 GRANBY ROW
 MANCHESTER M1 7AH

Rail & Metrolink Peak (07:30-09:30) Mcr Bound Boarders at stations inside the GMPTU Area 2005-2007

Drawn By : Dan Weston

Scale : Not To Scale

Date : 06/02/2008

Figure : 5.1

Rail Patronage by Corridor

- 5.4 Tables 5.2 and 5.3 show the inbound (towards Manchester City Centre) rail boarders on each corridor in the years 1991 and 1998 to 2007 for the peak and off-peak periods respectively. Figure 5.2 illustrates trends in patronage for north side, south side and all Greater Manchester inbound rail boarders in the peak and off-peak periods from 1991 to 2007. The information for 1998 to 2007 is also shown graphically in Figures 5.3 and 5.4 by corridor.
- 5.5 Tables 5.4 to 5.9 show numbers of rail boarders travelling towards Manchester City Centre on the Ashton, Irlam and Rochdale/Oldham corridors respectively. All stations on these corridors were counted in 2007.

Table 5.2 Manchester Bound Boarders by Corridor 1991 and 1998-2007 (excluding the Eccles Corridor) Peak Period (07:30-09:30)											
Line/Corridor	1991	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Wigan/Bolton	2541	2809	3306	3356	3624	2970	3338	3574	3898	3937	4444
Rochdale/Oldham	1200	1031	1268	1377	1383	1133	1322	1572	1619	1437	1518
Ashton	407	762	931	871	930	1046	1061	1230	1273	1268	1261
North Side Total	4148	4602	5505	5604	5937	5149	5721	6376	6790	6642	7223
Patronage Index	100	111	133	135	143	124	138	154	164	160	174
% Total Patronage	42	47	49	50	53	50	50	51	51	49	50
Marple/Glossop	2111	2033	2173	2280	2026	1793	2038	2270	2400	2335	2539
Stockport	2633	2242	2396	2175	2152	2218	2392	2216	2513	2576	2801
Styal Excl. Airport	505	499	523	568	550	460	616	709	802	807	884
Airport	N/A	196	213	178	256	222	282	429	298	455	407
Irlam	411	305	367	366	369	380	399	399	483	607	546
South Side Total	5660	5275	5672	5567	5353	5073	5727	6023	6496	6780	7177
Patronage Index	100	93	100	98	95	90	101	106	115	120	127
% Total Patronage	58	53	51	50	47	50	50	49	49	51	50
Grand Total	9808	9877	11177	11171	11290	10222	11448	12399	13286	13422	14400
Patronage Index	100	101	114	114	115	104	117	126	135	137	147

Notes:

Figures for 1991 are based on full counts at every station in each corridor.

1998 to 2007 figures are generally estimates based on all available station counts in each year. However, almost all stations in the GMPTE area have been counted in the last three years, the Marple/Glossop and Stockport lines in 2005, the Wigan/Bolton line in 2006, and the Rochdale/Oldham and Irlam lines in 2007. All stations on the Ashton line have been counted in 2005, 2006 and 2007.

Manchester Airport rail station opened in 1993.

Note on Industrial Action:

There was sustained industrial action in 2002 by employees of First North Western and Arriva. While an attempt was made to avoid actual strike days the work to rule by First North Western staff in particular may have had an effect on passenger numbers.

Line/Corridor	1991	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Wigan/Bolton	1215	1536	2148	1847	2159	1878	2522	2174	2436	3133	3320
Rochdale/Oldham	632	586	681	795	881	727	918	986	1023	1120	1192
Ashton	159	196	361	362	312	363	506	548	557	582	624
North Side Total	2006	2318	3190	3004	3352	2968	3946	3708	4015	4835	5136
Patronage Index	100	116	159	150	167	148	197	185	200	241	256
% Total Patronage	44	47	55	52	52	53	56	53	53	56	56
Marple/Glossop	817	827	819	937	981	850	1009	994	1090	1107	1449
Stockport	1305	1033	999	996	1062	857	982	968	1114	1179	1268
Styal Excl. Airport	280	220	258	288	265	244	332	320	380	430	383
Airport		423	445	453	598	535	678	860	810	930	848
Irlam	128	90	115	101	134	145	148	109	149	151	159
South Side Total	2530	2593	2636	2775	3040	2631	3149	3251	3543	3797	4107
Patronage Index	100	102	104	110	120	104	124	128	140	150	162
% Total Patronage	56	53	45	48	48	47	44	47	47	44	44
Grand Total	4536	4911	5826	5779	6392	5599	7095	6959	7558	8631	9243
Patronage Index	100	108	128	127	141	123	156	153	167	190	204

Notes:

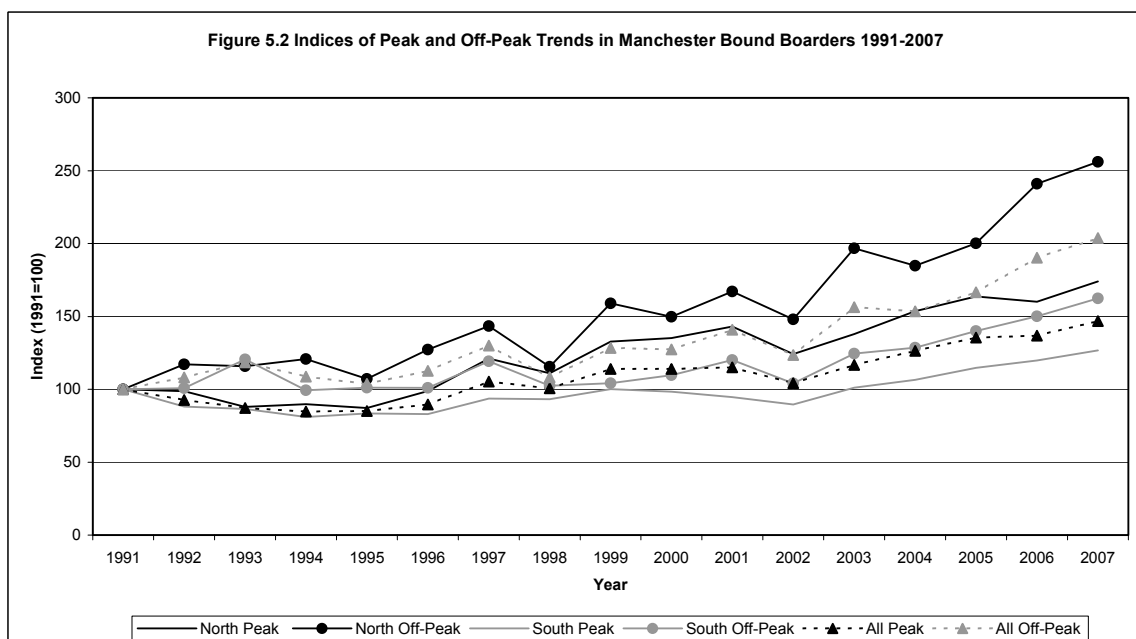
Figures for 1991 are based on full counts at every station in each corridor.

1998 to 2007 figures are generally estimates based on all available station counts in each year. However, almost all stations in the GMPTE area have been counted in the last three years, the Marple/Glossop and Stockport lines in 2005, the Wigan/Bolton line in 2006, and the Rochdale/Oldham and Irlam lines in 2007. All stations on the Ashton line have been counted in 2005, 2006 and 2007.

Manchester Airport rail station opened in 1993.

Note on Industrial Action:

There was sustained industrial action in 2002 by employees of First North Western and Arriva. Whilst an attempt was made to avoid actual strike days the work to rule by First North Western staff in particular may have had an effect on passenger numbers.



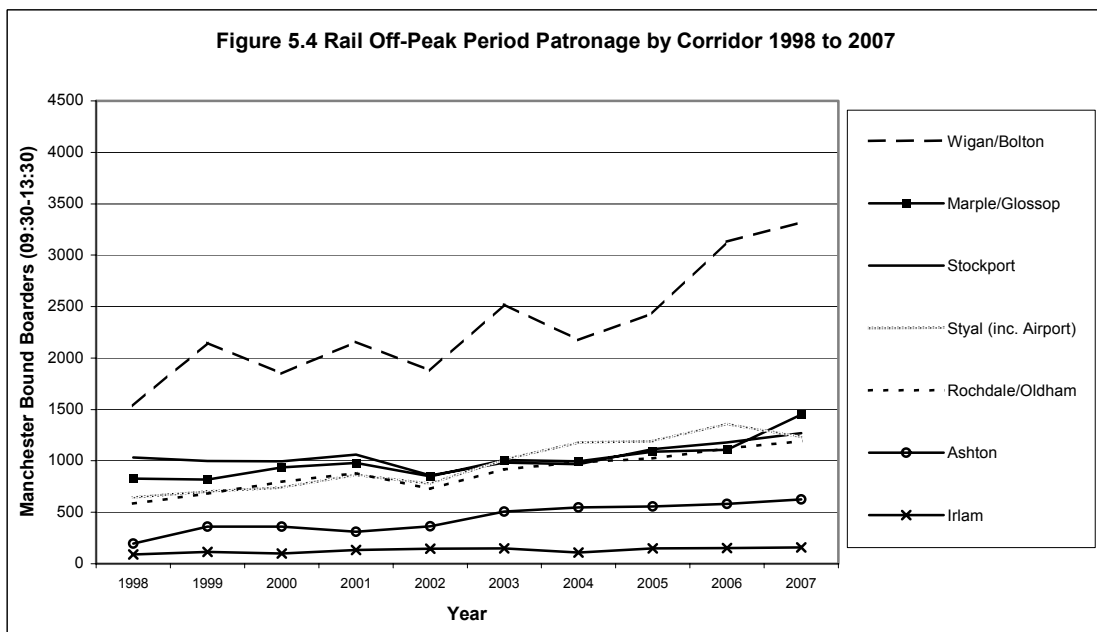
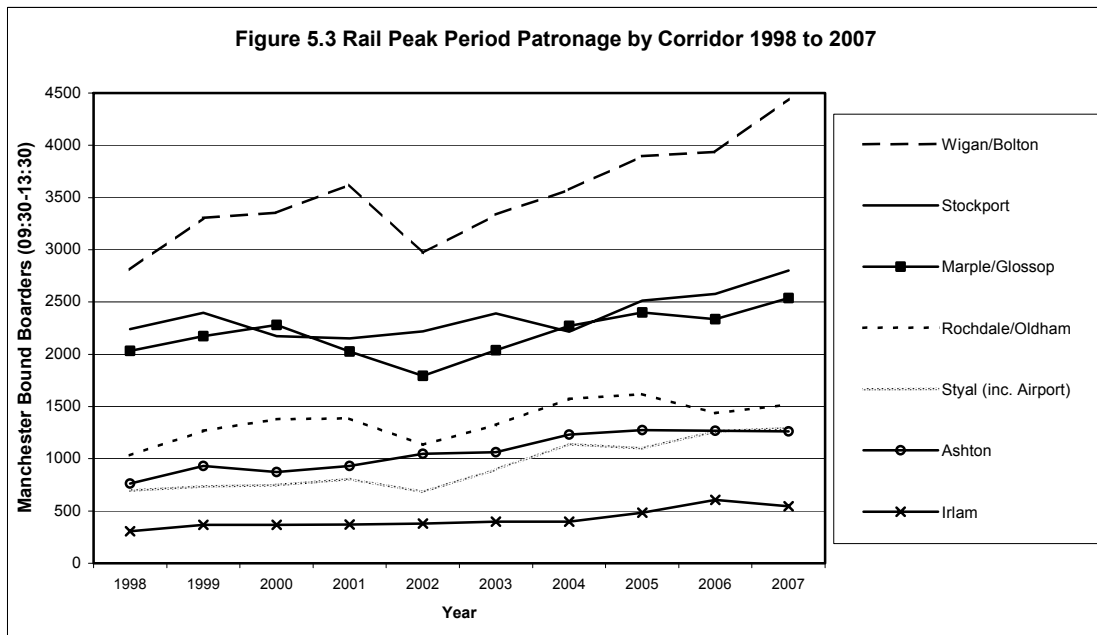


Table 5.4 Manchester Bound Boarders at Ashton-under-Lyne Corridor Stations 1991 and 1998 to 2007 – Peak Period (07:30-09:30)											
Station	1991	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Ashton	72	*135	132	178	223	181	210	239	257	241	221
Greenfield	32	90	154	*144	131	160	167	175	161	190	177
Mossley	66	132	183	144	183	202	188	214	185	230	220
Stalybridge	237	405	462	405	393	503	496	602	670	607	643
Total	407	762	931	871	930	1046	1061	1230	1273	1268	1261
Index	100	187	229	214	229	257	261	302	313	312	310

* estimate

Table 5.5 Manchester Bound Boarders at Ashton-under-Lyne Corridor Stations 1991 and 1998 to 2007 – Off-Peak Period (09:30-13:30)											
Station	1991	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Ashton	48	*59	119	130	78	111	206	162	185	162	193
Greenfield	10	24	28	*28	38	62	41	65	64	82	83
Mossley	16	48	81	51	59	57	79	67	78	89	95
Stalybridge	85	65	133	153	137	133	180	254	230	249	253
Total	159	196	361	362	312	363	506	548	557	582	624
Index	100	123	227	228	196	228	318	345	350	366	392

* estimate

Table 5.6 Manchester Bound Boarders at Irlam Corridor Stations 1991 and 1998 to 2007 – Peak Period (0730-0930)

Station	1991	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Chassen Road	36	25			26			36			50
Flixton	43	30	37	32	54		54	61			66
Glazebrook	28	19			21			13			20
Humphrey Park	38	19			17			32			33
Irlam	125	98	129	142	128	103	110	123	140	199	170
Trafford Park	10	10			8			19			38
Urmston	131	104	113	104	115	147	157	115	148	163	169
Total	411	305			369			399			546
Index	100	74			90			97			133

Table 5.7 Manchester Bound Boarders at Irlam Corridor Stations 1991 and 1998 to 2007 – Off-Peak Period (0930-1330)

Station	1991	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Chassen Road	16	5			13			5			11
Flixton	24	10	15	14	7		13	18			13
Glazebrook	4	3			5			1			2
Humphrey Park	11	2			8			2			1
Irlam	33	29	29	21	30	48	43	32	50	37	45
Trafford Park	10	4			7			3			3
Urmston	30	37	53	50	64	54	61	48	59	74	84
Total	128	90			134			109			159
Index	100	70			105			85			124

Table 5.8 Manchester Bound Boarders at Rochdale/Oldham Corridor Stations 1991 and 1998 to 2007 – Peak Period (0730-0930)											
Station	1991	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Castleton	42	38			57			74			93
Dean Lane	22	6			15			27			11
Derker	17	7			11			19			18
Failsworth	68	32			36			39			45
Hollinwood	25	17			13			32			24
Littleborough	63	85	84	92	140	115	138	141	141	160	167
Mills Hill	124	102	114	91	90	88	96	180	153	139	138
Milnrow	72	63			53			19			44
Moston	38	29			23			37			28
New Hey	31	30			42			34			26
Oldham Mumps	105	101	118	217	182	131	156	148	116	100	128
Oldham Werneth	32	21			21			46			9
Rochdale	322	267	378	339	394	302	355	402	604	486	506
Shaw	174	179	209	241	229	212	244	270	161	158	170
Smithy Bridge	65	54			77			104			111
Total	1200	1031			1383			1572			1518
Index	100	86			115			131			127

Table 5.9 Manchester Bound Boarders at Rochdale/Oldham Corridor Stations 1991 and 1998 to 2007 – Off-Peak Period (0930-1330)											
Station	1991	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Castleton	28	18			13			32			54
Dean Lane	18	13			21			13			25
Derker	10	4			2			5			7
Failsworth	23	16			23			23			20
Hollinwood	19	7			7			13			18
Littleborough	44	44	56	48	98	55	113	86	76	124	90
Mills Hill	37	38	42	37	67	47	45	59	64	79	96
Milnrow	21	14			37			40			28
Moston	29	13			19			15			39
New Hey	12	11			8			8			13
Oldham Mumps	43	80	92	107	104	77	110	113	94	99	138
Oldham Werneth	17	11			16			24			23
Rochdale	254	205	244	293	328	255	309	400	447	436	438
Shaw	58	85	91	128	95	137	144	116	122	141	142
Smithy Bridge	19	27			43			39			61
Total	632	586			881			986			1192
Index	100	93			139			156			189

METROLINK PATRONAGE

Metrolink Passenger Counts 2007

5.6 Counts of boarding and alighting passengers were undertaken at all Metrolink stations outside the Manchester City Centre 'Central Zone' in 2007. Passengers travelling both inbound towards and outbound away from Manchester were counted. Tables 5.10 to 5.12 give a summary of all Metrolink counts undertaken in Autumn 2007 on the Altrincham, Bury and Eccles lines respectively. Counts of inbound peak period boarders at each station are included in the diagram of the rail and Metrolink network (Figure 5.1).

Table 5.10 Boarders and Alighters on the Altrincham Line Surveyed in Autumn 2007							
AM Peak 07:30-09:30	Mcr Bound		Alt Bound		Both Directions		
Station	Boarders	Alighters	Boarders	Alighters	Boarders	Alighters	All
Altrincham	868	0	0	949	868	949	1817
Navigation Road	376	10	41	145	417	155	572
Timperley	408	15	186	159	594	174	768
Brooklands	694	61	338	94	1032	155	1187
Sale	480	101	298	177	778	278	1056
Dane Road	147	16	65	34	212	50	262
Stretford	328	137	325	83	653	220	873
Old Trafford	100	133	91	259	191	392	583
Trafford Bar	101	77	99	280	200	357	557
Cornbrook Alt	50	117	103	37	153	154	307
Total	3552	667	1546	2217	5098	2884	7982
Off-peak 09:30-13:30	Mcr Bound		Alt Bound		Both Directions		
Station	Boarders	Alighters	Boarders	Alighters	Boarders	Alighters	All
Altrincham	952	0	0	666	952	666	1618
Navigation Road	238	65	80	172	318	237	555
Timperley	320	94	86	205	406	299	705
Brooklands	335	75	104	132	439	207	646
Sale	584	244	223	299	807	543	1350
Dane Road	102	23	33	65	135	88	223
Stretford	468	169	197	220	665	389	1054
Old Trafford	225	114	109	182	334	296	630
Trafford Bar	183	93	114	178	297	271	568
Cornbrook Alt	49	124	96	67	145	191	336
Total	3456	1001	1042	2186	4498	3187	7685

Table 5.11 Boarders and Alighters on the Bury Line Surveyed in Autumn 2007							
AM Peak 07:30-09:30	Mcr Bound		Bury Bound		Both Directions		
Station	Boarders	Alighters	Boarders	Alighters	Boarders	Alighters	All
Bury Interchange	514	0	0	809	514	809	1323
Radcliffe	504	26	185	73	689	99	788
Whitefield	425	38	137	38	562	76	638
Besses O'th'Barn	251	14	85	15	336	29	365
Prestwich	226	51	130	168	356	219	575
Heaton Park	156	198	80	29	236	227	463
Bowker Vale	267	13	187	25	454	38	492
Crumpsall	250	60	135	84	385	144	529
Woodlands Road	71	14	62	74	133	88	221
Total	2664	414	1001	1315	3665	1729	5394
Off-peak 09:30-13:30	Mcr Bound		Bury Bound		Both Directions		
Station	Boarders	Alighters	Boarders	Alighters	Boarders	Alighters	All
Bury Interchange	960	0	0	1043	960	1043	2003
Radcliffe	288	143	179	132	467	275	742
Whitefield	267	90	151	122	418	212	630
Besses O'th'Barn	147	36	94	88	241	124	365
Prestwich	313	108	163	163	476	271	747
Heaton Park	136	74	132	53	268	127	395
Bowker Vale	184	45	101	69	285	114	399
Crumpsall	371	62	80	128	451	190	641
Woodlands Road	86	24	57	61	143	85	228
Total	2752	582	957	1859	3709	2441	6150

Table 5.12 Boarders and Alighters on the Eccles Line Surveyed in Autumn 2007							
AM Peak 07:30-09:30	Mcr Bound		Eccles Bound		Both Directions		
Station	Boarders	Alighters	Boarders	Alighters	Boarders	Alighters	All
Eccles ML	373	0	0	90	373	90	463
Ladywell	98	1	14	67	112	68	180
Weaste	93	17	28	67	121	84	205
Langworthy	99	16	18	81	117	97	214
Broadway	24	32	10	88	34	120	154
Harbour City	60	32	1	221	61	253	314
Anchorage	45	37	18	219	63	256	319
Salford Quays	83	32	32	140	115	172	287
Exchange Quay	99	100	26	455	125	555	680
Pomona	0	2	0	8	0	10	10
Cornbrook Ecc	25	72	172	19	197	91	288
Total	999	341	319	1455	1318	1796	3114
Off-peak 09:30-13:30	Mcr Bound		Eccles Bound		Both Directions		
Station	Boarders	Alighters	Boarders	Alighters	Boarders	Alighters	All
Eccles ML	363	0	0	263	363	263	626
Ladywell	131	18	20	73	151	91	242
Weaste	81	37	54	43	135	80	215
Langworthy	83	36	53	68	136	104	240
Broadway	56	29	22	68	78	97	175
Harbour City	92	29	5	173	97	202	299
Anchorage	65	25	15	76	80	101	181
Salford Quays	76	22	33	102	109	124	233
Exchange Quay	110	14	21	145	131	159	290
Pomona	8	5	0	7	8	12	20
Cornbrook Ecc	21	63	151	28	172	91	263
Total	1086	278	374	1046	1460	1324	2784

The Altrincham Line

- 5.7 The Altrincham rail line, operated by British Rail, closed in December 1991 and reopened on 15 June 1992 as Metrolink.
- 5.8 Counts of passengers boarding Manchester bound trams in 1992 and 1998 to 2007 are given in Tables 5.13 and 5.14. Patronage figures for the Altrincham rail line were last reported in GMTU Report 641 'Transport Statistics Greater Manchester 1999'.
- 5.9 Figures 5.5 and 5.6 show trends in peak and off-peak Manchester bound Metrolink patronage at each station. On the day of the 2007 counts, the Altrincham line was affected by a problem with a crossing barrier at Navigation Road, and four Altrincham bound trams turned at Timperley. The line was closed from July 2nd until August 28th 2007 for track upgrade work.

Table 5.13 Weekday Peak Manchester Bound Boarders on the Altrincham Metrolink Line (07:30-09:30)												
	Station	Metrolink										
		1992	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Outer Area (Zones F and G)	Altrincham	518	972	937	988	1000	762	776	831	893	933	868
	Navigation Rd	172	426	435	426	378	376	422	416	262	351	376
	Timperley	257	366	412	401	419	386	422	380	405	410	408
	Brooklands	403	659	636	637	646	676	690	664	746	933	694
	Sale	331	567	545	558	582	579	566	722	453	549	480
	Dane Rd	98	147	163	156	138	176	191	149	120	160	147
	Total	1779	3137	3128	3166	3163	2955	3067	3162	2879	3336	2973
Index	100	176	176	178	178	166	172	178	162	188	167	
Inner Area (Zone E)	Stretford	141	476	404	536	411	393	410	333	383	413	328
	Old Trafford	88	159	128	157	145	122	126	113	102	142	100
	Trafford Bar	63	163	175	149	134	133	170	154	122	151	101
	Cornbrook Alt*	N/A	N/A	N/A	9	4	4	2	3	17	38	50
	Total	292	798	707	851	694	652	708	603	624	744	579
Index	100	273	242	291	238	223	242	207	214	255	198	
All Stations	Total	2071	3935	3835	4017	3857	3607	3775	3765	3503	4080	3552
	Index	100	190	185	194	186	174	182	182	169	197	172

* Cornbrook station opened in Dec. 1999 with the Eccles extension. Street access available only from Sept. 2005.

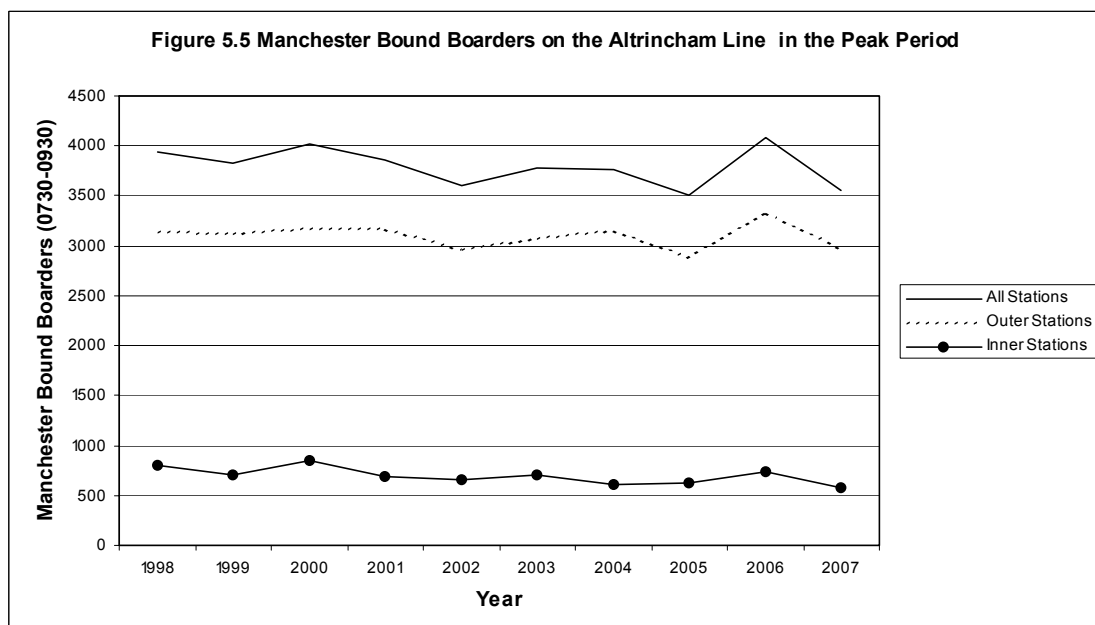
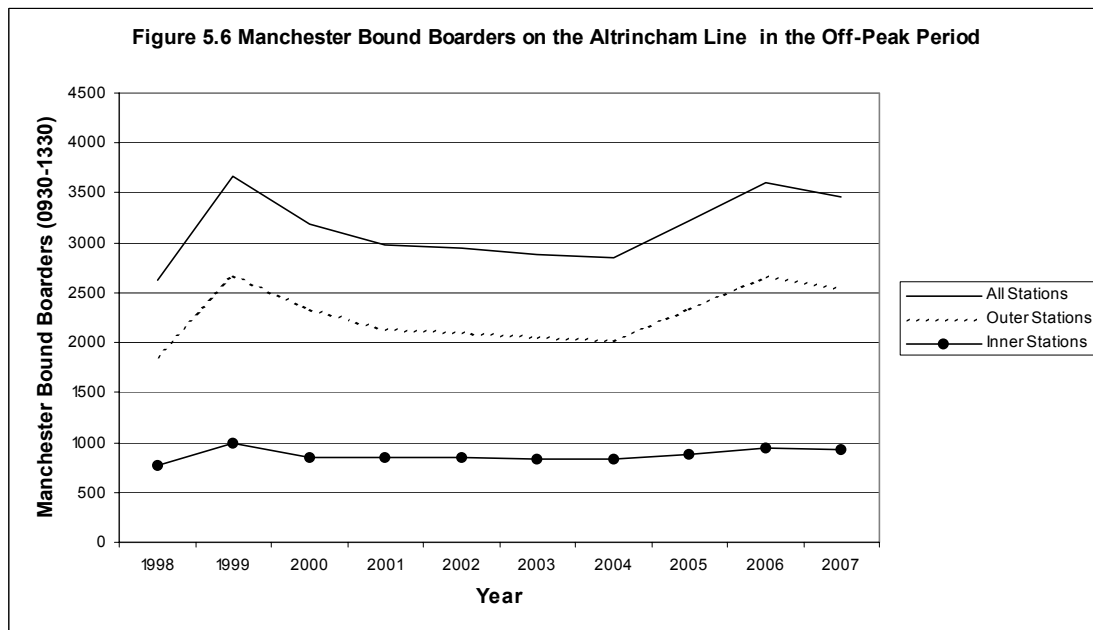


Table 5.14 Weekday Off-Peak Manchester Bound Borders on the Altrincham Metrolink Line (09:30-13:30)

	Station	Metrolink										
		1992	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Outer Area	Altrincham	692	726	1053	919	776	848	757	679	876	993	952
	Navigation Rd	108	126	227	184	201	156	194	201	168	224	238
	Timperley	181	215	265	267	229	267	236	259	312	311	320
	Brooklands	190	259	396	308	300	257	277	290	323	417	335
	Sale	371	450	634	555	527	478	476	508	543	587	584
	Dane Rd	75	85	104	108	103	86	110	85	121	120	102
	Total	1617	1861	2679	2341	2136	2092	2050	2022	2343	2652	2531
Index	100	115	166	145	132	129	127	125	145	164	157	
Inner Area	Stretford	159	362	528	419	443	394	401	382	395	475	468
	Old Trafford	150	200	214	196	206	213	215	233	255	204	225
	Trafford Bar	144	209	248	217	182	235	206	204	193	212	183
	Cornbrook Alt*	N/A	N/A	N/A	21	13	9	11	17	32	54	49
	Total	453	771	990	853	844	851	833	836	875	945	925
Index	100	170	219	188	186	188	184	185	193	209	204	
All Stations	Total	2070	2632	3669	3194	2980	2943	2883	2858	3218	3597	3456
Index	100	127	177	154	144	142	139	138	155	174	167	

* Cornbrook station opened in Dec. 1999 with the Eccles extension. Street access available only from Sept. 2005.



The Bury Line

5.10 The former Bury to Manchester rail line closed in August 1991 and reopened on 6 April 1992 as Metrolink.

5.11 Counts of peak period passengers boarding Manchester bound trams in 1992 and 1998 to 2007 are given in Tables 5.15 and 5.16. Figures 5.7 and 5.8 show trends in Manchester bound peak and off-peak patronage at each station. Patronage figures for the Bury rail line, before its conversion to Metrolink, can be found in GMTU Report 641 'Transport Statistics Greater Manchester 1999'. Bury Metrolink line was closed for major track upgrade work from the 29th of May until the 13th of September in 2007 for major track upgrade work.

Table 5.15 Weekday Peak Inbound Boarders on the Bury Metrolink Line (07:30-09:30)												
	Station	Metrolink										
		1992	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Outer Area)	Bury	497	889	874	811	709	756	811	761	671	638	514
	Radcliffe	305	641	675	653	571	531	577	674	572	597	504
	Whitefield	237	383	374	478	390	418	421	402	405	477	425
	Besses o'th' Barn	178	327	282	263	266	282	281	307	284	279	251
	Prestwich	162	365	354	406	279	266	259	289	221	257	226
	Heaton Park	91	218	212	175	181	158	155	242	173	152	156
	Total	1470	2823	2771	2786	2396	2411	2504	2675	2326	2400	2076
Index	100	192	189	190	163	164	170	182	158	163	141	
Inner Area	Bowker Vale	190	318	320	300	292	272	212	293	265	273	267
	Crumpsall	251	359	413	305	292	234	249	228	239	287	250
	Woodlands Rd	55	107	84	75	68	68	73	74	68	59	71
	Total	496	784	817	680	652	574	534	595	572	619	588
	Index	100	158	165	137	131	116	108	120	115	125	119
All Stations	Total	1966	3607	3588	3466	3048	2985	3038	3270	2898	3019	2664
	Index	100	183	183	176	155	152	155	166	147	154	136

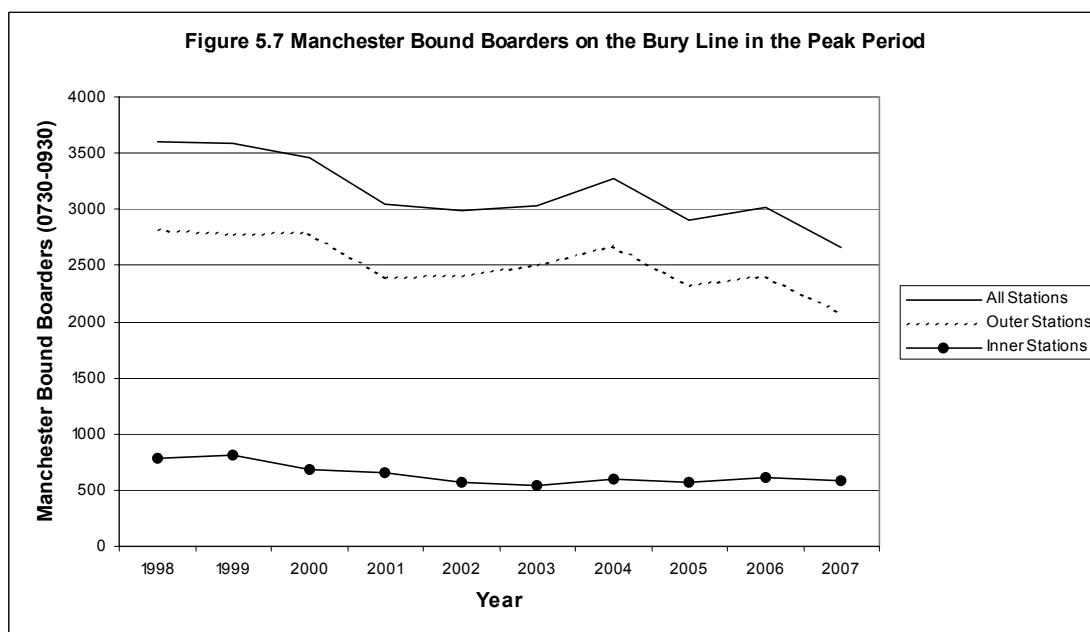
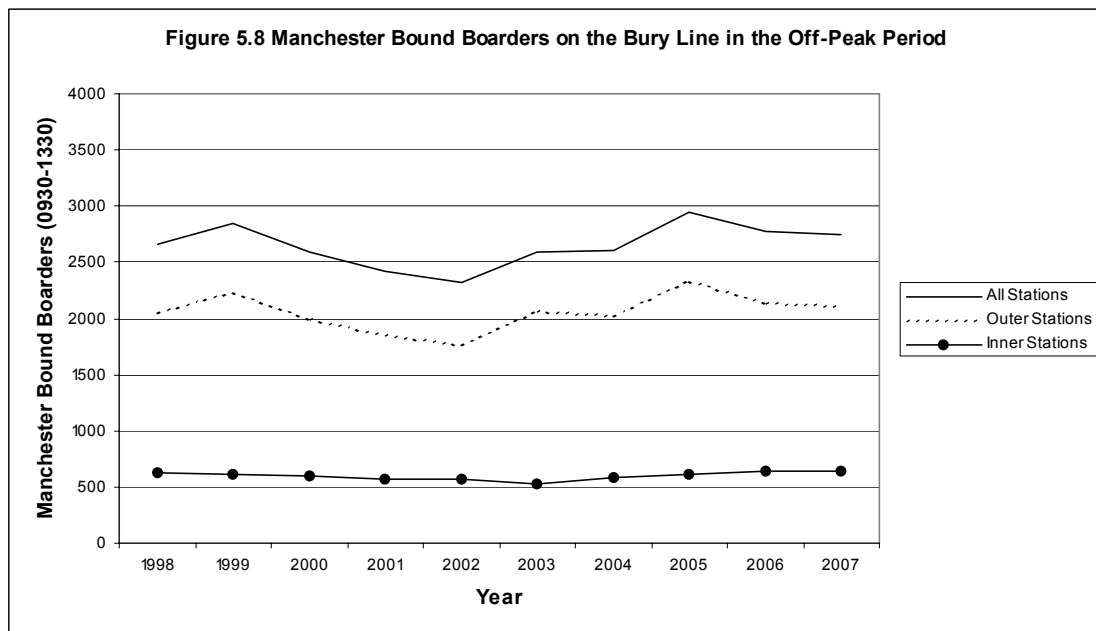


Table 5.16 Weekday Off-Peak Inbound Boarders on the Bury Metrolink Line (09:30-13:30)												
	Station	Metrolink										
		1992	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Outer Area	Bury	732	926	1035	821	806	770	970	947	1137	961	960
	Radcliffe	188	240	276	240	228	236	263	276	326	276	288
	Whitefield	189	266	297	281	250	214	252	258	300	305	267
	Besses o'th' Barn	126	147	137	141	128	136	148	143	141	155	147
	Prestwich	256	338	328	343	318	269	284	301	314	304	313
	Heaton Park	101	127	164	161	123	136	143	93	114	130	136
	Total	1592	2044	2237	1987	1853	1761	2060	2018	2332	2131	2111
	Index	100	128	141	125	116	111	129	127	146	134	133
Inner Area	Bowker Vale	147	167	168	181	165	155	165	170	178	165	184
	Crumpsall	278	339	336	317	290	253	277	335	324	380	371
	Woodlands Rd	64	117	104	100	114	157	90	76	111	100	86
	Total	489	623	608	598	569	565	532	581	613	645	641
	Index	100	127	124	122	116	116	109	119	125	132	131
All Stations	Total	2081	2667	2845	2585	2422	2326	2592	2599	2945	2776	2752
Index	100	128	137	124	116	112	125	125	142	133	132	



The Eccles Line

- 5.12 The Metrolink extension to Salford Quays and Eccles opened in two stages. The first section to Broadway opened on 6 December 1999. The second section from Broadway to Eccles opened on 21 July 2000.
- 5.13 The Eccles line joins the Altrincham line at Cornbrook, which up until September 2005 was an interchange station only for passengers transferring between the two lines and had no pedestrian access.
- 5.14 Whereas the Bury and Altrincham lines have their main passenger flows to the regional centre in the morning peak, this is not true of the Eccles line, which serves Salford Quays. The following tables are therefore presented in a different format to the tabulations for the other Metrolink lines so that Manchester bound boarders and Eccles bound alighters can be identified.
- 5.15 Counts of peak period passengers boarding Manchester bound and alighting Eccles bound trams are given in Tables 5.17 and 5.18 for 2000 to 2007. Figures 5.9 and 5.10 show the corresponding trends in peak patronage at each station. Counts of off-peak passengers boarding Manchester bound and alighting Eccles bound trams are given in Tables 5.19 and 5.20 for 2000 to 2007. Figures 5.11 and 5.12 show the corresponding trends in off-peak patronage at each station.

Table 5.17 Weekday Peak Manchester Bound Boarders on the Eccles Metrolink Line (07:30-09:30)									
	Station								
		2000	2001	2002	2003	2004	2005	2006	2007
Outer Area	Eccles	204	245	245	272	318	284	339	373
	Ladywell	29	62	76	99	111	105	110	98
	Weaste	38	57	54	53	72	102	106	93
	Langworthy	79	100	89	86	127	158	125	99
	Total	350	464	464	510	628	649	680	663
	Index	100	133	133	146	179	185	194	189
Inner Area	Broadway	8	4	5	3	3	14	12	24
	Harbour City	12	13	8	14	18	29	30	60
	Anchorage	42	39	41	45	43	38	46	45
	Salford Quays	51	62	49	85	66	78	74	83
	Exchange Quay	47	42	57	48	39	34	55	99
	Pomona	0	13	1	2	3	4	1	0
	Cornbrook Ecc	2	3	2	0	4	11	17	25
	Total	162	176	163	197	176	208	235	336
Index	100	109	101	122	109	128	145	207	
All Stations	Total	512	640	627	707	804	857	915	999
	Index	100	125	122	138	157	167	179	195

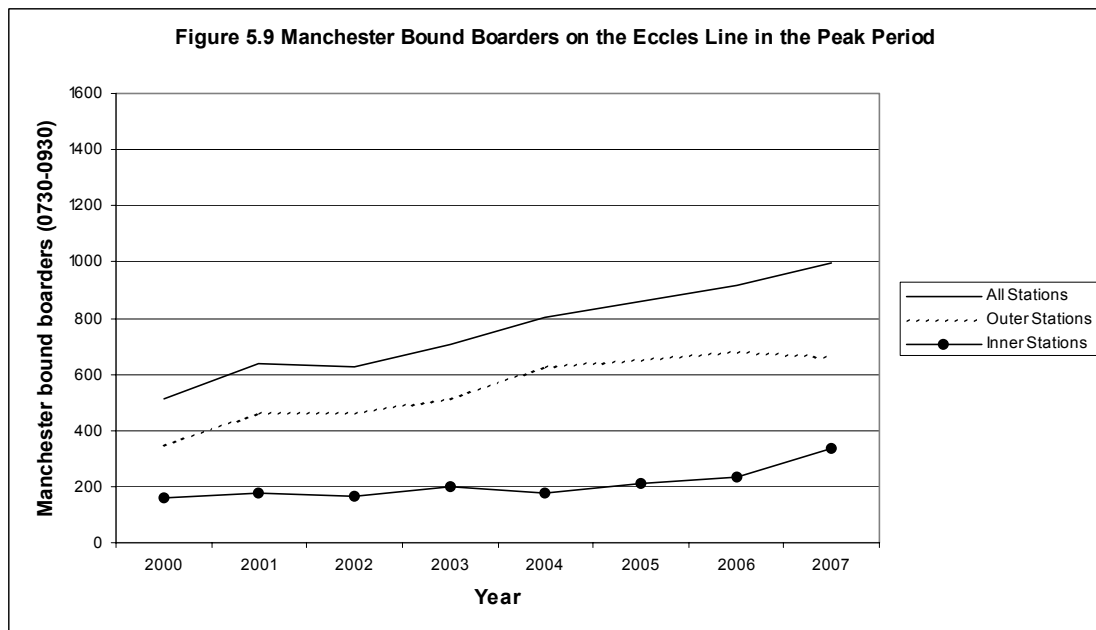


Table 5.18 Weekday Peak Eccles Bound Alighters on the Eccles Metrolink Line (07:30-09:30)									
	Station								
		2000	2001	2002	2003	2004	2005	2006	2007
Outer Area	Eccles	81	77	110	88	97	94	95	90
	Ladywell	28	23	34	33	46	39	40	67
	Weaste	30	46	42	55	56	76	66	67
	Langworthy	23	18	29	26	82	74	98	81
	Total	162	164	215	202	281	283	299	305
	Index	100	101	133	125	173	175	185	188
Inner Area	Broadway	73	58	62	31	67	59	77	88
	Harbour City	96	116	81	139	163	164	181	221
	Anchorage	178	200	187	215	159	158	165	219
	Salford Quays	95	99	87	140	172	138	157	140
	Exchange Quay	204	314	387	395	322	335	233	455
	Pomona	8	36	5	25	10	3	6	8
	Cornbrook Ecc	29	16	21	24	14	23	21	19
	Total	683	839	830	969	907	880	840	1150
	Index	100	123	122	142	133	129	123	168
All Stations	Total	845	1003	1045	1171	1188	1163	1139	1455
	Index	100	119	124	139	141	138	135	172

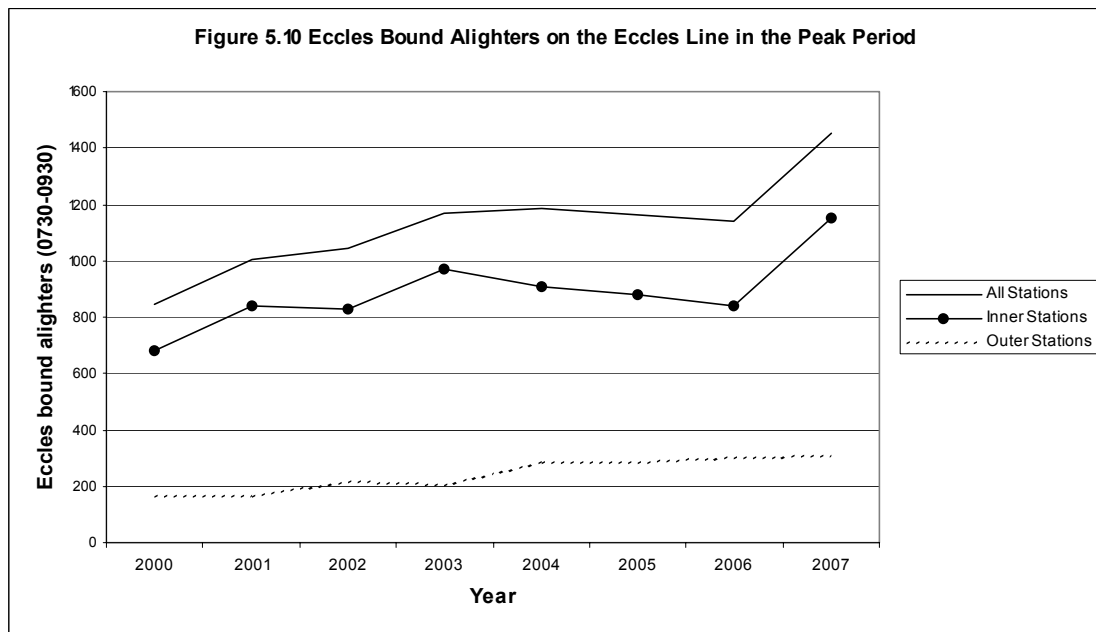


Table 5.19 Weekday Off-Peak Manchester Bound Borders on the Eccles Metrolink Line (09:30-13:30)									
	Station								
		2000	2001	2002	2003	2004	2005	2006	2007
Outer Area	Eccles	221	242	323	262	265	296	395	363
	Ladywell	39	48	89	68	82	173	142	131
	Weaste	42	62	66	37	56	94	71	81
	Langworthy	55	58	69	68	73	124	100	83
	Total	357	410	547	435	476	687	708	658
	Index	100	115	153	122	133	192	198	184
Inner Area	Broadway	14	26	31	35	48	38	29	56
	Harbour City	41	49	39	39	30	45	65	92
	Anchorage	58	44	49	52	58	61	60	65
	Salford Quays	61	63	76	66	56	75	95	76
	Exchange Quay	70	76	92	99	66	93	95	110
	Pomona	7	3	3	18	14	12	3	8
	Cornbrook Ecc	2	4	0	2	0	9	19	21
	Total	253	265	290	311	272	333	366	428
	Index	100	105	115	123	108	132	145	169
All Stations	Total	610	675	837	746	748	1020	1074	1086
	Index	100	111	137	122	123	167	176	178

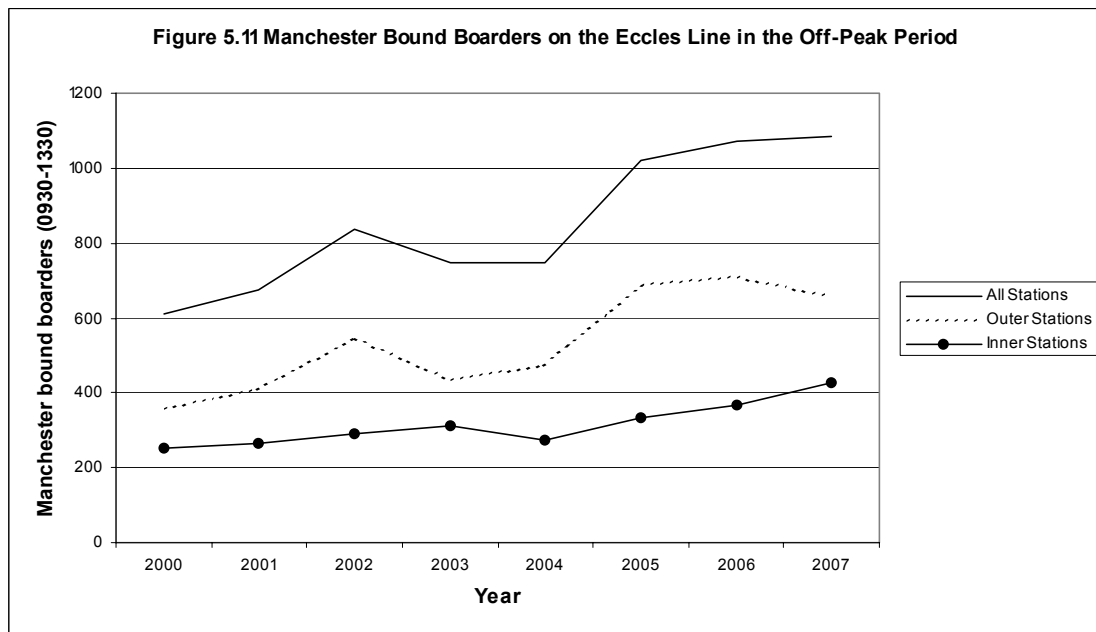
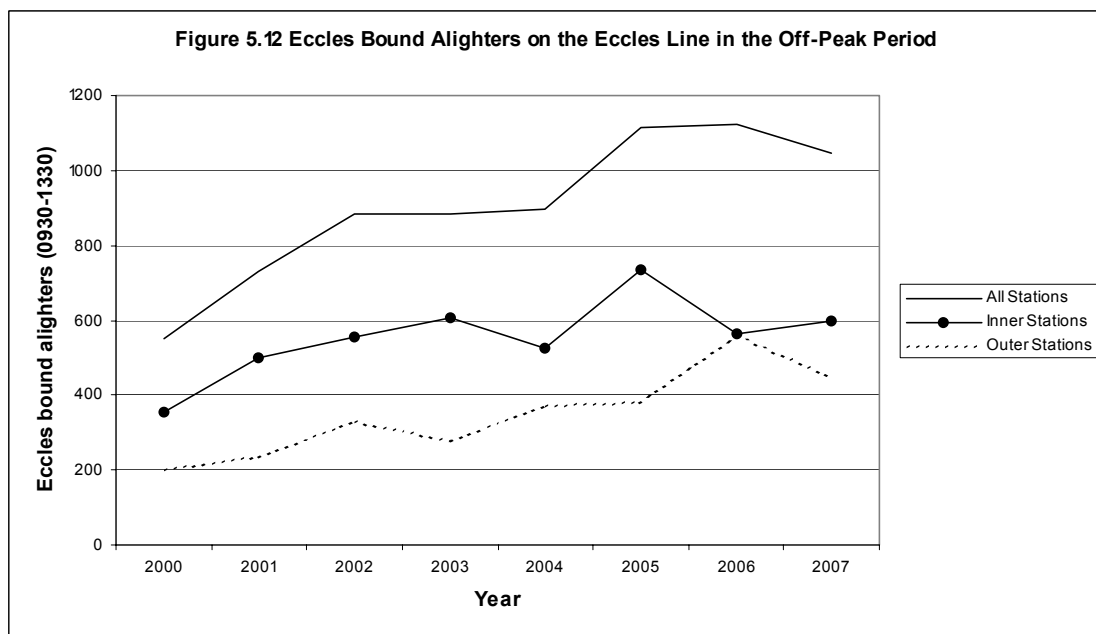


Table 5.20 Weekday Off-Peak Eccles Bound Alighters on the Eccles Metrolink Line (09:30-13:30)									
	Station								
		2000	2001	2002	2003	2004	2005	2006	2007
Outer Area	Eccles	139	157	223	174	224	199	355	263
	Ladywell	16	38	59	50	74	73	94	73
	Weaste	17	20	10	20	23	28	34	43
	Langworthy	27	18	36	32	49	82	76	68
	Total	199	233	328	276	370	382	559	447
	Index	100	117	165	139	186	192	281	225
Inner Area	Broadway	42	51	68	49	71	65	39	68
	Harbour City	71	167	145	198	129	282	168	173
	Anchorage	48	63	79	82	87	95	99	76
	Salford Quays	59	80	103	90	83	129	110	102
	Exchange Quay	104	122	135	168	127	111	103	145
	Pomona	7	2	5	6	11	19	6	7
	Cornbrook Ecc	22	13	20	14	19	33	37	28
	Total	353	498	555	607	527	734	562	599
Index	100	141	157	172	149	208	159	170	
All Stations	Total	552	731	883	883	897	1116	1121	1046
	Index	100	132	160	160	163	202	203	189

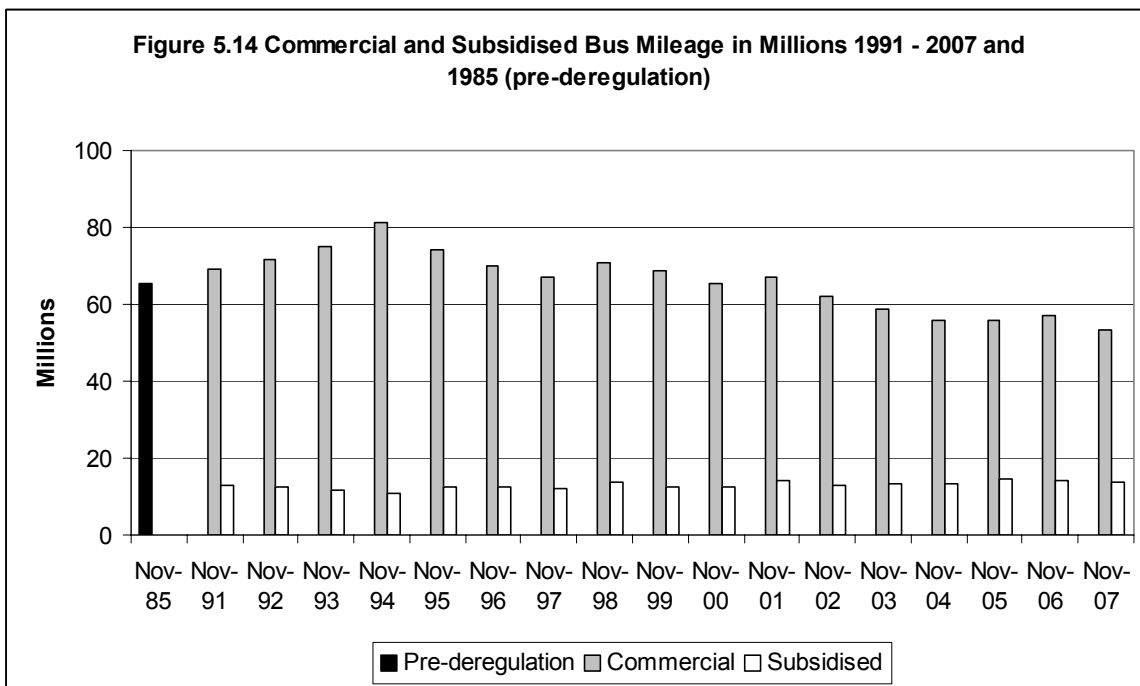
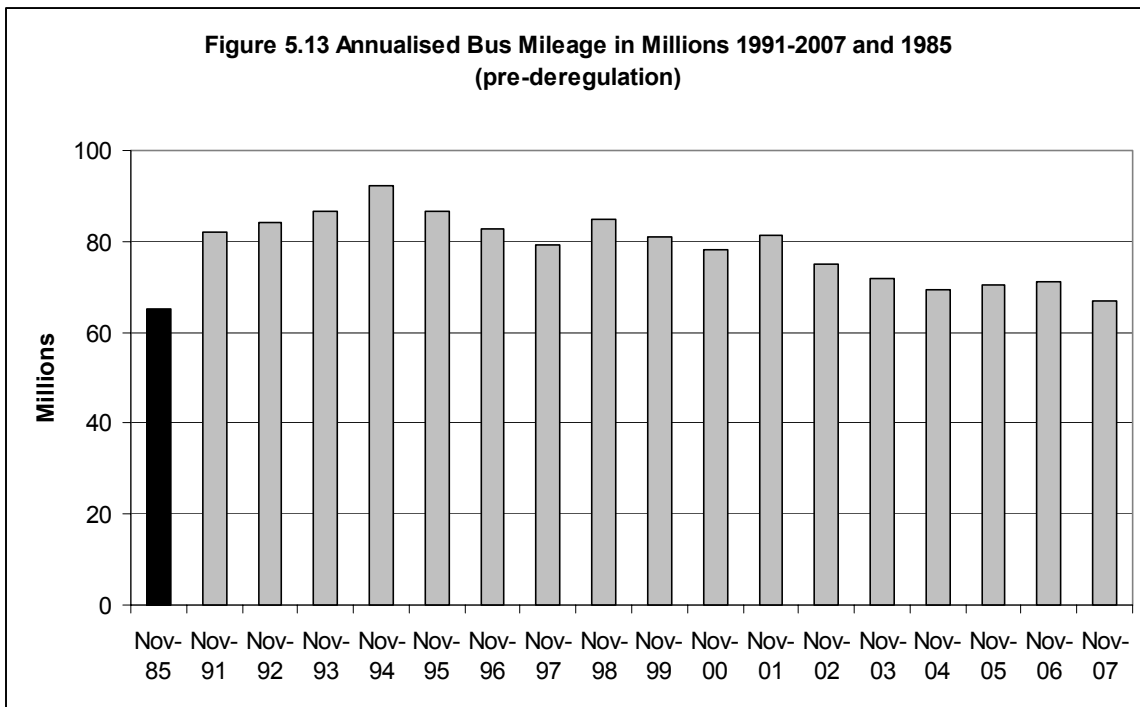


BUS SERVICE SUPPLY

Annualised Bus Mileage

- 5.16 GMTU maintained a database of bus service registrations until November 1997. Information in this section up to and including November 1997 has been produced from this database. Information after November 1997 has been supplied from a database maintained by Greater Manchester Passenger Transport Executive (GMPTE). GMTU and GMPTE worked closely to ensure that information from the two databases is consistent.
- 5.17 In the following tables, unless stated, bus mileage figures refer to annualised mileages as of the first of November each year. The annualised mileage is calculated from registrations current on that date, i.e. as if all the registrations on that date were to continue running for one year. This is not necessarily the same as the actual mileage run, since operators amend some of their services during the year.
- 5.18 Table 5.21 shows an overview of annualised bus mileage immediately prior to deregulation and thereafter. The percentage of total bus mileage that was subsidised (operated with financial support from Greater Manchester Passenger Transport Authority (GMPTA)) is shown in brackets for all years since deregulation. Figures 5.13 and 5.14 illustrate the trends.

Table 5.21 Total Greater Manchester Annualised Bus Mileage in Millions, 1985 to 2007			
Year	Commercial	Subsidised (%)	Total
1985	-	-	65.3
1986	49.1	4.7 (9)	53.8
1987	72.1	8.9 (11)	81.0
1988	72.0	9.5 (12)	81.6
1989	71.5	11.2 (14)	82.7
1990	70.4	12.7 (15)	83.1
1991	69.1	12.8 (16)	82.0
1992	71.6	12.5 (15)	84.1
1993	74.8	11.7 (14)	86.6
1994	81.3	11.0 (12)	92.3
1995	74.1	12.5 (14)	86.1
1996	70.0	12.7 (15)	82.8
1997	67.1	12.0 (15)	79.1
1998	70.8	13.9 (16)	84.7
1999	68.6	12.3 (15)	80.9
2000	65.5	12.7 (16)	78.2
2001	67.2	14.3 (18)	81.5
2002	62.0	12.9 (17)	74.9
2003	58.6	13.4 (19)	72.0
2004	56.0	13.5 (19)	69.4
2005	55.7	14.7 (21)	70.4
2006	57.0	14.3 (20)	71.3
2007	53.3	13.7(20)	66.9



Annualised Bus Mileage by District

5.19 Table 5.22 shows the annualised bus mileage in each district for each November between 2002 and 2007, and for 1985.

Table 5.22 Annualised Bus Mileage in Millions, 2002 to 2007, and 1985 (pre-deregulation year)							
District	Nov 85	Nov 02	Nov 03	Nov 04	Nov 05	Nov 06	Nov 07
Bolton	6.2	7.8	6.8	6.8	6.8	6.8	6.5
Bury	4.2	5.3	4.3	4.7	4.8	4.6	4.4
Manchester	18.5	20.2	19.8	19.2	19.5	20.5	17.9
Oldham	5.1	4.7	6.0	5.1	5.8	5.7	5.5
Rochdale	3.9	5.1	5.4	3.9	4.7	4.7	4.5
Salford	6.9	6.7	5.9	6.2	6.1	5.9	5.7
Stockport	5.1	6.5	6.2	6.2	5.8	6.7	6.0
Tameside	4.5	5.8	5.5	5.3	4.8	4.7	5.1
Trafford	4.5	5.1	4.9	4.7	4.7	4.7	4.5
Wigan	6.4	7.7	7.2	7.4	7.2	7.0	6.9
Total	65.3	74.9	72.0	69.4	70.4	71.3	66.9

Note: Sum of columns may not equal totals due to rounding.

Commercial and Subsidised Bus Mileage

5.20 Table 5.23 shows the commercial and subsidised mileage in each Greater Manchester district for the years 2002 to 2007 and the total mileage operated in 1985.

Table 5.23 Commercial and Subsidised Bus Mileage in Millions, 2002 to 2007, and 1985 (pre-deregulation year)													
District	Nov 85	Nov 02		Nov 03		Nov 04		Nov 05		Nov 06		Nov 07	
		Com	Sub	Com	Sub	Com	Sub	Com	Sub	Com	Sub	Com	Sub
Bolton	6.2	6.8	1.0	5.7	1.1	5.6	1.2	5.5	1.3	5.6	1.2	5.4	1.1
Bury	4.2	4.4	0.9	3.7	0.6	3.8	0.9	3.9	0.9	3.7	0.9	3.5	0.9
Manchester	18.5	17.0	3.2	16.2	3.6	15.9	3.2	16.2	3.4	17.3	3.2	14.8	3.1
Oldham	5.1	3.3	1.4	4.7	1.3	3.8	1.3	4.3	1.5	4.2	1.5	4.1	1.3
Rochdale	3.9	4.3	0.8	4.6	0.8	3.0	0.8	3.4	1.3	3.6	1.1	3.4	1.1
Salford	6.9	5.7	1.0	4.8	1.1	5.0	1.2	5.0	1.1	4.7	1.2	4.5	1.1
Stockport	5.1	5.7	0.8	5.2	1.0	5.0	1.2	4.4	1.4	5.3	1.4	4.8	1.2
Tameside	4.5	4.6	1.2	4.4	1.1	4.1	1.1	3.7	1.2	3.5	1.2	3.7	1.4
Trafford	4.5	3.8	1.4	3.5	1.3	3.5	1.2	3.5	1.2	3.5	1.2	3.3	1.2
Wigan	6.4	6.5	1.2	5.8	1.4	6.0	1.4	5.8	1.4	5.7	1.4	5.7	1.2
Total Com/Sub	65.3	62.0	12.9	58.6	13.4	56.0	13.5	55.7	14.7	57.0	14.3	53.3	13.7
Total Mileage	65.3	74.9		72.0		69.4		70.4		71.3		66.9	

Notes:

Com = Commercial Services run at the operators' risk.

Sub = Subsidised Services run with the aid of subsidy from the GMPTA after competitive tendering.

Sum of columns may not equal totals due to rounding.

Analysis by Time of Day and Day of Week

5.21 Tables 5.24 to 5.28 and Figure 5.15 show an analysis of bus mileage at different times of day and on different days of the week.

Table 5.24 Weekday Peak (07:00–09:00) Bus Mileage by District								
District	Nov 85	Nov 02	Nov 03	Nov 04	Nov 05	Nov 06	Nov 07	Index 07
Bolton	2960	3680	3220	3390	3200	3190	3040 (88)	103
Bury	2060	2430	2010	2150	2180	2000	1900 (84)	92
Manchester	9850	8810	8660	8290	8610	8620	7710 (87)	78
Oldham	2570	2310	2940	2480	2770	2620	2490 (80)	97
Rochdale	1860	2470	2650	2100	2420	2210	2050 (81)	110
Salford	3230	3020	2610	2860	2690	2470	2320 (86)	72
Stockport	2630	3090	2910	2890	2830	3060	2650 (82)	101
Tameside	2290	2850	2670	2570	2400	2280	2410 (81)	105
Trafford	2350	2530	2350	2420	2240	2100	1920 (75)	82
Wigan	3000	3500	3270	3590	3490	3220	3150 (89)	105
Total	32800	34670	33280	32720	32820	31770	29640	-
Index	100	106	101	100	100	97	90	-
% Commercial Mileage	-	86	86	83	82	83	84	-

Notes:

Indices are based on Nov 85 = 100

Sum of columns may not equal totals due to rounding.

Figures in parentheses give the percentage of mileage operated commercially in 2007

Table 5.25 Weekday Off-Peak (10:00–15:00) Bus Mileage by District								
District	Nov 85	Nov02	Nov 03	Nov 04	Nov 05	Nov 06	Nov 07	Index 07
Bolton	5440	9470	8160	8040	8000	8050	7580 (87)	139
Bury	3970	6190	5160	5510	5550	5390	5110 (80)	129
Manchester	14600	21690	21480	20690	21330	21910	19490 (86)	134
Oldham	4120	5450	6920	6050	6800	6810	6470 (77)	157
Rochdale	3360	6450	6640	4780	5650	5510	5230 (78)	156
Salford	5910	7720	6870	7110	6880	6480	6240 (81)	106
Stockport	4370	7250	6810	6740	6290	7060	6390 (82)	146
Tameside	3700	6620	6400	6020	5370	5260	5630 (78)	152
Trafford	3870	5610	5260	5100	5280	5090	5030 (85)	130
Wigan	5750	9460	9020	9050	8720	8630	8640 (90)	150
Total	55090	85900	82730	79090	79870	80180	75810	
Index	100	156	150	144	145	146	138	-
% Commercial Mileage	-	87	86	84	83	83	83	-

Notes:

Indices are based on Nov 85 = 100

Sum of columns may not equal totals due to rounding.

Figures in parentheses give the percentage of mileage operated commercially in 2007.

Table 5.26 Weekday Evening (20:00–22:00) Bus Mileage by District								
District	Nov 85	Nov 02	Nov 03	Nov 04	Nov 05	Nov 06	Nov 07	Index 07
Bolton	1250	840	750	730	770	790	770 (38)	62
Bury	740	580	460	500	540	500	510 (45)	69
Manchester	3860	3290	2930	2810	2860	3090	2520 (56)	65
Oldham	1120	570	740	620	720	710	650 (48)	58
Rochdale	730	500	560	360	540	540	560 (51)	77
Salford	1560	730	660	710	730	790	800 (49)	51
Stockport	1180	890	800	840	780	910	860 (60)	73
Tameside	930	790	680	670	650	650	710 (30)	76
Trafford	850	670	700	690	680	620	610 (27)	72
Wigan	1420	920	780	810	820	740	720 (23)	51
Total	13640	9780	9070	8740	9090	9350	8710	
Index	100	72	66	64	67	69	64	
% Commercial Mileage	-	55	49	51	46	49	46	-

Notes:

Indices are based on Nov 85 = 100

Sum of columns may not equal totals due to rounding.

Figures in parentheses give the percentage of mileage operated commercially in 2007.

Table 5.27 Saturday Bus Mileage by District								
District	Nov 85	Nov 02	Nov 03	Nov 04	Nov 05	Nov 06	Nov 07	Index 07
Bolton	17830	21610	18730	18670	18510	18760	17710 (84)	99
Bury	12010	14420	11520	12240	12690	12100	11830 (81)	99
Manchester	48770	53880	52880	51170	50770	54060	46080 (82)	94
Oldham	14500	12770	15980	13630	15750	15420	14250 (75)	98
Rochdale	10630	13030	14160	10010	12380	12380	12070 (75)	114
Salford	18380	18740	16670	17450	17210	16470	15880 (80)	86
Stockport	13740	17620	16750	16430	14890	17400	15530 (81)	113
Tameside	12480	15440	14690	13820	12710	12380	12910 (72)	103
Trafford	12130	13540	13150	12240	12460	12220	11950 (77)	99
Wigan	17660	21770	20390	20500	20350	19670	19310 (85)	109
Total	178130	202830	194920	186170	187740	190880	177520	-
Index	100	114	109	105	105	107	100	-
% Commercial Mileage	-	84	83	82	80	81	80	-

Notes:

Indices are based on Nov 85 = 100

Sum of columns may not equal totals due to rounding.

Figures in parentheses give the percentage of mileage operated commercially in 2007.

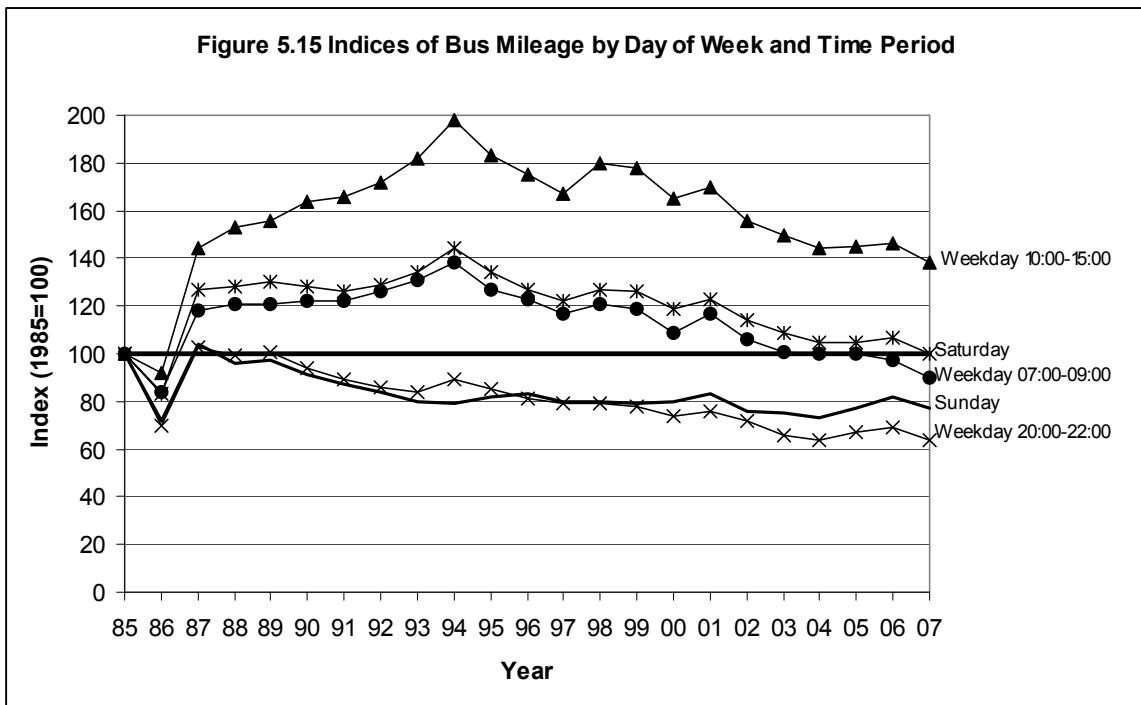
Table 5.28 Sunday Bus Mileage by District								
District	Nov 85	Nov 02	Nov 03	Nov 04	Nov 05	Nov 06	Nov 07	Index 07
Bolton	8220	6690	6400	6160	6730	6790	6730 (63)	82
Bury	5360	5020	4380	4780	5120	4880	4820 (67)	90
Manchester	30530	24380	23700	23570	24080	26860	22970 (72)	75
Oldham	7890	4280	5700	4950	5880	5940	5680 (56)	72
Rochdale	5560	4120	4730	3040	4510	4720	4530 (60)	81
Salford	11750	6510	6000	6230	6980	7200	6930 (75)	59
Stockport	7500	6880	6570	6780	6430	8190	7330 (70)	98
Tameside	6970	5620	5580	5330	5280	5190	6190 (54)	89
Trafford	6410	5970	5980	5850	5570	5970	5490 (53)	86
Wigan	9460	6240	5890	5840	6290	5990	5690 (52)	60
Total	99650	75710	74920	72540	76870	81740	76370	-
Index	100	76	75	73	77	82	77	-
% Commercial Mileage	-	63	62	65	62	67	65	-

Notes:

Indices are based on Nov 85 = 100

Sum of columns may not equal totals due to rounding.

Figures in parentheses give the percentage of mileage operated commercially in 2007.



Bus Mileage by Operator

5.22 Table 5.29 shows the trends in the bus mileage of the 10 companies operating more than one million miles per annum in Greater Manchester in 2007 (previous mileage operated by GM Buses is shown as a guide). Some operating companies belong to larger operating groups whose market share is examined in Table 5.30.

Table 5.29 Bus Mileage of Operators 2002 to 2007, and 1985 (pre-deregulation year)							
Operator	Annualised mileage (million vehicle miles)						
	Nov 85	Nov 02	Nov 03	Nov 04	Nov 05	Nov 06	Nov 07
GM Buses	63.4	-	-	-	-	-	-
First	-	30.3	29.5	29.3	28.9	27.9	26.6
Stagecoach Manchester	-	19.9	18.5	18.6	18.5	18.8	17.9
Arriva Manchester	-	3.5	3.2	3.0	4.3	4.4	4.1
Arriva Liverpool	-	-	-	-	2.1	2.4	2.0
Rosendale Transport	-	1.8	1.7	1.4	1.8	1.7	1.7
Bluebird	-	1.3	1.4	1.5	1.4	1.6	1.7
South Lancs. Travel	-	1.2	1.2	1.3	1.8	1.9	1.6
First Pioneer	-	1.1	1.6	-	0.8	1.2	1.2
Maynes	0.4	1.1	1.2	1.1	1.1	1.1	1.0
Speedwellbus Limited	-	0.1	0.2	0.4	0.6	0.7	1.0
Others	1.5	13.1	12.8	12.1	7.9	7.5	8.1
GM Total	65.3	74.9	72.0	69.4	70.4	71.3	66.9

Note: UK North ceased operating in December 2006

Market Share of Operating Groups

5.23 Table 5.30 and Figure 5.16 show the change in market share of bus mileage between 2006 and 2007

5.24 For all groups with more than 2.0% of the market in either year. The three major bus groups operating within Greater Manchester are First, Stagecoach and Arriva. The constituent companies of each group operating within Greater Manchester are:

First - First Manchester, First Yorkshire West and First Pioneer

Stagecoach - Stagecoach Manchester and Stagecoach in Lancashire

Arriva - Arriva Manchester, Arriva North West, Arriva Merseyside and Arriva Liverpool

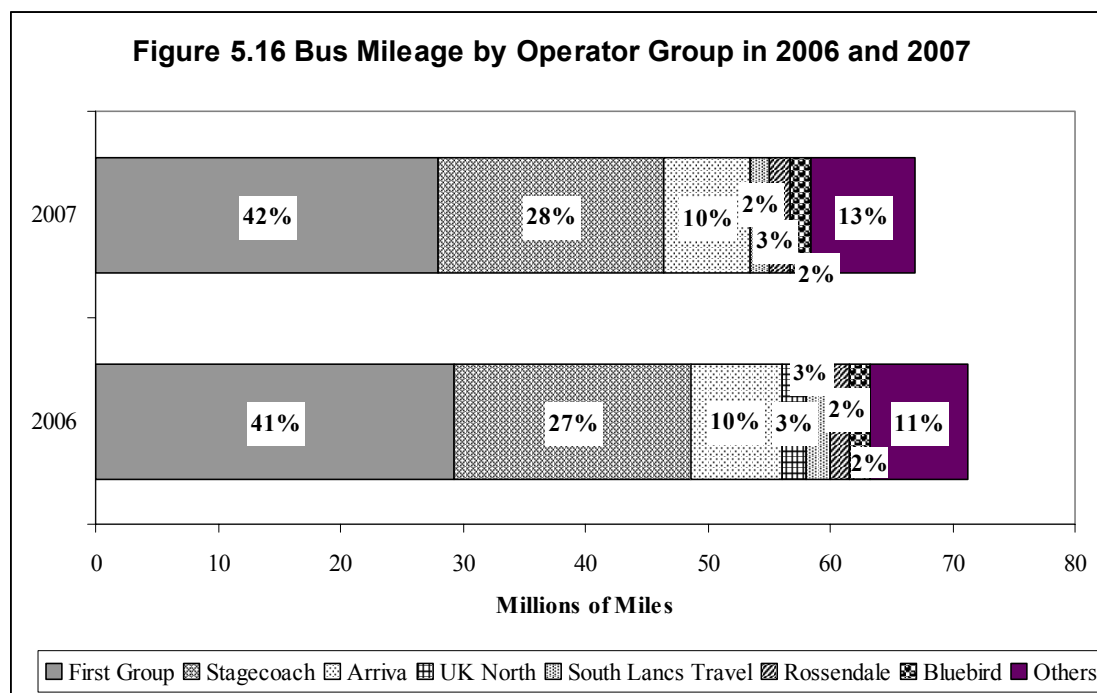
Table 5.30 Market Share of Bus Mileage of Operating Groups with more than 2% of Market Share in either 2006 or 2007							
	Operating Group	Commercial		Subsidised		Total	
		Mileage	% Share	Mileage	% Share	Mileage	% Share
2007	First	24.6	46	3.4	25	28.0	42
	Stagecoach	16.4	31	2.0	15	18.5	28
	Arriva	4.8	9	2.2	16	7.0	11
	Rossendale	0.8	2	0.9	7	1.7	3
	Bluebird	0.9	2	0.8	6	1.7	3
	South Lancs Travel	1.0	2	0.6	4	1.6	2
	Others	4.8	9	3.7	27	8.5	13
2006	First	25.5	45	3.8	27	29.3	41
	Stagecoach	16.9	30	2.4	17	19.3	27
	Arriva	5.2	9	2.3	16	7.5	10
	UK North	2.0	4	0.0	0	2.0	3
	Rossendale	0.9	2	0.8	6	1.7	2
	South Lancs Travel	1.0	2	0.9	6	1.9	3
	Bluebird	0.9	2	0.7	5	1.6	2
	Others	4.6	8	3.4	24	8.0	11

Notes:

Sum of columns headed ‘% share’ may not equal 100% due to rounding.

Mileage: millions of miles

UK North ceased operating in December 2006



Bus Registration Changes 2002-2007

5.25 Table 5.31 shows the number of bus registration changes each year from November 2002 to October 2007.

Table 5.31 Bus Registration Changes November 2001 – October 2007					
	Nov 2002 to Oct 2003	Nov 2003 to Oct 2004	Nov 2004 to Oct 2005	Nov 2005 to Oct 2006	Nov 2006 to Oct 2007
November	43	79	67	22	31
December	49	26	77	26	60
January	166	95	180	222	118
February	208	87	97	17	37
March	61	91	27	22	20
April	80	65	77	94	99
May	88	17	24	40	14
June	96	352	72	25	12
July	49	105	116	108	88
August	140	117	127	14	33
September	316	388	258	429	283
October	47	86	148	73	89
Total	1343	1508	1270	1092	884

Note:

Figures include cancellations and amendments as well as new registrations.

6 BACKGROUND INFORMATION

Retail Price Index

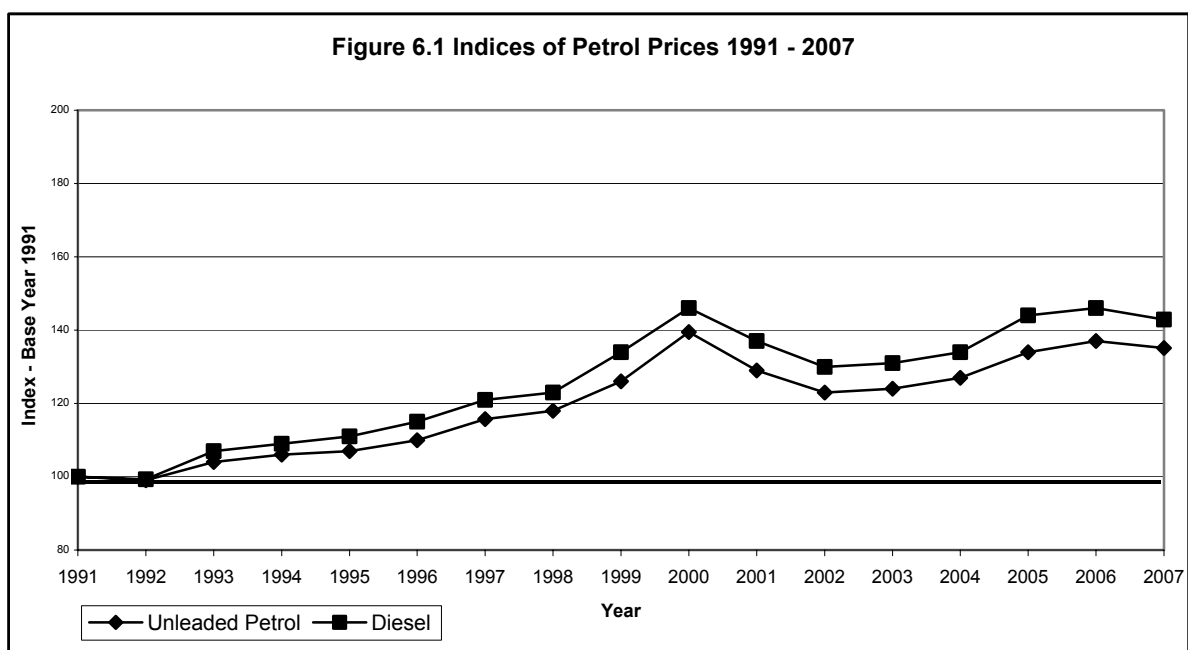
Table 6.1 Retail Price Index (All Items) 1987-2007 – Base Jan 1987 = 100			
Year and Index	Quarterly RPI	Year and Index	Quarterly RPI
1987 101.9	100.3 101.9 102.1 103.2	1998 162.9	160.2 163.2 163.7 164.4
1988 106.8	103.7 106.2 107.4 109.9	1999 165.4	163.7 165.5 165.6 166.8
1989 115.2	111.7 114.9 115.7 118.3	2000 170.3	167.5 170.6 170.9 172.0
1990 126.2	120.4 126.0 128.1 130.1	2001 173.4	171.8 173.9 174.0 173.8
1991 133.5	130.8 133.6 134.2 135.5	2002 176.2	173.9 176.0 176.6 178.2
1992 138.5	136.2 139.1 139.0 139.6	2003 181.3	179.2 181.3 181.8 182.9
1993 140.7	138.7 140.9 141.3 141.8	2004 186.7	183.8 186.3 187.4 189.2
1994 144.2	142.0 144.5 144.6 145.5	2005 192.0	189.7 191.9 192.6 193.7
1995 149.2	146.8 149.5 149.9 150.7	2006 198.1	194.2 197.6 199.3 201.4
1996 152.7	150.9 152.8 153.1 154.0	2007 206.6	203.0 206.3 207.1 209.8
1997 157.5	154.9 156.9 158.4 159.7		

Fuel Prices

6.1 Table 6.2 and Figure 6.1 show indices of the cost of fuel per litre using 1991 as the base year.

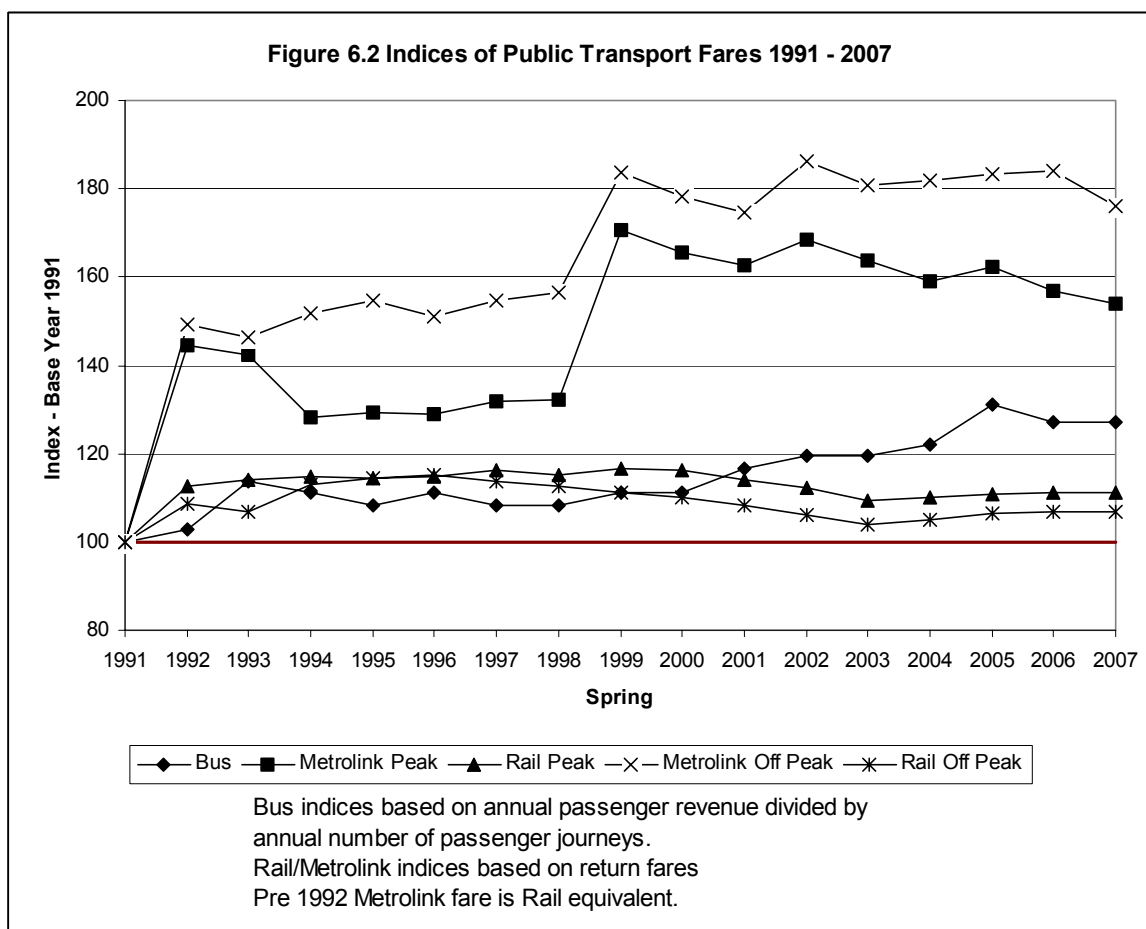
Table 6.2 The Cost of Fuel per Litre 1991-2007						
Year	Unleaded Petrol			Diesel		
	Cost (p)	Cost at 1991 Prices (p)	Index	Cost (p)	Cost at 1991 Prices (p)	Index
1991	45.07	45.07	100	43.82	43.82	100
1992	46.07	44.41	99	45.01	43.39	99
1993	49.44	46.91	104	49.20	46.68	107
1994	51.58	47.75	106	51.53	47.71	109
1995	53.77	48.11	107	54.24	48.53	111
1996	56.52	49.41	110	57.71	50.45	115
1997	61.82	52.40	116	62.47	52.95	121
1998	64.80	53.10	118	65.50	53.68	123
1999	70.16	56.63	126	72.49	58.51	134
2000	79.93	62.66	139	81.34	63.76	146
2001	75.72	58.30	129	77.84	59.93	137
2002	73.24	55.49	123	75.46	57.17	130
2003	76.04	55.99	124	77.92	57.38	131
2004	80.22	57.36	127	81.91	58.57	134
2005	86.75	60.32	134	90.86	63.18	144
2006	91.32	61.54	137	95.21	64.16	146
2007	94.24	60.91	135	96.85	62.60	143

Note: Fuel prices are from DTI Energy Prices (DTI Website) and are for premium unleaded petrol and ultra low sulphur diesel.



Public Transport Fares

- 6.2 Tables 6.3 and 6.4 and Figure 6.2 show indices of peak and off-peak public transport fares relative to 1991 for an average journey by bus, Metrolink and rail. All fares have been adjusted for inflation to 1991 prices. Average journey lengths and fares were provided by GMPT. As Metrolink did not begin operation until 1992, the quoted 1991 fare is the equivalent rail fare.
- 6.3 The average bus fare has been calculated by dividing the annual bus passenger revenue by the annual number of bus passenger journeys.
- 6.4 As the average Metrolink journey is 4.5 miles, which covers 3 Metrolink zones, the fare from Heaton Park to Manchester City Centre has been used as the representative fare. For train, the fare from Marple to Manchester City Centre was taken as typical, as this journey has the average journey length of 9.5 miles.
- 6.5 Return fares have been used to calculate the price indices for rail and Metrolink because this is the type of ticket most commonly purchased. In contrast, the average bus fare is for a single journey and includes concessionary fares.



Year	Bus (average revenue per person per journey)			Metrolink (3 zones, return)			Rail (9.5 miles, return)		
	Cost (£)	Cost at 1991 Prices (£)	Index	Cost (£)	Cost at 1991 Prices (£)	Index	Cost (£)	Cost at 1991 Prices (£)	Index
1991	0.36	0.36	100	1.80 (R)	1.80	100	2.70	2.70	100
1992	0.38	0.37	103	2.70 (M)	2.60	144	3.15	3.04	113
1993	0.43	0.41	114	2.70 (M)	2.56	142	3.25	3.08	114
1994	0.43	0.40	111	2.50 (M)	2.31	128	3.35	3.10	115
1995	0.44	0.39	108	2.60 (M)	2.33	129	3.45	3.09	114
1996	0.46	0.40	111	2.65 (M)	2.32	129	3.55	3.10	115
1997	0.46	0.39	108	2.80 (M)	2.37	132	3.70	3.14	116
1998	0.47	0.39	108	2.90 (M)	2.38	132	3.80	3.11	115
1999	0.49	0.40	111	3.80 (M)	3.07	171	3.90	3.15	117
2000	0.51	0.40	111	3.80 (M)	2.98	166	4.00	3.14	116
2001	0.54	0.42	117	3.80 (M)	2.93	163	4.00	3.08	114
2002	0.57	0.43	119	4.00 (M)	3.03	168	4.00	3.03	112
2003	0.58	0.43	119	4.00 (M)	2.95	164	4.00	2.95	109
2004	0.62	0.44	122	4.00 (M)	2.86	159	4.15	2.97	110
2005	0.68	0.47	131	4.20 (M)	2.92	162	4.30	2.99	111
2006	0.68	0.46	127	4.20 (M)	2.83	157	4.45	3.00	111
2007	0.71	0.46	127	4.30 (M)	2.78	154	4.65	3.00	111

Year	Bus (average revenue)			Metrolink (3 zones, return)			Rail (9.5 miles, return)		
	Cost (£)	Cost at 1991 Prices (£)	Index	Cost (£)	Cost at 1991 Prices (£)	Index	Cost (£)	Cost at 1991 Prices (£)	Index
1991	0.36	0.36	100	1.10 (R)	1.10	100	1.60	1.60	100
1992	0.38	0.37	103	1.70 (M)	1.64	149	1.80	1.74	109
1993	0.43	0.41	114	1.70 (M)	1.61	146	1.80	1.71	107
1994	0.43	0.40	111	1.80 (M)	1.67	152	1.95	1.81	113
1995	0.44	0.39	108	1.90 (M)	1.70	155	2.05	1.83	114
1996	0.46	0.40	111	1.90 (M)	1.66	151	2.10	1.84	115
1997	0.46	0.39	108	2.00 (M)	1.70	155	2.15	1.82	114
1998	0.47	0.39	108	2.10 (M)	1.72	156	2.20	1.80	113
1999	0.49	0.40	111	2.50 (M)	2.02	184	2.20	1.78	111
2000	0.51	0.40	111	2.50 (M)	1.96	178	2.25	1.76	110
2001	0.54	0.42	117	2.50 (M)	1.92	175	2.25	1.73	108
2002	0.57	0.43	119	2.70 (M)	2.05	186	2.25	1.70	106
2003	0.58	0.43	119	2.70 (M)	1.99	181	2.25	1.66	104
2004	0.62	0.44	122	2.80 (M)	2.00	182	2.35	1.68	105
2005	0.68	0.47	131	2.90 (M)	2.02	183	2.45	1.70	106
2006	0.68	0.46	127	3.00 (M)	2.02	184	2.55	1.72	107
2007	0.71	0.46	127	3.00 (M)	1.94	176	2.65	1.71	107

Notes:

Fares are at Spring of each year. The length of journey used is the average journey for the particular type of transport as provided in GMPT literature. The bus fare is based on the annual average revenue per person for a single journey. In Metrolink fares, (R) indicates previous rail service (M) Metrolink service.

Car Parking Provision and Charges in Greater Manchester

6.6 Table 6.5 details the provision of off-street car parking in the Greater Manchester key centres. Data has been collected by observation and therefore may vary from figures published from other sources. Figures shown for local authority car parks include partnerships with private operators, e.g. NCP Manchester. Figures include free off-street parking for disabled badge holders, but do not include other free parking facilities, customer only parking or fly parking.

6.7 Tables 6.6 and 6.7 and Figures 6.3 and 6.4 show the total number of spaces available and average price for three different time periods – 2 hours, 4 hours and 7 hours. Prices are actual prices in survey year – they have not been adjusted for inflation.

Key Centre	LA Car Parks		Private Car Parks		Total	
	No. Car Parks	No. Spaces	No. Car Parks	No. Spaces	No. Car Parks	No. Spaces
Bolton	16 ¹	1431	19	3939	39	5370
Bury	13	1853	1	562	14	2415
Manchester	38	13138	41	7151	79	20289
Oldham	11 ²	1701	6	2059	17	3760
Rochdale	15 ³	1284	3	1155	18	2439
Eccles	4	355	2	409	6	764
Stockport	12	2667	7	2278	19	4945
Ashton-under-Lyne	10	879	6	911	16	1790
Altrincham	3 ⁴	415	3	763	6	1178
Wigan	4	1563	8	1188	12	2751
All 10 Key Centres	126	25286	96	20415	222	45701

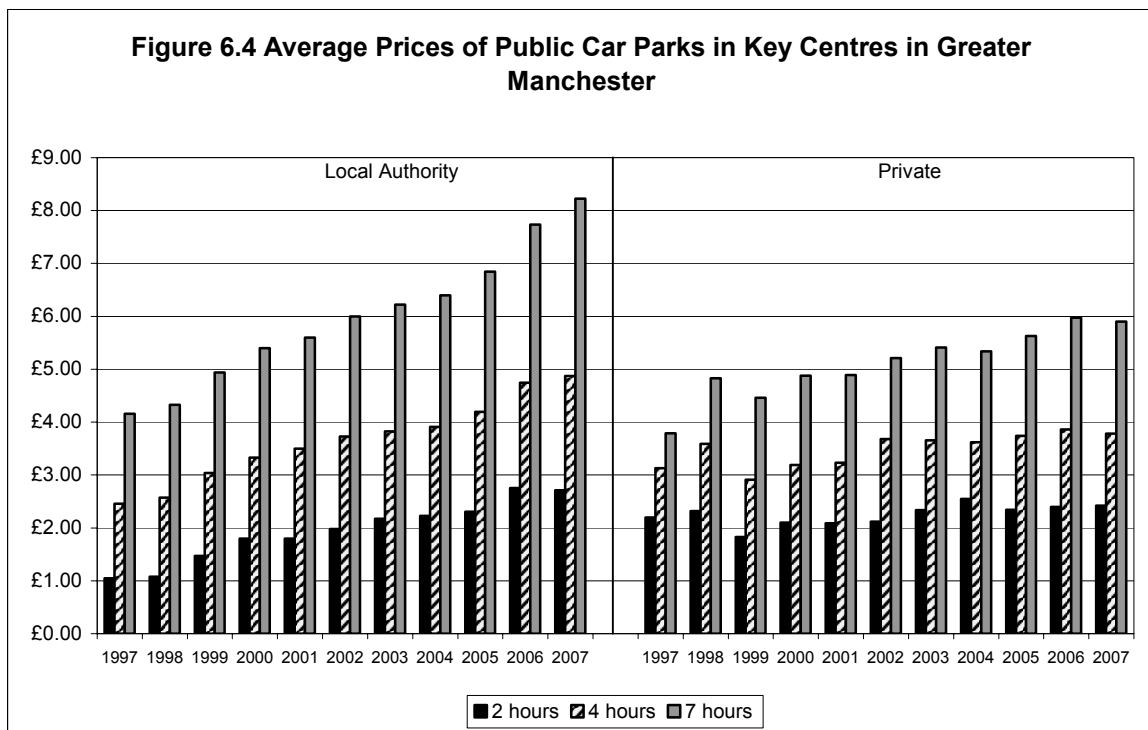
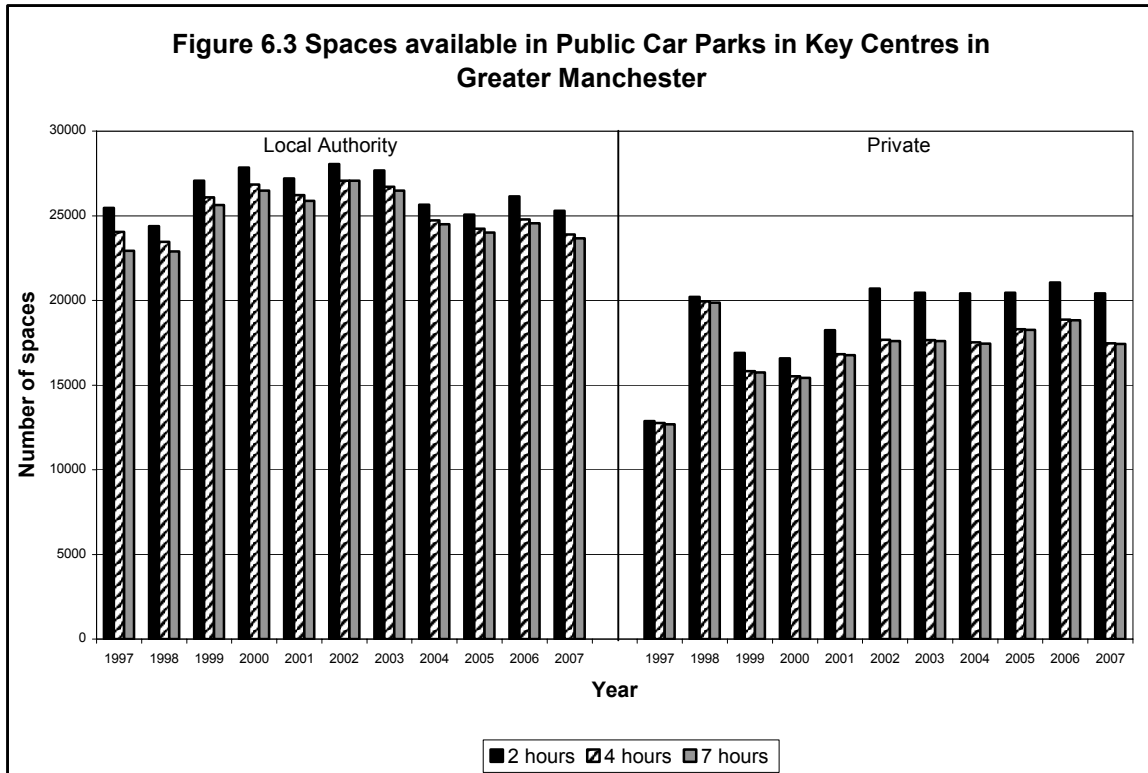
Notes:

1. Includes one car park (12 spaces) for disabled only.
2. Includes one car park (28 spaces) for disabled only.
3. Includes two car parks (12 spaces) for disabled only
4. Includes one car park (5 spaces) for disabled only.

Table 6.6 Number of Spaces Available in Public Car Parks by Key Centre 2002 to 2007													
Key Centre	Length of Stay	2002		2003		2004		2005		2006		2007	
		Local Authority	Private	Local Authority	Private	Local Authority	Private	Local Authority	Private	Local Authority	Private	Local Authority	Private
Bolton	2 hours	1576	3405	1535	3704	1446	3746	1407	3634	1400	4081	1431	3939
	4 hours	1440	3301	1440	3600	1351	3642	1312	3634	1323	4081	1319	3359
	7 hours	1128	3301	1205	3600	1116	3642	1077	3634	1100	4081	1096	3359
Bury	2 hours	2116	572	2106	572	2153	572	2137	542	2005	542	1853	562
	4 hours	2116	572	2106	572	2153	572	2137	542	2005	542	1853	562
	7 hours	2116	572	2106	572	2153	572	2137	542	2005	542	1853	562
Manchester	2 hours	13072	7946	13003	7974	12073	7586	11951	8219	14121	8077	13138	7151
	4 hours	13072	7778	13003	7926	12073	7486	11951	8219	14121	8077	13124	7103
	7 hours	13072	7778	13003	7926	12073	7486	11951	8219	14121	8077	13124	7103
Oldham	2 hours	1903	1530	1823	1530	1780	1937	1574	1910	1358	2075	1701	2059
	4 hours	1843	1530	1763	1530	1641	1937	1435	1910	1219	2075	1556	2059
	7 hours	1843	1495	1763	1495	1641	1902	1435	1875	1219	2040	1556	2024
Rochdale	2 hours	1476	1714	1445	1158	1429	1158	1412	1088	1295	1156	1284	1155
	4 hours	1476	1714	1445	1158	1429	1158	1429	1088	826	1156	841	1155
	7 hours	1476	1714	1445	1158	1429	1158	1429	1088	826	1156	841	1155
Eccles	2 hours	355	379	355	416	355	398	355	407	355	418	355	409
	4 hours	355	29	355	29	355	29	355	29	355	29	355	29
	7 hours	355	29	355	29	355	29	355	29	355	29	355	29
Stockport	2 hours	3197	2331	3061	2235	3100	2019	3118	2107	2724	2107	2667	2278
	4 hours	3197	740	3061	814	3100	600	3118	545	2724	545	2646	545
	7 hours	3197	740	3061	814	3100	600	3118	545	2724	545	2646	545
Ashton-under-Lyne	2 hours	1056	1000	1056	1000	901	1000	904	891	901	911	879	911
	4 hours	324	805	324	805	276	805	286	678	223	678	223	698
	7 hours	324	773	324	773	276	773	286	678	223	678	223	698
Altrincham	2 hours	906	1347	906	1347	906	1498	651	1133	415	1173	415	763
	4 hours	836	722	836	722	836	778	651	1133	415	1173	415	763
	7 hours	836	722	836	722	836	778	651	1133	415	1173	415	763
Wigan	2 hours	2397	475	2377	509	1511	509	1563	525	1563	515	1563	1188
	4 hours	2397	475	2377	509	1511	509	1563	525	1563	515	1563	1188
	7 hours	2397	475	2377	509	1511	509	1563	525	1563	515	1563	1188
TOTAL GM	2 hours	28054	20699	27667	20445	25654	20423	25072	20456	26137	21055	25286	20415
	4 hours	27056	17666	26710	17665	24725	17516	24237	18303	24774	18871	23895	17461
	7 hours	26744	17599	26475	17598	24490	17449	24002	18268	24551	18836	23672	17426

Note: Stockport LA spaces prior to 2006 include some contract parking at Civic Buildings and Regal House (approx 400 spaces in 2005)

Table 6.7 Average Prices in Public Car Parks by Key Centre 2002 to 2007													
Key Centre	Length of Stay	2002		2003		2004		2005		2006		2007	
		Local Authority	Private	Local Authority	Private	Local Authority	Private	Local Authority	Private	Local Authority	Private	Local Authority	Private
Bolton	2 hours	£1.33	£1.71	£1.35	£1.90	£1.35	£2.26	£1.36	£2.33	£1.46	£1.91	£1.50	£1.92
	4 hours	£2.34	£2.95	£2.30	£2.79	£2.32	£3.13	£2.30	£3.12	£2.37	£2.76	£2.43	£2.94
	7 hours	£2.51	£3.85	£2.62	£3.92	£2.59	£4.42	£2.69	£4.42	£2.77	£3.91	£2.80	£4.33
Bury	2 hours	£0.70	£1.00	£0.80	£1.30	£0.90	£1.00	£1.10	£1.50	£1.29	£1.70	£1.35	£1.80
	4 hours	£2.56	£2.50	£2.77	£2.50	£2.87	£2.00	£3.31	£2.00	£3.73	£2.20	£4.80	£2.30
	7 hours	£2.66	£10.00	£2.87	£10.00	£2.94	£10.00	£3.44	£10.00	£3.82	£10.00	£4.80	£10.00
Manchester	2 hours	£3.09	£3.09	£3.44	£3.67	£3.54	£4.03	£3.59	£3.45	£3.97	£3.83	£3.98	£3.89
	4 hours	£5.13	£3.57	£5.28	£4.33	£5.43	£4.62	£5.87	£4.53	£6.19	£4.97	£6.33	£4.70
	7 hours	£7.96	£4.58	£8.10	£5.31	£8.51	£5.51	£9.01	£6.02	£9.68	£6.92	£10.43	£6.47
Oldham	2 hours	£1.18	£1.29	£1.14	£1.30	£1.18	£1.15	£1.38	£1.28	£1.57	£1.15	£1.60	£1.27
	4 hours	£2.05	£2.24	£2.09	£2.23	£2.09	£2.02	£2.39	£2.15	£2.77	£1.94	£2.86	£2.16
	7 hours	£4.39	£5.86	£4.49	£5.80	£4.58	£5.02	£4.91	£5.04	£5.04	£4.62	£5.31	£4.84
Rochdale	2 hours	£0.76	£0.50	£0.76	£1.00	£0.77	£1.00	£0.96	£1.00	£0.95	£1.06	£0.97	£1.06
	4 hours	£2.40	£2.22	£2.32	£1.95	£2.34	£2.01	£1.72	£2.01	£1.73	£2.01	£1.71	£2.01
	7 hours	£4.06	£5.00	£4.01	£6.75	£4.05	£6.81	£4.85	£7.12	£5.23	£6.83	£5.16	£6.83
Eccles	2 hours	£0.50	£2.00	£0.70	£1.07	£0.70	£1.07	£0.70	£1.06	£0.70	£1.09	£1.00	£1.07
	4 hours	£1.19	£2.00	£1.69	£2.00	£1.69	£1.79	£1.69	£1.79	£1.69	£2.55	£2.19	£2.00
	7 hours	£3.68	£2.00	£3.87	£2.00	£3.87	£1.79	£3.87	£1.79	£3.87	£2.55	£4.06	£2.00
Stockport	2 hours	£1.00	£0.68	£1.04	£0.80	£0.96	£0.78	£0.93	£0.70	£1.37	£0.70	£1.47	£0.81
	4 hours	£2.53	£5.74	£2.56	£6.32	£2.54	£5.50	£2.89	£6.00	£3.02	£7.00	£3.25	£7.50
	7 hours	£5.06	£5.74	£5.13	£6.32	£5.09	£5.50	£5.87	£6.00	£6.57	£7.00	£7.11	£7.50
Ashton-under-Lyne	2 hours	£1.00	£1.02	£1.20	£1.33	£1.85	£1.35	£1.78	£1.72	£1.88	£1.78	£1.04	£1.78
	4 hours	£1.50	£1.76	£2.00	£2.48	£2.50	£2.49	£1.98	£3.79	£2.50	£3.91	£2.50	£3.80
	7 hours	£2.00	£2.86	£2.50	£2.92	£3.50	£2.94	£2.77	£7.04	£3.50	£7.27	£3.50	£7.07
Altrincham	2 hours	£1.06	£1.26	£1.06	£1.65	£0.78	£2.62	£0.73	£1.13	£0.86	£1.38	£1.04	£1.89
	4 hours	£3.07	£5.36	£2.77	£5.29	£2.48	£3.38	£2.31	£3.54	£2.76	£4.14	£2.75	£4.85
	7 hours	£5.17	£10.00	£5.17	£10.00	£5.17	£6.22	£3.86	£3.85	£4.89	£5.83	£4.87	£5.90
Wigan	2 hours	£1.15	£3.40	£1.20	£3.48	£1.20	£3.53	£1.20	£3.84	£1.28	£3.97	£1.30	£3.15
	4 hours	£2.62	£4.21	£2.50	£4.20	£2.50	£4.23	£2.50	£4.86	£2.66	£4.99	£2.70	£3.60
	7 hours	£6.00	£4.21	£6.00	£4.27	£6.00	£4.31	£6.00	£4.42	£6.40	£4.54	£6.50	£4.53
TOTAL GM	2 hours	£1.98	£2.12	£2.17	£2.33	£2.23	£2.55	£2.31	£2.34	£2.76	£2.40	£2.71	£2.42
	4 hours	£3.73	£3.68	£3.83	£3.66	£3.91	£3.62	£4.20	£3.74	£4.75	£3.86	£4.87	£3.78
	7 hours	£6.00	£5.21	£6.22	£5.41	£6.40	£5.34	£6.84	£5.63	£7.74	£5.97	£8.22	£5.90



Personal Travel –Metropolitan Area Statistics 2007

6.8 The following tables are taken from the DfT publications Regional Transport Statistics: 2006 and 2007 Editions and provide a comparison of personal travel statistics for metropolitan areas. In addition to tables reproduced here, the reports also provides regional statistics on public transport passenger numbers, freight transport and petrol & diesel consumption. The reports can be accessed via the Policy, Guidance and Research page of the DfT website (<http://www.dft.gov.uk>).

6.9 Table 6.8 shows the usual method of travel to work by region of workplace.

Table 6.8 Usual Method of Travel to Work by Region of Workplace – Metropolitan Areas: Autumn 2006 (%)								
Met Area	Car	(% as Driver)	P/C	Bus	Rail¹	Walk	M/C	No. employed ('000s)
GM	75	(85)	1	10	4	9	*	1,083
M	68	(85)	*	13	5	12	*	486
SY	71	(85)	*	12	2	11	*	505
TW	73	(82)	*	12	4	10	*	468
WM	74	(87)	1	12	3	8	1	1,103
WY	74	(84)	*	10	3	11	*	921

Source DfT Regional Transport Statistics 2007, Table 1.5b. (Labour Force Survey).

GM=Greater Manchester, M=Merseyside, SY=South Yorkshire, TW=Tyne & Wear, WM= West Midlands, WY = West Yorkshire

Notes: ¹ including Light Rail

6.10 Table 6.9 shows the time taken to travel to work by metropolitan area.

Table 6.9 Time Taken to Travel to Work by Region of Workplace – Metropolitan Areas: Autumn 2006							
Met Area	Cumulative Percentage				Mean Time (mins)		
	<20 min	<40 min	<60 min	<90 min	Men	Women	All
GM	37	74	89	98	30	25	28
M	45	84	95	98	26	21	23
SY	38	80	94	99	27	22	25
TW	45	82	94	99	23	23	23
WM	39	77	90	97	29	25	27
WY	42	77	89	97	29	24	26

Source DfT Regional Transport Statistics 2007, Table 1.6. (Labour Force Survey).

GM=Greater Manchester, M=Merseyside, SY=South Yorkshire, TW=Tyne & Wear, WM= West Midlands, WY = West Yorkshire

- 6.11 Table 6.10 shows the average time taken to travel to work by mode and metropolitan area of workplace.

Table 6.10 Average time taken to travel to work (minutes) by mode—Metropolitan Areas: Autumn 2006							
Met Area	Car	P/C	Bus	Rail¹	Walk	M/C	All Modes
GM	27	17	38	49	14	*	28
M	23	*	28	40	13	*	23
SY	23	*	36	43	15	*	25
TW	22	*	32	41	13	*	23
WM	26	17	36	55	14	19	27
WY	26	*	34	53	15	*	26

Source DfT Regional Transport Statistics 2007, Table 1.7. (Labour Force Survey).
GM=Greater Manchester, M=Merseyside, SY=South Yorkshire, TW=Tyne & Wear, WM=West Midlands, WY = West Yorkshire

Notes: ¹ including Light Rail

- 6.12 Table 6.11 shows the average number of trips per person per year by main mode of travel by metropolitan area for 2003-05.

Table 6.11 Trips per person per year by main mode of travel – Metropolitan Areas: 2003-2005						
Met Area	Walk	Car dr	Car pass	Bus	Other PT	All Modes
GM	264	427	252	87	33	1,086
M	252	412	212	98	39	1,034
SY	228	439	234	78	33	1,034
TW	281	363	220	116	50	1,048
WM	224	395	233	103	29	996
WY	230	392	225	77	31	970

Source DfT Regional Transport Statistics 2006, Table A3. (National Travel Survey).

- 6.13 Table 6.12 shows average number of miles travelled per year by mode and metropolitan area for 2003-05.

Table 6.12 Average distance travelled by main mode of travel – Metropolitan Areas: 2003-2005						
Met Area	Walk	Car dr	Car pass	Bus	Other PT	All Modes
GM	211	3,057	1,888	339	570	6,278
M	210	3,200	1,642	336	616	6,156
SY	180	3,846	2,177	318	604	7,363
TW	214	2,525	1,370	447	577	5,273
WM	177	2,784	1,749	417	571	5,838
WY	185	3,270	1,893	330	528	6,423

Source DfT Regional Transport Statistics 2006, Table A4. (National Travel Survey).

6.14 Table 6.13 details trips by purpose by metropolitan area for 2003/05.

Table 6.13 Average number of trips per person per year by purpose – Metropolitan Areas: 2003-2005						
Purpose	GM	M	SY	TW	WM	WY
Commuting	153	160	158	160	160	160
Business	37	33	38	29	35	28
Education	80	64	61	64	82	59
Shopping	220	220	218	235	195	199
Personal business	110	111	103	104	103	101
Escort	159	136	135	150	143	130
Visiting friends	181	183	181	193	163	165
Sport & enterta- inment	75	59	68	53	56	63
Holidays & day trips	34	30	35	27	30	30
Other including just walk	37	39	39	32	30	35
All purposes	1086	1034	1034	1048	996	970

Source DfT Regional Transport Statistics 2006, Table A5. (National Travel Survey).
GM=Greater Manchester, M=Merseyside, SY=South Yorkshire, TW=Tyne & Wear, WM= West Midlands, WY = West Yorkshire

6.15 Table 6.14 shows trips to and from school by main mode and region of residence for 2003-05.

Table 6.14 Trips to and from school by main mode and region of residence – Metropolitan Areas: 2003-2005							
Met Area	Age 5-16 (modal split %)					Avg. length (miles)	
	Walk	Car	Bus	Other	All modes	Age 5-10	Age 11-16
GM	48	31	19	2	100	1.2	2.2
M	44	33	20	4	100	1.3	3.0
SY	39	35	26	-	100	1.2	2.4
TW	63	26	10	1	100	1.1	1.6
WM	48	35	16	1	100	1.2	2.5
WY	58	24	17	2	100	1.2	2.0

Source DfT Regional Transport Statistics 2006, Table A6. (National Travel Survey).

Road Vehicles

6.16 Table 6.15 shows motor vehicles licensed by taxation class in 2006.

Table 6.15 Motor vehicles (thousands) licensed by taxation class – Metropolitan Areas: 2006							
Met Area	Cars	Vans	M/C¹	Goods	Other²	All	(Body Type Car)
GM	1,139.1	143.2	30.8	27.2	82.0	1,422.4	(1,202.7)
M	467.9	49.2	16.1	5.6	60.6	599.5	(519.1)
SY	487.7	53.0	20.8	10.5	51.9	623.8	(526.8)
TW	358.0	37.8	12.6	4.9	36.6	449.8	(386.4)
WM	1,193.3	195.4	32.2	23.9	80.1	1,524.9	(1,251.3)
WY	840.7	96.3	31.2	21.0	65.5	1,054.6	(887.2)

Source DfT Regional Transport Statistics 2007, Table 3.1. (Department for Transport).

GM=Greater Manchester, M=Merseyside, SY=South Yorkshire, TW=Tyne & Wear, WM= West Midlands, WY = West Yorkshire

Notes: ¹ includes scooters & mopeds
² includes crown & exempt vehicles

Weekly Earnings

6.17 Table 6.16 shows mean gross weekly earnings by metropolitan area: 1999-2006.

Table 6.16 Mean gross weekly earnings – Metropolitan Area: 1999-2006									
Met Area	Pounds								
	1999	2000	2001	2002	2003	2004	2004¹	2005¹	2006¹
GM	384.7	397.9	418.4	434.4	450.1	473.8	465.2	482.7	508.8
M	378.3	393.9	419.2	433.8	427.0	448.9	448.6	475.6	488.4
SY	353.9	367.9	383.6	402.0	421.1	445.6	439.8	449.7	472.9
TW	359.5	379.5	391.7	404.7	413.7	442.8	440.9	466.6	476.4
WM	395.2	403.7	436.5	450.8	456.7	475.1	466.3	489.6	506.5
WY	375.1	389.6	409.1	426.1	449.8	467.4	458.4	485.2	492.5

Source DfT Regional Transport Statistics 2007, Table 9.4. (Annual Survey of Hours and Earnings – Office for National Statistics).

Notes: Two sets of 2004 data are available, note that 1999 - 2004 excludes supplementary information. 2004¹ to 2006¹ includes supplementary information. For further information see: <http://www.statistics.gov.uk/StatBase/Product.asp?vlnk=13101>

Earnings based on full time employees on adult rates whose pay for the survey pay period was unaffected by absence.

Air Transport

6.18 Table 6.17 shows landing and take-offs, passenger arrivals and departures and cargo handled for Manchester Airport and all UK airports between 1995 and 2006. Figure 6.5 illustrates these as indices.

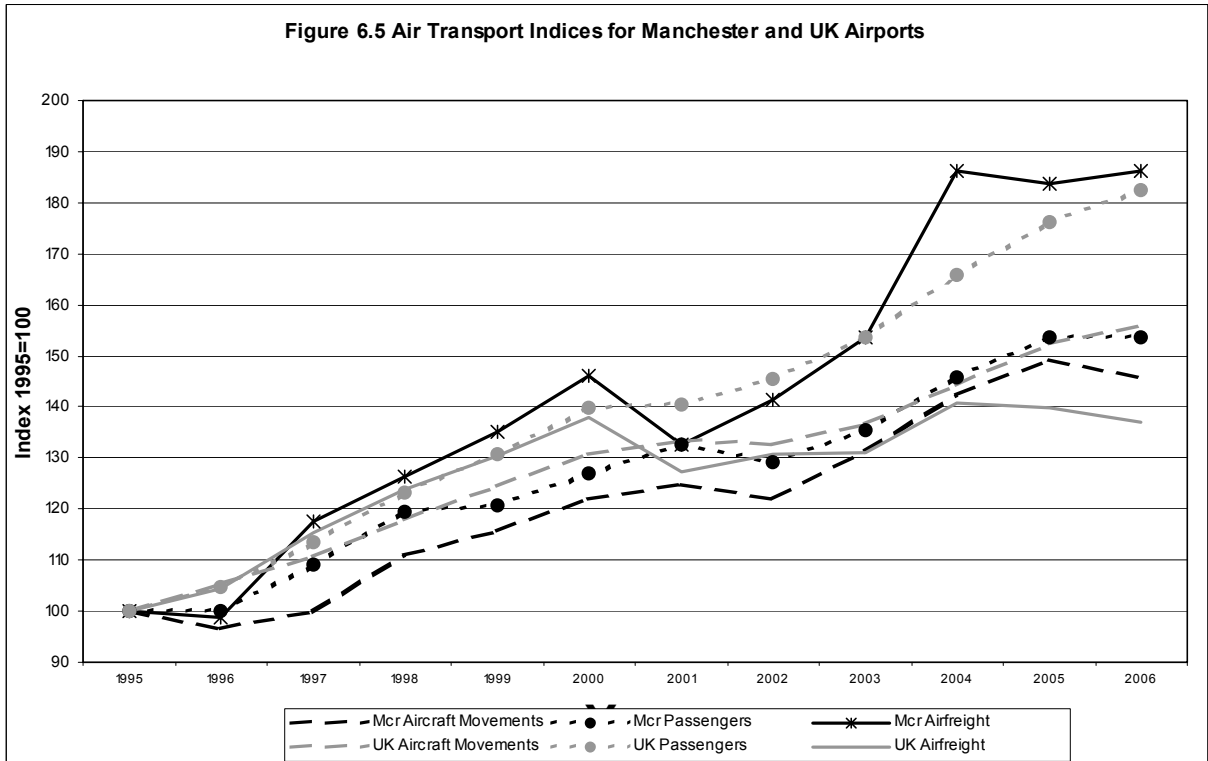


Table 6.17 Air Transport Statistics – Comparisons of Manchester and UK Trends													
		1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Landings and take-offs (Thousands)	Manchester Total	146	141	146	162	169	178	182	178	192	208	218	213
	Manchester Index	100	97	100	111	116	122	125	122	132	142	149	146
	UK Total	1251	1317	1385	1476	1556	1635	1666	1660	1711	1804	1905	1948
	UK Index	100	105	111	118	124	131	133	133	137	144	152	156
Passenger arrivals and departures (Millions)	Manchester Total	14.4	14.4	15.7	17.2	17.4	18.3	19.1	18.6	19.5	21.0	22.1	22.1
	Manchester Index	100	100	109	119	121	127	133	129	135	146	153	153
	UK Total	115.3	120.6	130.7	142.1	150.9	161.3	162.1	167.7	177.1	191.3	203.1	210.4
	UK Index	100	105	113	123	131	140	141	145	154	166	176	182
Cargo handled (Thousand tonnes)	Manchester Total	80	79	94	101	108	117	106	113	123	149	147	149
	Manchester Index	100	99	118	126	135	146	133	141	154	186	184	186
	UK Total	1640	1711	1891	2032	2138	2260	2089	2142	2149	2309	2294	2247
	UK Index	100	104	115	124	130	138	127	131	131	141	140	137

Source is CAA via Transport Statistics GB 2006

Road Lengths in Greater Manchester 2007

Table 6.18 Road Lengths in Greater Manchester 2007 (kilometres)													
	Trunk			Principal			B Roads		C Roads		U Roads		All Roads
	Motorways	Rural	Urban	Motorways	Rural	Urban	Rural	Urban	Rural	Urban	Rural	Urban	
Bolton	18.3	0.0	0.0	0.0	27.2	74.2	12.3	36.7	26.8	20.1	45.3	728.3	989.2
Bury	20.7	0.0	0.0	0.0	6.0	49.1	3.0	29.0	0.5	37.1	40.4	509.6	695.4
Manchester	17.4	0.0	2.2	3.2	2.0	110.2	0.0	38.1	0.0	83.9	1.3	1107.0	1365.3
Oldham	6.6	0.2	4.0	0.0	39.5	54.6	5.0	26.2	1.6	30.0	70.6	595.2	833.5
Rochdale	24.2	0.0	0.0	0.0	15.5	64.1	3.5	20.5	23.2	11.1	40.9	595.7	798.7
Salford	30.1	0.0	0.0	0.0	3.3	84.2	1.2	30.5	25.2	3.4	0.0	616.5	794.4
Stockport	12.4	0.0	0.0	0.0	10.1	74.0	0.0	35.9	14.7	28.7	36.5	781.8	994.1
Tameside	15.3	2.1	1.1	0.0	3.5	59.6	0.0	30.8	0.3	37.1	33.8	582.8	766.4
Trafford	9.5	0.0	0.0	0.0	6.9	51.5	1.5	47.4	10.1	38.4	25.1	608.1	798.5
Wigan	16.7	0.0	0.0	0.0	30.0	86.6	11.2	43.5	35.2	32.5	56.9	827.3	1139.9
Greater Manchester	171.2	2.3	7.3	3.2	144.0	708.1	37.7	338.6	137.6	322.3	350.8	6952.3	9175.4
		9.6			852.1		376.3		459.9		7303.1		

Notes:

NB: The Trunk Motorway figures shown above are based on GMTU's calculations. All other figures are based on road lengths published on the DfT's website in October 2007.

Urban roads are those within an urban area of 10,000 pop or more (1991 definition of urban settlement; 2001 National Census estimate).

Rural roads are those outside an urban area.

Motorways include "spurs" but exclude slip roads.

Road lengths used in tables of vehicle kilometres differ slightly in this report as a simplified network has been used.

Population of Greater Manchester

6.19 The Registrar General's mid-year estimates of population for each district of Greater Manchester for the years 1971, 1981, 1991 and 1997-2006 are given in Table 6.19. The Office for National Statistics has recently revised the population estimates for 2002 to 2005. An estimate of household numbers from 1997 to 2004 (recently revised) is also given. Table 6.20 shows indices of population over time.

	1971	1981	1991	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Bolton	260.9	262.1	261.6	259.7	260.9	260.4	260.2	261.3	261.8	262.6	262.8	262.6	262.4
Bury	175.7	177.1	178.3	179.7	180.6	181.0	180.9	180.7	181.2	181.9	181.7	182.4	182.9
Manchester	553.6	459.2	432.7	417.7	417.7	416.4	421.8	422.9	425.7	430.7	436.0	444.6	452.0
Oldham	224.9	221.4	218.5	218.9	218.7	218.4	218.1	218.5	218.4	218.6	219.0	219.5	219.6
Rochdale	204.3	208.2	203.9	204.0	204.5	204.9	206.1	206.4	206.4	207.1	206.7	206.6	206.5
Salford	281.5	249.2	230.8	223.9	221.6	220.0	218.7	217.0	216.1	216.5	216.1	216.7	218.0
Stockport	294.1	292.6	288.6	286.3	287.2	285.8	284.4	284.6	283.5	283.1	282.5	281.4	280.6
Tameside	222.0	218.6	218.0	216.1	214.9	213.6	212.9	213.1	213.4	213.7	213.9	213.8	214.4
Trafford	229.8	222.9	215.8	213.5	214.2	213.0	211.3	210.2	209.6	210.6	210.7	210.9	211.8
Wigan	303.3	307.0	305.6	302.1	301.7	302.0	302.0	301.5	301.9	303.1	303.9	304.8	305.5
Greater Manchester	2750.1	2618.2	2553.6	2521.9	2521.9	2515.5	2516.3	2516.1	2518.1	2527.8	2533.5	2543.3	2553.8

Source: Population Estimates Unit, ONS: Crown Copyright.

Note: Figures may not sum due to rounding

Greater Manchester household numbers (thousands) *	1,027	1,029	1,028	1,033	1,052	1,061	1,071	1,078	-	-
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Source: DfT Regional Transport Statistics 2007, Table 9.2 (From: Dept. for Communities and Local Government).

	1971	1981	1991	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Bolton	100	100	100	100	100	100	100	100	100	101	101	101	101
Bury	100	101	101	102	103	103	103	103	103	104	103	104	104
Manchester	100	83	78	75	75	75	76	76	77	78	79	80	82
Oldham	100	98	97	97	97	97	97	97	97	97	97	98	98
Rochdale	100	102	100	100	100	100	101	101	101	101	101	101	101
Salford	100	89	82	80	79	78	78	77	77	77	77	77	77
Stockport	100	99	98	97	98	97	97	97	96	96	96	96	95
Tameside	100	98	98	97	97	96	96	96	96	96	96	96	97
Trafford	100	97	94	93	93	93	92	91	91	92	92	92	92
Wigan	100	101	101	100	99	100	100	99	100	100	100	100	101
Greater Manchester	100	95	93	92	92	91	91	91	92	92	92	92	93

**Greater Manchester Local Highway Authorities
Transport Capital Allocation**

Table 6.21 Total Capital Provision to Individual Districts 2000/1 to 2010/11 £ million											
	2000/ 2001	2001/ 2002	2002^{2&3} 2003	2003⁴ 2004	2004⁵ 2005	2005⁶ 2006	2006⁷ 2007	2007⁷ 2008	2008⁷ 2009	2009⁷ 2010	2010⁷ 2011
Bolton	2.895	6.498	6.818	10.062	7.822	6.171	6.753	6.247	8.013	7.409	7.754
Bury	1.834	2.956	3.613	4.964	3.931	3.177	3.191	2.748	3.677	3.777	3.963
Manchester	5.143	16.037	17.472	21.269	20.109	15.653	10.374	8.960	10.267	11.713	11.554
Oldham	2.420	3.476	8.969	8.893	8.771	8.056	6.876	4.597	4.851	4.440	4.762
Rochdale	2.189	3.880	3.394	4.069	3.839	3.142	3.624	4.276	3.934	5.257	5.725
Salford	5.409	13.660	16.791	14.856	20.318	7.589	3.979	4.410	4.545	4.710	5.204
Stockport	1.914	3.211	4.897	7.595	11.013	11.180	6.204	10.928	7.642	8.405	9.901
Tameside	1.811	3.467	3.309	5.828	10.325	4.486	4.486	4.688	4.964	5.859	6.267
Trafford	4.917 ¹	8.074 ¹	2.861	3.932	3.049	2.651	2.575	2.811	3.107	3.353	3.701
Wigan	2.218	4.847	6.154	4.548	9.341	4.109	4.031	3.853	4.850	5.639	6.184
Total	30.750	66.106	74.278	86.016	98.517	66.214	52.093	53.518	55.850	60.562	65.015

Notes:

- ¹ The figures for Trafford include £3.355 million in 2000/01 and £5.769 million in 2001/02 as lead authority for Quality Bus Corridors and Site Specific Bus Priority Schemes.
- ² QBC allocation for 2002/03 onwards has been allocated individually to Districts on the basis of work programmes, rather than being held by Trafford MBC as lead authority.
- ³ This is the first year that Authorities were allocated funds through the Single Capital Pot (SCP). The 2002/03 figures show the amounts included in the SCP specifically for transport by the DTLR.
- ⁴ Totals include funding (£13.49 million) that was held back pending the submission of further information to the DfT.
- ⁵ Total includes funding (£8.225 million) that was held back pending the submission of further information to the DfT.
- ⁶ Does not include £5.114 million for MSIRR allocated as TSG.
- ⁷ Major scheme allocation no longer part of LTP process and not included from 2006/07.

Table 6.22 Greater Manchester LTP Settlement 2008/09 (£ million)							
Local Authority	Integrated Transport Block			Maintenance			Total
	Other	SEMMMS	All Integrated	Formula	PRN/Exceptional	All Maintenance	
Bolton	2.244	0.000	2.244	4.259	1.510	5.769	8.013
Bury	1.488	0.000	1.488	1.689	0.500	2.189	3.677
Manchester	4.584	1.464	6.048	3.869	0.350	4.219	10.267
Oldham	1.925	0.000	1.925	2.231	0.695	2.926	4.851
Rochdale	1.797	0.000	1.797	2.137	0.000	2.137	3.934
Salford	2.261	0.000	2.261	2.127	0.157	2.284	4.545
Stockport	2.156	2.928	5.084	2.056	0.502	2.558	7.642
Tameside	1.725	1.146	2.871	2.093	0.000	2.093	4.964
Trafford	1.640	0.000	1.640	1.467	0.000	1.467	3.107
Wigan	2.449	0.000	2.449	2.401	0.000	2.401	4.850
GMPTA	17.077	0.828	17.905	0.000	0.000	0.000	17.905
Total	39.346	6.366	45.712	24.329	3.714	28.043	73.755

Notes: Other consists of minor works (£35.846 million) and GM Transport Infrastructure Fund (£3.5 million).

PRN refers to structural maintenance on the PRN.

Exceptional refers the Exceptional Maintenance Scheme for Dan Bank Slope in Stockport (£502,013).

Extra funds not included above are:-

1. Specific Road Safety Grant capital (£664,000) to fund safety camera operation, the road safety central team, publicity campaigns & resource development.
2. Transport Resource Grant consisting of Specific Road Safety Grant revenue £2.986 million and Detrunked Roads Maintenance revenue Stockport (£311,000) Tameside (£52,000).

Table 6.23 Greater Manchester LTP Settlement 2009/10 (£ million)							
Local Authority	Integrated Transport Block			Maintenance			Total
	Other	SEMMMS	All Integrated	Formula	PRN/Exceptional	All Maintenance	
Bolton	2.381	0.000	2.381	4.028	1.000	5.028	7.409
Bury	1.578	0.000	1.578	1.699	0.500	2.199	3.777
Manchester	4.862	1.503	6.365	4.256	1.092	5.348	11.713
Oldham	2.041	0.000	2.041	2.399	0.000	2.399	4.440
Rochdale	1.906	0.000	1.906	2.351	1.000	3.351	5.257
Salford	2.370	0.000	2.370	2.340	0.000	2.340	4.710
Stockport	2.287	3.006	5.293	2.261	0.851	3.112	8.405
Tameside	1.830	1.176	3.006	2.303	0.550	2.853	5.859
Trafford	1.739	0.000	1.739	1.614	0.000	1.614	3.353
Wigan	2.598	0.000	2.598	2.641	0.400	3.041	5.639
GMPTA	17.904	0.850	18.754	0.000	0.000	0.000	18.754
Total	41.496	6.535	48.031	25.892	5.393	31.285	79.316

Notes: Other consists of minor works (£38.846 million) and GM Transport Infrastructure Fund (£3.5 million).

PRN refers to structural maintenance on the PRN.

Exceptional refers the Exceptional Maintenance Scheme for Dan Bank Slope in Stockport (£850,783).

Extra funds not included above are:-

1. Specific Road Safety Grant capital (£754,000) to fund safety camera operation, the road safety central team, publicity campaigns & resource development.
2. Transport Resource Grant consisting of Specific Road Safety Grant revenue £3.387 million and Detrunked Roads Maintenance revenue Stockport (£319,000) Tameside (£53,000).

Table 6.24 Greater Manchester LTP Settlement 2010/11 (£ million)							
Local Authority	Integrated Transport Block			Maintenance			Total
	Other	SEMMMS	All Integrated	Formula	PRN/Exceptional	All Maintenance	
Bolton	2.525	0.000	2.525	4.229	1.000	5.229	7.754
Bury	1.674	0.000	1.674	1.789	0.500	2.289	3.963
Manchester	5.156	1.504	6.660	4.894	0.000	4.894	11.554
Oldham	2.165	0.000	2.165	2.597	0.000	2.597	4.762
Rochdale	2.021	0.000	2.021	2.704	1.000	3.704	5.725
Salford	2.513	0.000	2.513	2.691	0.000	2.691	5.204
Stockport	2.426	3.008	5.434	2.601	1.866	4.467	9.901
Tameside	1.941	1.177	3.118	2.599	0.550	3.149	6.267
Trafford	1.845	0.000	1.845	1.856	0.000	1.856	3.701
Wigan	2.756	0.000	2.756	3.028	0.400	3.428	6.184
GMPTA	18.776	0.851	19.627	0.000	0.000	0.000	19.627
Total	43.798	6.539	50.338	28.988	5.316	34.304	84.642

Notes: Other consists of minor works (£40.299 million) and GM Transport Infrastructure Fund (£3.5 million).

PRN refers to structural maintenance on the PRN.

Exceptional refers the Exceptional Maintenance Scheme for Dan Bank Slope in Stockport (£1.866 million).

Extra funds not included above are:-

1. Specific Road Safety Grant capital (£784,000) to fund safety camera operation, the road safety central team, publicity campaigns & resource development.
2. Transport Resource Grant consisting of Specific Road Safety Grant revenue £3.526 million and Detrunked Roads Maintenance revenue Stockport (£327,000) Tameside (£54,000).

Highway Schemes

Table 6.25 Highway Schemes over £1 Million completed 1986- Spring 2008			
Authority	Name/Description	Cost £M	Opening Date
Stockport	Southern Link Rd (B5465 St Marys Way) A new single carriageway link 0.8 km providing a link between Hall St (A626) and Wellington Rd South (A6).	1.2	06/86
Tameside	Hyde Town Centre Bypass (A627 Clark Way) A new route comprising 0.8 km new dual carriageway and 0.5 km single carriageway widening of existing roads providing a northern bypass between Manchester Rd and Market St.	1.9	07/86
Stockport	A626 Diversion Stockport (A626 St Marys Way) A new wide single carriageway link 0.9 km long between Hall St A626 and the M63 (now M60)/A626 roundabout.	3.4	12/86
Manchester/ Salford	A6042 Manchester and Salford Inner Relief Route Blackfriars Rd - Jubilee St New dual carriageway link 0.6 km long which includes a new bridge across the River Irwell between Manchester and Salford linking Blackfriars Rd (A6041) and Great Ducie St (A56).	4.6	03/87
Trafford	A6144(M) Carrington Spur A new single carriageway motorway link (A6144 (M)) linking the M63 Junction 6 (now M60 Jn 8) to Carrington Ln (A6144).	7.1	12/87
Manchester	A5103 Princess Rd Improvement, Moss Side Widening to dual carriageway standard of the final 1 km section of the A5103 between the M56 and Manchester City Centre, concluding with changes to Greenheys Ln junction.	2.9	03/88
Salford	A6042 Manchester and Salford Inner Relief Route Blackfriars Rd - Gore St A new dual carriageway link 0.5 km long between Chapel St (A6) and Blackfriars Rd (A6041).	5.1	08/88
Department of Transport	M62 Eastbound Climbing Lane (Junctions 21 to 22)	3.8	12/88

Table 6.25 (cont.) Highway Schemes over £1 Million completed 1986- Spring 2008			
Authority	Name/Description	Cost £M	Opening Date
Salford	A57 Regent Rd Improvement M602 to Water St Widening of dual carriageway standard of 1.5 km of Regent Rd (A57) between the M602 and the Regional Centre.	6.6	07/89
Department of Transport	M63/M66 Portwood - Denton A new dual 3-lane carriageway route linking the M63 at Portwood at the southern end, to the M67 at Denton at the northern end. This is the last but one section of the Manchester Outer Ring Road (now M60 Jns 24-27).	50.1	04/89
Manchester	A6042 Manchester and Salford Inner Relief Route Cheetham Hill Rd - Jubilee St Widening of 0.3 km of New Bridge St to dual carriageway standard between Great Ducie St (A56) and Cheetham Hill Rd (A665).	1.1	06/89
Manchester/ Salford	Manchester and Salford Inner Relief Route A57 Regent Rd - A56 Chester Rd (Phase 1) Improvement at the junction of Regent Rd (A57) and Water St (A6143).	1.2	07/89
Wigan	Wigan Inner Relief Road A49 River Way/Central Park Way A new route comprising new dual carriageway, new single carriageway and improvements to existing roads to provide a bypass to the A49 around Wigan town centre between Wallgate to the south and Wigan Ln to the north.	14.8	10/89
Manchester	A665 Manchester and Salford Inner Relief Route Redhill St - Fairfield St Widening of dual carriageway standard of 0.5 km of the A665 Great Ancoats St and Pin Mill Brow including a new junction arrangement at the Pin Mill Brow (A665) and Ashton Old Rd (A635).	6.5	10/89
Bolton	A666 St. Peter's Way Extension/A673 Topp Way Dualling Dual carriageway extension (0.7 km long) to A666 St. Peter's Way and addition of second carriageway to 0.5 km long A673 Topp Way in the north of Bolton town centre.	5.2	11/89

Table 6.25 (cont.) Highway Schemes over £1 Million completed 1986- Spring 2008			
Authority	Name/Description	Cost £M	Opening Date
Department of Transport	M63 Widening (Junctions 1 to 7) Widening of the M63 from dual 2-lane carriageway to dual 3-lane carriageway in four separate stages (now M60 Jns 7-12).	51.8	03/90
Salford	A5063 Trafford Rd Improvement, M602 - The Quays Widening of dual carriageway standard of 0.8 km of A5063 Trafford Road between the Salford Quays Development and the M602.	4.5	06/90
Wigan	A572 Bradshawgate Diversion, Leigh Spinning Jenny Way A 1.5 km long single carriageway bypass to the A572 Bradshawgate, Leigh, which is a major shopping street.	4.7	06/90
Bury	A665 Blackburn St Diversion, Radcliffe Pilkington Way Dual carriageway bypass of Radcliffe town centre between Blackburn St/Stand Ln junction and Blackburn St/Darbyshire St junction.	7.9	06/91
Bolton	A58 Cricketers Way Single carriageway bypass of Westhoughton town centre.	4.0	09/91
Tameside	A635 Manchester Rd - A6017 Stockport Rd - William St Gyratory Signalised gyratory system using modified existing road network.	2.9	10/91
Manchester	Manchester Intermediate Ring Road - A6010 Stage 1, Phases 1&2, Kirkmanshulme Ln to Pottery Ln (Alan Turing Way) Phase 1 Dual carriageway section of the Intermediate Ring Road between Kirkmanshulme Ln and the A57 Hyde Rd. Phase 2 Dual carriageway section between A57 Hyde Rd and Pottery Ln.	6.8	03/92

Table 6.25 (cont.) Highway Schemes over £1 Million completed 1986- Spring 2008			
Authority	Name/Description	Cost £M	Opening Date
Salford	A57 Cadishead Way Stage 1 Boysnope Wharf to Brinell Drive (North). A single 2 lane carriageway bypassing Irlam.	13.2	03/92
Stockport	Brinksway Bridge – 40 metre span, weathering steel structure	1.9	04/92
Stockport	Brinksway Phase I and Phase II A new dual carriageway bridge over the River Mersey and improvements to access to the Travis Brow Interchange and Kings Valley Development north of the river.	4.5	07/92
Manchester	A6/A57(M) Mancunian Way A major junction improvement involving the conversion of the former A6/A57(M) roundabout to a grade separated signalised junction with A57(M) dual carriageway flyover.	16.3	08/92
Wigan	A579 Lowton St Mary's Bypass A new 1.2 km long wide single carriageway link between the A572 and A580(T) forming a southern extension to Atherleigh Way, Leigh.	4.8	12/92
Manchester	Manchester Airport Access Roads - Stage 1 and Stage 2 Widening of existing Outwood Ln roundabout to improve capacity and a grade separated access to new Terminal 2 from M56 Spur.	5.5	04/93
Oldham	Broadgate Spine Road New road between A663 Broadway and Foxdenton Ln.	2.5	09/93
Oldham	A62 Manchester St/Manchester Rd Improvement Scheme Upgrading the existing single carriageway road to a 1.5 mile dual carriageway from South St to Oldham Way to cater for growth in traffic when the Manchester Outer Ring Road is completed.	17.7	12/93

Table 6.25 (cont.) Highway Schemes over £1 Million completed 1986- Spring 2008			
Authority	Name/Description	Cost £M	Opening Date
Department of Transport	M62 Junctions 14 to 17 Widening of the carriageway to dual four lanes (now M60 Jns 14-17).	14.5	08/94
Salford/ Trafford/ TPDC	A576 Centenary Way including Centenary Bridge A5081 Park Way/M602 Link Rd - Eccles Relief Rd New dual carriageway road connecting Trafford Park with M602 at Eccles including new bridge across the Manchester Ship Canal. Scheme includes the dualling of Tenax Rd and part of Guinness Rd.	36.0	12/94
Department of Transport	M56 Junctions 4 to 6 Widening of the carriageway to dual four lanes.	11.8	12/94
Stockport	A626 Tiviot Way Bridge Replacement bridge – 30 metre span	1.9	12/94
Stockport/ Cheshire	A34 Handforth/Wilmslow Bypass Stage 1 A dual carriageway bypass road for Handforth and Wilmslow also providing access to the new retail centre at Handforth Dean.	90.2	10.95
Stockport/ Cheshire	A555 Manchester Airport Eastern Link Rd (Central Section) A dual carriageway 3.9 km long between B5358 Wilmslow Road and A5102 Woodford Road	11.8	10/95
Salford	A57 Cadishead Way Stage 2 Phase 1 Extending Stage 1 of the scheme southwards to Brinell Drive (south) through Northbank Industrial Estate.	2.5	10/95
Manchester	Manchester Hulme Strategic Roads Greenheys Ln West, Chichester Rd, Old Birley St	2.3	09/96
Manchester	A6010 Intermediate Ring Rd Stage 2A and 2B Alan Turing Way Completion of dual carriageway	43.0	08/96
Stockport/ Cheshire	A34 Handforth Wilmslow Bypass Stage 2 A dual carriageway bypass road for Wilmslow.	28.0	12/96

Table 6.25 (cont.) Highway Schemes over £1 Million completed 1986- Spring 2008			
Authority	Name/Description	Cost £M	Opening Date
Manchester	Stretford Road, Hulme Reopening of Stretford Rd through Hulme	2.6	08/97
Trafford Park UDC	A5081 Wharfside Way Eastern Spinal Route Improvements M60 – White City Interchange.	18.0	02/98
Trafford	A56 Bridgewater Way/White City Interchange New 2.0 km dual carriageway road connecting White City Interchange to A56 at Cornbrook.	35.2	02/98
Salford/ Trafford	A5063 Trafford Rd Improvements The Quays – White City	24.0	05/98
Salford/ Manchester	Manchester and Salford Inner Relief Route, A57 Regent Rd to A56 Chester Rd, Phase 2 Stages 1&2 Improvements to the A57/A56 junction, incorporating an underpass for the A57, traffic signals in the redesigned roundabout with pedestrian and cycle facilities, the removal of the A56 flyover, and widening to dual carriageway between A56 and A57 Regent Rd/A6042 Water St junction.	14.1	06/99
Oldham	A62 Oldham Way/A62 Manchester Rd Improvements to pedestrian and cycle crossings together with highway improvements.	7.3	12/99
Wigan	A49 Saddle Junction, Robin Park Signalised gyratory	1.8	09/00
Salford	Eccles Bypass 1 km single carriageway bypassing town centre	2.2	11/00
DETR	M60 J25-1 'MORRIS' Widening	5.8	10/00
DETR	M60 J18 'MORRIS' Roundabout improvement and provision of free flow lane.	9.0	10/00

Table 6.25 (cont.) Highway Schemes over £1 Million completed 1986- Spring 2008			
Authority	Name/Description	Cost £M	Opening Date
DETR	M60 Denton-Middleton Contract 1, 7 km motorway Denton-River Medlock Contract 3, 10 km River Medlock – Jn 19	100.0 50.0	10/00 10/00
Salford/ Manchester	Manchester and Salford Inner Relief Route, Regent Road to Gore Street, (stage 1) Dual carriageway, 0.8 km long	21.0	07/02
Trafford	Altrincham Eastern Improvement Route (AEIR) Improvements to highway network east of Altrincham town centre including new bridge over railway	5.5	10/02
Tameside	Lord Sheldon Way (Ashton Northern Bypass) 2.2km dual carriageway	n/a	12/03
Salford/ Manchester	Manchester and Salford Inner Relief Route, Regent Road to Gore Street (Stage 2) Modification to railway bridge over Irwell Street	4.8	11/04
Salford/ Manchester	Manchester and Salford Inner Relief Route, Regent Road to Gore Street (Stage 3) Roadworks dualling Irwell Street beneath modified bridge	1.8	11/04
Manchester	Temple Sq (Manchester Fort Retail Park) Road improvement/widening	1.0	09/05
Salford	A57 Cadishead Way Stage 2 Single carriageway link 2.4 km bypassing Cadishead	11.3	09/05
Manchester	Central Park Gateway Scheme (North Manchester Business Park) Widening of A62 Oldham Road and new road into site	26.0	11/05
DfT/Highway s Agency	M60 Jns. 5-8 Widening Road improvement/widening/bridge building and replacement	139.5	06/06
Rochdale/NW DA/RDA/Wils on Bowden	A6193 Sir Isaac Newton Way Phase 1 Spine road linking Junction 21 of the M62 to A664 Kingsway via Kingsway Park Development	30.8	12/07

Table 6.25 (cont.) Highway Schemes over £1 Million completed 1986- Spring 2008			
Authority	Name/Description	Cost £M	Opening Date
Bury	Derby Way Link Road Single carriageway link 300m between Rochdale Road and Moorgate	10.0	02/08

Major Public Transport Schemes

Table 6.26 Major Public Transport Schemes over £5 million completed 1993-2007			
Authority	Name/Description	Cost £M	Opening Date
GMPTA	Airport Rail Link Northern Chord & additional rolling stock	15.0	03/93
GMPTA/British Rail/Airport/Cheshire/ERDF	Airport Rail Link Southern Chord	6.0	01/96
GMPTA/Private/ERDF/Salford/DETR	Metrolink Phase 2 Manchester to Salford Quays and Eccles	148.0	07/00
GMPTA	Middleton Bus Station	5.3	08/05
GMPTA/Manchester/ERDF	Central Park Gateway Scheme (North Manchester Business Park) Metrolink Station and bridges	10.8	11/05
GMPTA	Shudehill Interchange Bus Station/ Metrolink Interchange (opened March 2004) and multi-storey car park (opened December 2005)	28.0	01/06
GMPTA	Salford Central Station Phase 1 Redevelopment	5.0	12/07

BV 106: New Homes on Previously Developed Land

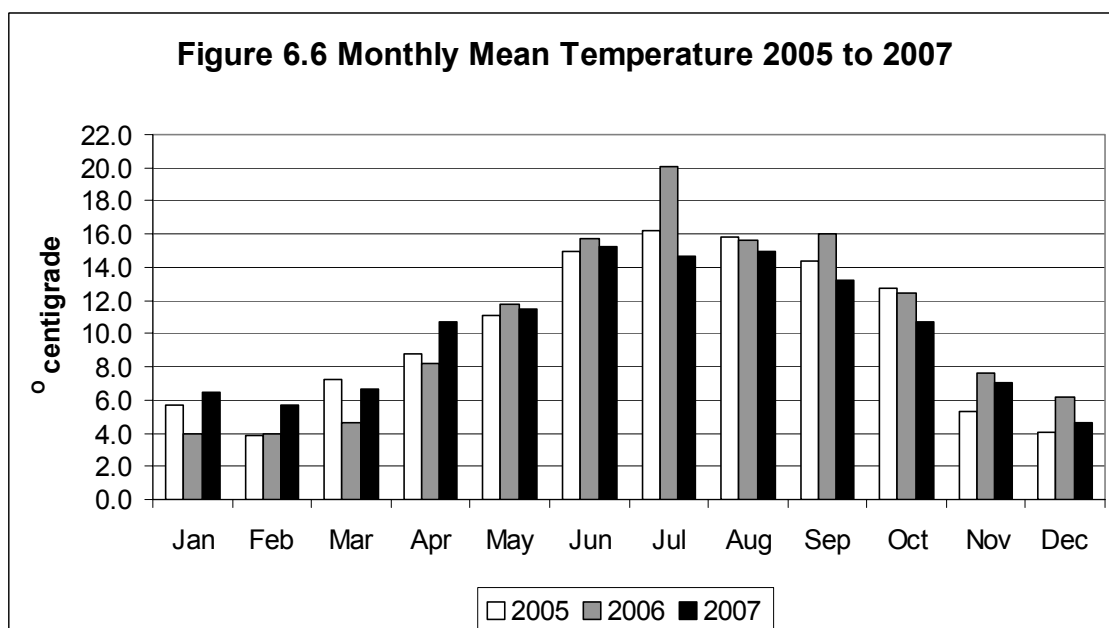
6.20 Table 6.27 shows the percentage of new homes built on previously developed land by each district.

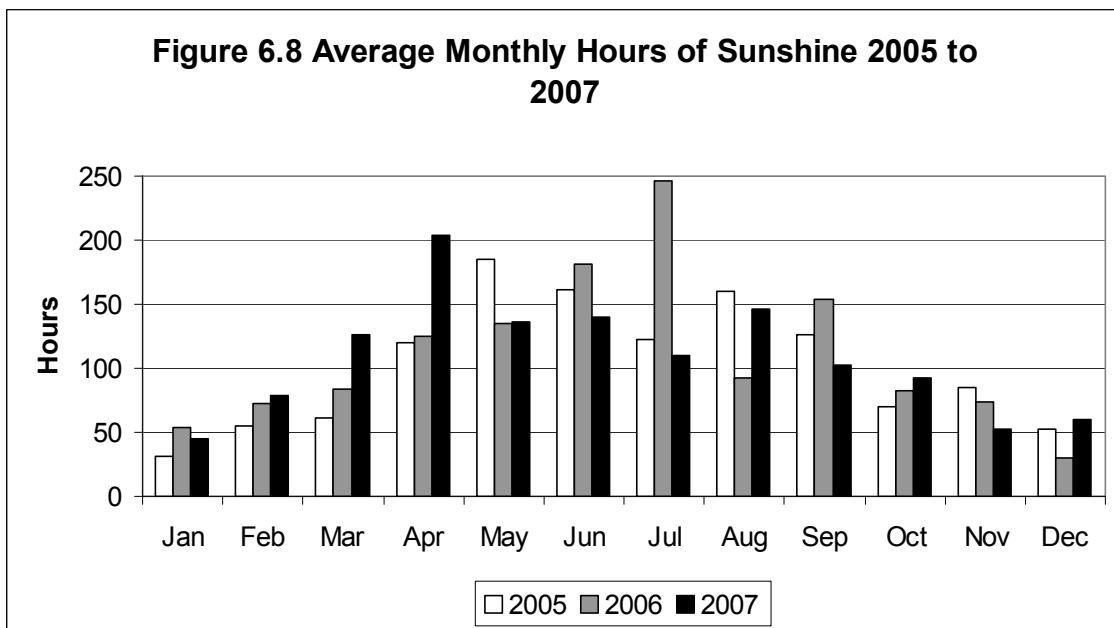
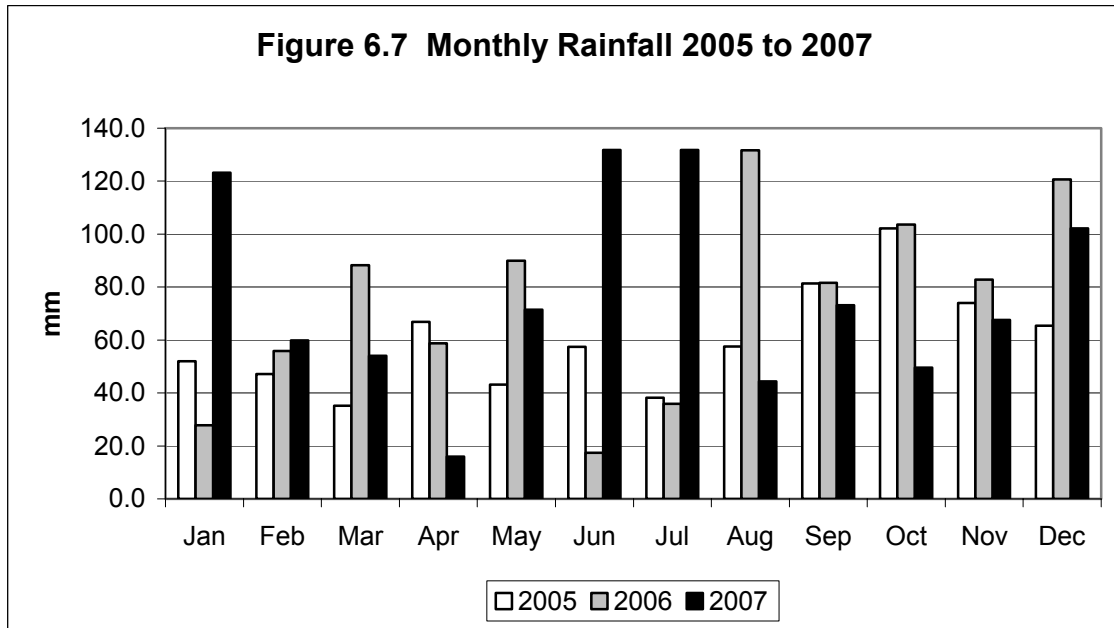
Table 6.27 BV 106 – Percentage of new homes built on previously developed land							
District	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08
Bolton	78.0	83.0	82.00	78.0	87.0	96.0	91.0
Bury	76.1	85.5	93.50	91.0	85.0	86.0	96.0
Manchester	91.0	95.0	89.20	93.5	90.0	92.0	94.0
Oldham	80.0	86.6	84.00	84.0	85.0	82.0	93.0
Rochdale	79.0	66.0	77.00	57.0	80.0	87.0	N/a
Salford	97.0	99.0	99.00	94.3	87.8	91.2	99.0
Stockport	93.0	97.2	98.50	92.7	98.9	98.4	*97.1
Tameside	69.1	63.9	74.00	79.2	84.9	80.3	75.8
Trafford	78.0	90.5	91.00	92.0	76.0	81.0	72.0
Wigan	75.7	64.6	50.00	67.1	88.0	96.0	92.0

Notes: Rochdale data not available in 2007/08. Stockport data April –Sep only

Weather Data

6.21 Figures 6.6 to 6.8 present summaries of average temperature, rainfall and hours of sunshine at the Meteorological Office weather station in Woodford, Greater Manchester for 2005 to 2007.





APPENDIX 1
TRAFFIC COUNT FACTORS

Introduction

The GMTU Traffic Counts System (COUNTS) incorporates factors which are applied to single day counts to produce estimates of annual average flows. Three types of factor are involved. These are:

- (i) Split-shift to 12-hour factors which are used to estimate single day 12-hour vehicle-specific flows from shorter period counts. These factors are calculated from all available 12-hour continuous counts held on the COUNTS system;
- (ii) Factors to estimate average 12, 16, 18 and 24-hour flows from 12-hour counts. These are based on all available data from continuous Automatic Traffic Counting (ATC) sites throughout the county;
- (iii) Year to year factors.

A new year to year factor is added each year and factors (i) and (ii) have been updated periodically as new data has become available. This appendix presents factors that have been produced from 2006 (split shift) and 2007 (12-hour to longer period) data. These are applied to counts in 2008.

Factors currently applied to earlier counts are available on request.

Traffic Count Factors

A. Split Shift to 12-Hour

The factors and their associated standard deviations were derived from 12 hour manual classified counts undertaken at 23 motorway, 122 A road and 157 B, C or U road sites throughout the county during 2006. All sites were 2-way.

$$\begin{aligned}
 \text{12-Hour Flow Estimate} &= \text{AM Peak 2-Hour Count} \times \text{A1} \\
 &+ \text{Off-Peak 2-Hour Count} \times \text{A2 or A3} \\
 &+ \text{PM Peak 2-Hour Count} \times \text{A4}
 \end{aligned}$$

Factors to estimate 12-hour motor vehicle counts to average 12, 16, 18 and 24-hour motor vehicle flows and the standard deviations of the estimates were derived from 2007 Automatic Traffic Count (ATC) data at 32 two-way motorway and 64-two way non-motorway sites throughout the county.

B. 12-Hour to 12-Hour Annual Average Weekday (AAWT)

$$\begin{aligned}
 \text{12-Hour Annual Average Weekday Estimate} &= \text{12-Hour Flow weekday (W) month (M)} \times \text{B (W,M)}
 \end{aligned}$$

C. 12-Hour to 16-Hour Annual Average Weekday (AAWT)

$$\begin{aligned}
 \text{16-Hour Annual Average Weekday Estimate} &= \text{12-Hour Flow weekday (W) month (M)} \times \text{C (W,M)}
 \end{aligned}$$

D. 12-Hour to 18-Hour Annual Average Weekday (AAWT)

$$\begin{aligned}
 \text{18-Hour Annual Average Weekday Estimate} &= \text{12-Hour Flow weekday (W) month (M)} \times \text{D (W,M)}
 \end{aligned}$$

E. 12-Hour to 24-Hour Annual Average Weekday Traffic (AAWT)

$$\begin{aligned}
 \text{24-Hour Annual Average Weekday Estimate} &= \text{12-Hour Flow weekday (W) month (M)} \times \text{E (W,M)}
 \end{aligned}$$

F. 12-Hour to 24-Hour Annual Average Daily Traffic (AADT)

$$\begin{aligned}
 \text{24-Hour Annual Average Day Estimate} &= \text{12-Hour Flow weekday (W) month (M)} \times \text{F (W,M)}
 \end{aligned}$$

G. Year to Year Factors

Indices of motor vehicle traffic growth since 1979 are provided to allow counts to be factored to a common base.

A Split Shift to 12-Hour Factors

1. Factors

Road Class		Time Period	Car	LGV	OGV	Buses	Motor Cycle	Pedal Cycle	All Motor Vehicles
Motorways	A1	07:30-09:30	1.424	1.567	1.539	1.686	1.352		1.455
	A2	10:00-12:00	3.318	3.181	2.949	3.533	4.047		3.237
	A3	12:00-14:00	3.090	3.260	2.968	3.959	3.991		3.094
	A4	16:00-18:00	1.435	1.241	1.306	1.453	1.417		1.403
A Roads	A1	07:30-09:30	1.364	1.464	1.507	1.446	1.454	1.558	1.383
	A2	10:00-12:00	3.466	2.992	2.748	3.531	5.442	4.190	3.327
	A3	12:00-14:00	2.978	3.172	3.178	3.756	3.493	3.528	3.015
	A4	16:00-18:00	1.432	1.280	1.227	1.404	1.401	1.424	1.409
B C U Roads	A1	07:30-09:30	1.316	1.441	1.446	1.370	1.393	1.437	1.334
	A2	10:00-12:00	3.548	3.057	2.840	3.194	3.935	3.713	3.415
	A3	12:00-14:00	3.061	3.232	3.179	3.236	2.888	3.264	3.082
	A4	16:00-18:00	1.429	1.305	1.145	1.275	1.402	1.479	1.410

2. Standard Deviations Associated with Factors

Road Class		Time Period	Car	LGV	OGV	Buses	Motor Cycle	Pedal Cycle	All Motor Vehicles
Motorways	A1	07:30-09:30	0.082	0.108	0.053	0.362	0.187		0.076
	A2	10:00-12:00	0.368	0.286	0.243	1.736	1.736		0.282
	A3	12:00-14:00	0.203	0.295	0.165	1.238	3.877		0.160
	A4	16:00-18:00	0.061	0.047	0.086	0.336	0.268		0.051
A Roads	A1	07:30-09:30	0.062	0.109	0.176	0.222	0.393	0.799	0.062
	A2	10:00-12:00	0.336	0.284	0.481	1.587	3.496	3.202	0.268
	A3	12:00-14:00	0.165	0.277	0.470	1.697	2.180	2.220	0.145
	A4	16:00-18:00	0.075	0.078	0.163	0.284	0.370	0.442	0.068
B C U Roads	A1	07:30-09:30	0.088	0.231	0.435	0.334	0.715	0.734	0.089
	A2	10:00-12:00	0.467	0.550	1.305	1.714	2.900	2.627	0.391
	A3	12:00-14:00	0.280	0.743	1.388	1.494	2.044	2.524	0.262
	A4	16:00-18:00	0.104	0.163	0.249	0.274	0.697	0.691	0.098

B. 12-Hour Weekday to 12-Hour Annual Average Weekday Factors

MOTORWAY

1. Factors

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Average Weekday Factor
January	1.071	1.050	1.068	1.071	1.035	1.534	1.756	1.059
February	1.051	1.026	1.013	1.036	1.008	1.483	1.661	1.026
March	1.037	1.012	0.998	1.002	0.975	1.400	1.606	1.004
April	1.024	1.007	1.002	0.991	0.975	1.462	1.577	0.999
May	1.027	1.013	1.004	0.995	0.968	1.479	1.609	1.001
June	1.039	1.003	0.997	0.991	0.968	1.435	1.583	0.999
July	1.022	1.002	0.991	0.988	0.977	1.404	1.576	0.996
August	1.035	1.011	0.988	0.988	0.975	1.427	1.612	0.998
September	1.011	0.992	0.988	0.975	0.954	1.356	1.510	0.983
October	1.000	0.987	0.975	0.970	0.943	1.337	1.504	0.974
November	1.010	0.994	0.988	0.982	0.959	1.412	1.542	0.986
December	1.005	0.984	0.989	0.987	0.976	1.403	1.645	0.988
Average Factor	1.026	1.006	1.000	0.995	0.974	1.424	1.589	1.000

2. Standard Deviations Associated with Factors

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
January	0.031	0.034	0.039	0.034	0.028	0.125	0.160
February	0.025	0.028	0.028	0.026	0.022	0.119	0.161
March	0.026	0.025	0.024	0.022	0.023	0.114	0.169
April	0.022	0.025	0.020	0.020	0.027	0.128	0.178
May	0.018	0.017	0.017	0.017	0.028	0.136	0.173
June	0.017	0.012	0.018	0.013	0.025	0.126	0.196
July	0.017	0.019	0.016	0.016	0.029	0.124	0.180
August	0.027	0.025	0.021	0.031	0.041	0.151	0.220
September	0.020	0.016	0.018	0.017	0.030	0.127	0.183
October	0.014	0.014	0.015	0.012	0.024	0.116	0.174
November	0.019	0.023	0.028	0.021	0.016	0.118	0.149
December	0.031	0.031	0.036	0.030	0.025	0.100	0.139

B 12-Hour Weekday to 12-Hour Annual Average Weekday Factors

NON-MOTORWAY

1. Factors

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Average Weekday Factor
January	1.037	1.022	1.020	1.027	1.006	1.392	1.702	1.022
February	1.032	1.012	1.003	1.021	0.997	1.350	1.652	1.012
March	1.022	1.004	0.992	0.995	0.977	1.313	1.628	0.998
April	1.010	0.989	0.984	0.983	0.970	1.328	1.607	0.987
May	1.021	0.998	0.996	0.994	0.978	1.394	1.650	0.997
June	1.042	1.018	1.011	1.008	0.992	1.338	1.671	1.014
July	1.031	1.012	1.007	1.004	0.996	1.334	1.655	1.009
August	1.092	1.057	1.041	1.044	1.040	1.451	1.755	1.054
September	1.032	1.013	1.013	1.010	0.994	1.340	1.628	1.012
October	1.016	1.002	0.996	0.995	0.980	1.313	1.566	0.998
November	1.013	0.998	0.989	0.988	0.972	1.313	1.594	0.992
December	0.982	0.975	0.971	0.970	0.959	1.291	1.608	0.971
Average Factor	1.021	1.003	0.998	0.997	0.982	1.329	1.623	1.000

2. Standard Deviations Associated with Factors

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
January	0.032	0.030	0.028	0.035	0.033	0.347	0.448
February	0.027	0.030	0.027	0.029	0.029	0.321	0.447
March	0.032	0.038	0.034	0.032	0.034	0.308	0.447
April	0.024	0.032	0.025	0.024	0.027	0.356	0.426
May	0.030	0.022	0.020	0.020	0.025	0.319	0.426
June	0.024	0.024	0.024	0.022	0.027	0.292	0.493
July	0.035	0.032	0.033	0.032	0.043	0.301	0.411
August	0.156	0.100	0.104	0.128	0.113	0.387	0.395
September	0.035	0.032	0.034	0.033	0.037	0.331	0.491
October	0.028	0.026	0.029	0.029	0.026	0.254	0.418
November	0.027	0.030	0.035	0.031	0.032	0.286	0.427
December	0.049	0.051	0.049	0.041	0.044	0.280	0.424

C 12-Hour Weekday to 16-Hour Annual Average Weekday Factors

MOTORWAY

1. Factors

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Average Weekday Factor
January	1.262	1.238	1.259	1.263	1.221	1.808	2.068	1.249
February	1.238	1.209	1.193	1.220	1.188	1.746	1.955	1.209
March	1.223	1.194	1.177	1.180	1.149	1.648	1.890	1.183
April	1.207	1.188	1.181	1.169	1.149	1.722	1.858	1.178
May	1.210	1.194	1.184	1.173	1.142	1.742	1.895	1.180
June	1.226	1.183	1.175	1.168	1.141	1.691	1.864	1.177
July	1.205	1.182	1.168	1.165	1.152	1.654	1.856	1.174
August	1.220	1.192	1.165	1.165	1.150	1.682	1.899	1.176
September	1.192	1.170	1.164	1.149	1.125	1.598	1.778	1.159
October	1.179	1.164	1.150	1.144	1.112	1.575	1.771	1.149
November	1.191	1.172	1.165	1.158	1.131	1.663	1.816	1.162
December	1.185	1.161	1.165	1.164	1.151	1.654	1.938	1.164
Average Factor	1.210	1.186	1.179	1.173	1.149	1.677	1.872	1.179

2. Standard Deviations Associated with Factors

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
January	0.044	0.048	0.052	0.049	0.038	0.136	0.167
February	0.034	0.038	0.038	0.038	0.030	0.126	0.169
March	0.036	0.034	0.032	0.030	0.028	0.121	0.180
April	0.030	0.028	0.030	0.028	0.032	0.135	0.192
May	0.025	0.024	0.025	0.024	0.037	0.145	0.185
June	0.026	0.021	0.032	0.021	0.030	0.134	0.214
July	0.024	0.027	0.023	0.025	0.037	0.132	0.196
August	0.029	0.026	0.025	0.039	0.046	0.163	0.247
September	0.029	0.026	0.028	0.025	0.037	0.135	0.200
October	0.024	0.027	0.030	0.024	0.031	0.121	0.186
November	0.033	0.038	0.044	0.034	0.028	0.125	0.157
December	0.043	0.043	0.050	0.044	0.038	0.106	0.148

C. 12-Hour Weekday to 16-Hour Annual Average Weekday Factors

NON-MOTORWAY

1. Factors

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Average Weekday Factor
January	1.222	1.205	1.202	1.211	1.187	1.636	1.997	1.205
February	1.215	1.194	1.182	1.202	1.173	1.585	1.938	1.194
March	1.205	1.184	1.170	1.173	1.151	1.543	1.911	1.176
April	1.190	1.166	1.160	1.158	1.143	1.559	1.886	1.163
May	1.203	1.176	1.174	1.171	1.152	1.637	1.936	1.175
June	1.229	1.200	1.192	1.188	1.169	1.573	1.961	1.195
July	1.216	1.193	1.187	1.183	1.174	1.568	1.943	1.190
August	1.287	1.246	1.227	1.231	1.225	1.705	2.062	1.243
September	1.217	1.194	1.195	1.190	1.171	1.574	1.909	1.193
October	1.197	1.180	1.174	1.172	1.154	1.545	1.839	1.176
November	1.194	1.176	1.167	1.166	1.146	1.543	1.872	1.169
December	1.156	1.149	1.144	1.142	1.129	1.516	1.886	1.143
Average Factor	1.204	1.183	1.176	1.176	1.158	1.562	1.905	1.179

2. Standard Deviations Associated with Factors

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
January	0.048	0.047	0.044	0.052	0.045	0.372	0.474
February	0.039	0.046	0.043	0.044	0.037	0.342	0.478
March	0.045	0.053	0.048	0.048	0.046	0.329	0.476
April	0.043	0.051	0.044	0.045	0.041	0.379	0.454
May	0.046	0.041	0.039	0.037	0.037	0.339	0.449
June	0.038	0.040	0.040	0.039	0.037	0.309	0.526
July	0.051	0.050	0.052	0.052	0.057	0.321	0.436
August	0.184	0.120	0.124	0.152	0.132	0.420	0.422
September	0.046	0.045	0.047	0.047	0.043	0.353	0.525
October	0.042	0.045	0.049	0.045	0.036	0.275	0.445
November	0.048	0.054	0.058	0.054	0.051	0.304	0.452
December	0.070	0.075	0.073	0.063	0.062	0.296	0.450

D. 12-Hour Weekday to 18-Hour Annual Average Weekday Factors**MOTORWAY****1. Factors**

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Average Weekday Factor
January	1.303	1.278	1.300	1.304	1.260	1.867	2.135	1.290
February	1.279	1.249	1.232	1.260	1.227	1.803	2.019	1.249
March	1.263	1.233	1.216	1.219	1.186	1.702	1.951	1.222
April	1.247	1.226	1.220	1.207	1.187	1.778	1.918	1.217
May	1.250	1.233	1.222	1.211	1.179	1.799	1.956	1.219
June	1.266	1.222	1.214	1.207	1.179	1.746	1.925	1.216
July	1.244	1.221	1.207	1.204	1.190	1.708	1.917	1.213
August	1.259	1.231	1.203	1.203	1.188	1.737	1.961	1.214
September	1.231	1.208	1.202	1.187	1.161	1.650	1.836	1.197
October	1.217	1.201	1.187	1.181	1.148	1.626	1.828	1.186
November	1.230	1.211	1.203	1.196	1.168	1.717	1.875	1.201
December	1.224	1.199	1.203	1.202	1.188	1.708	2.001	1.203
Average Factor	1.249	1.225	1.217	1.211	1.186	1.732	1.933	1.217

2. Standard Deviations Associated with Factors

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
January	0.048	0.052	0.057	0.053	0.041	0.142	0.170
February	0.038	0.042	0.042	0.041	0.035	0.131	0.172
March	0.039	0.039	0.037	0.035	0.032	0.124	0.184
April	0.033	0.035	0.033	0.034	0.034	0.140	0.197
May	0.028	0.027	0.028	0.027	0.041	0.149	0.188
June	0.027	0.024	0.036	0.026	0.034	0.137	0.220
July	0.028	0.030	0.026	0.030	0.041	0.136	0.201
August	0.032	0.030	0.030	0.043	0.049	0.168	0.253
September	0.033	0.029	0.033	0.029	0.040	0.140	0.207
October	0.028	0.033	0.034	0.029	0.036	0.124	0.190
November	0.037	0.043	0.049	0.040	0.033	0.129	0.161
December	0.048	0.047	0.056	0.049	0.043	0.110	0.152

D. 12-Hour Weekday to 18-Hour Annual Average Weekday Factors**NON-MOTORWAY****1. Factors**

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Average Weekday Factor
January	1.270	1.252	1.248	1.258	1.233	1.698	2.071	1.251
February	1.260	1.239	1.227	1.247	1.217	1.643	2.008	1.239
March	1.251	1.229	1.215	1.218	1.195	1.602	1.981	1.221
April	1.235	1.210	1.204	1.203	1.187	1.618	1.956	1.207
May	1.250	1.221	1.219	1.216	1.196	1.699	2.008	1.220
June	1.276	1.246	1.237	1.234	1.214	1.632	2.033	1.241
July	1.262	1.238	1.232	1.228	1.219	1.627	2.015	1.235
August	1.336	1.294	1.274	1.278	1.272	1.769	2.138	1.290
September	1.263	1.240	1.240	1.236	1.215	1.632	1.978	1.239
October	1.242	1.225	1.219	1.216	1.197	1.602	1.906	1.221
November	1.240	1.222	1.212	1.210	1.190	1.601	1.941	1.214
December	1.199	1.191	1.186	1.184	1.171	1.571	1.954	1.186
Average Factor	1.250	1.228	1.221	1.221	1.202	1.621	1.975	1.224

2. Standard Deviations Associated with Factors

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
January	0.061	0.060	0.058	0.067	0.060	0.379	0.477
February	0.048	0.058	0.057	0.051	0.044	0.348	0.484
March	0.058	0.064	0.060	0.061	0.058	0.335	0.480
April	0.058	0.064	0.058	0.060	0.056	0.384	0.458
May	0.058	0.055	0.053	0.052	0.052	0.344	0.451
June	0.052	0.054	0.054	0.053	0.050	0.314	0.531
July	0.063	0.062	0.064	0.065	0.067	0.326	0.438
August	0.195	0.129	0.133	0.162	0.141	0.429	0.428
September	0.055	0.054	0.058	0.058	0.050	0.358	0.529
October	0.051	0.054	0.062	0.054	0.045	0.281	0.448
November	0.061	0.069	0.073	0.068	0.065	0.309	0.455
December	0.080	0.085	0.083	0.074	0.071	0.300	0.453

E. 12-Hour Weekday to 24-Hour Annual Average Weekday Factors

MOTORWAY

1. Factors

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Average Weekday Factor
January	1.358	1.331	1.355	1.359	1.313	1.945	2.224	1.344
February	1.332	1.301	1.284	1.313	1.278	1.878	2.102	1.301
March	1.316	1.285	1.267	1.270	1.236	1.773	2.032	1.273
April	1.299	1.278	1.271	1.258	1.237	1.853	1.998	1.268
May	1.302	1.285	1.274	1.262	1.228	1.873	2.037	1.270
June	1.319	1.273	1.265	1.257	1.228	1.818	2.004	1.267
July	1.297	1.272	1.258	1.254	1.240	1.780	1.997	1.264
August	1.312	1.282	1.253	1.253	1.238	1.809	2.042	1.265
September	1.282	1.258	1.252	1.236	1.209	1.718	1.911	1.246
October	1.268	1.252	1.237	1.230	1.196	1.693	1.903	1.236
November	1.281	1.261	1.254	1.246	1.217	1.789	1.952	1.251
December	1.276	1.251	1.254	1.253	1.239	1.781	2.085	1.253
Average Factor	1.302	1.277	1.268	1.262	1.236	1.804	2.013	1.269

2. Standard Deviations Associated with Factors

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
January	0.059	0.062	0.066	0.062	0.050	0.150	0.168
February	0.048	0.051	0.050	0.051	0.043	0.139	0.170
March	0.049	0.047	0.045	0.043	0.037	0.129	0.183
April	0.042	0.040	0.040	0.039	0.038	0.141	0.195
May	0.035	0.034	0.035	0.033	0.043	0.149	0.187
June	0.035	0.029	0.042	0.031	0.034	0.138	0.218
July	0.033	0.035	0.033	0.035	0.043	0.137	0.200
August	0.033	0.030	0.031	0.045	0.048	0.166	0.255
September	0.038	0.035	0.040	0.033	0.041	0.140	0.206
October	0.036	0.041	0.042	0.037	0.039	0.125	0.187
November	0.048	0.053	0.060	0.049	0.042	0.136	0.161
December	0.057	0.056	0.064	0.059	0.052	0.117	0.149

E. 12-Hour Weekday to 24-Hour Annual Average Weekday Factors

NON-MOTORWAY

1. Factors

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Average Weekday Factor
January	1.309	1.290	1.286	1.296	1.270	1.750	2.133	1.289
February	1.296	1.277	1.265	1.282	1.252	1.690	2.066	1.277
March	1.289	1.266	1.251	1.255	1.231	1.650	2.041	1.258
April	1.273	1.247	1.241	1.239	1.222	1.667	2.015	1.244
May	1.287	1.258	1.256	1.253	1.233	1.750	2.068	1.257
June	1.314	1.284	1.275	1.271	1.250	1.681	2.094	1.278
July	1.300	1.276	1.269	1.266	1.256	1.676	2.075	1.273
August	1.377	1.333	1.312	1.317	1.311	1.822	2.202	1.329
September	1.301	1.277	1.278	1.273	1.251	1.680	2.036	1.276
October	1.278	1.261	1.256	1.252	1.232	1.649	1.961	1.258
November	1.278	1.259	1.249	1.247	1.226	1.650	2.000	1.251
December	1.233	1.226	1.220	1.218	1.204	1.616	2.010	1.220
Average Factor	1.287	1.265	1.258	1.258	1.238	1.670	2.034	1.261

2. Standard Deviations Associated with Factors

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
January	0.075	0.075	0.074	0.084	0.079	0.395	0.492
February	0.055	0.072	0.072	0.057	0.051	0.362	0.502
March	0.072	0.077	0.074	0.076	0.074	0.349	0.495
April	0.074	0.079	0.073	0.077	0.074	0.399	0.474
May	0.072	0.071	0.070	0.069	0.070	0.359	0.466
June	0.068	0.069	0.069	0.069	0.067	0.327	0.549
July	0.080	0.078	0.079	0.081	0.081	0.339	0.452
August	0.205	0.138	0.142	0.172	0.151	0.444	0.441
September	0.066	0.066	0.070	0.070	0.060	0.372	0.546
October	0.059	0.063	0.076	0.062	0.054	0.291	0.462
November	0.076	0.084	0.087	0.083	0.081	0.323	0.470
December	0.087	0.092	0.090	0.082	0.078	0.311	0.468

F. 12-Hour Weekday to 24-Hour Annual Average Day Factors**MOTORWAY****1. Factors**

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Average Weekday Factor
January	1.237	1.213	1.235	1.239	1.197	1.771	2.023	1.225
February	1.214	1.185	1.170	1.196	1.164	1.709	1.911	1.185
March	1.200	1.172	1.155	1.157	1.125	1.613	1.848	1.159
April	1.184	1.165	1.159	1.146	1.127	1.686	1.817	1.155
May	1.187	1.171	1.161	1.150	1.119	1.705	1.853	1.157
June	1.202	1.160	1.153	1.145	1.119	1.655	1.823	1.155
July	1.182	1.160	1.146	1.144	1.130	1.620	1.817	1.152
August	1.196	1.169	1.142	1.142	1.128	1.647	1.858	1.153
September	1.168	1.146	1.141	1.126	1.102	1.563	1.738	1.136
October	1.155	1.140	1.127	1.121	1.090	1.540	1.730	1.126
November	1.168	1.149	1.143	1.136	1.109	1.628	1.776	1.140
December	1.163	1.140	1.141	1.141	1.128	1.622	1.896	1.142
Average Factor	1.186	1.163	1.156	1.150	1.126	1.642	1.831	1.156

2. Standard Deviations Associated with Factors

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
January	0.071	0.075	0.076	0.075	0.062	0.126	0.125
February	0.060	0.063	0.061	0.063	0.054	0.114	0.128
March	0.060	0.058	0.055	0.054	0.046	0.101	0.140
April	0.053	0.048	0.051	0.049	0.044	0.107	0.151
May	0.048	0.046	0.047	0.045	0.050	0.116	0.142
June	0.047	0.045	0.054	0.044	0.040	0.103	0.171
July	0.044	0.045	0.044	0.045	0.048	0.105	0.155
August	0.038	0.036	0.037	0.047	0.046	0.130	0.209
September	0.047	0.047	0.051	0.045	0.046	0.107	0.162
October	0.048	0.053	0.055	0.048	0.049	0.095	0.144
November	0.060	0.064	0.069	0.059	0.051	0.110	0.120
December	0.062	0.062	0.070	0.065	0.057	0.095	0.113

F. 12-Hour Weekday to 24-Hour Annual Average Day Factors**NON-MOTORWAY****1. Factors**

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Average Weekday Factor
January	1.212	1.195	1.192	1.201	1.176	1.611	1.962	1.195
February	1.199	1.184	1.172	1.187	1.158	1.554	1.897	1.184
March	1.195	1.174	1.160	1.163	1.141	1.519	1.876	1.166
April	1.179	1.155	1.149	1.148	1.132	1.532	1.852	1.152
May	1.192	1.166	1.163	1.160	1.141	1.610	1.901	1.164
June	1.218	1.190	1.182	1.178	1.159	1.549	1.924	1.185
July	1.205	1.182	1.176	1.173	1.163	1.543	1.910	1.179
August	1.276	1.235	1.217	1.220	1.214	1.678	2.029	1.232
September	1.206	1.184	1.184	1.180	1.158	1.546	1.870	1.183
October	1.184	1.168	1.164	1.159	1.141	1.522	1.806	1.166
November	1.184	1.167	1.158	1.156	1.137	1.520	1.839	1.160
December	1.141	1.134	1.130	1.128	1.114	1.487	1.847	1.129
Average Factor	1.193	1.173	1.167	1.166	1.148	1.538	1.871	1.169

2. Standard Deviations Associated with Factors

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
January	0.101	0.101	0.099	0.107	0.100	0.305	0.363
February	0.076	0.097	0.097	0.080	0.070	0.273	0.377
March	0.095	0.099	0.097	0.098	0.093	0.266	0.370
April	0.099	0.103	0.099	0.102	0.095	0.301	0.354
May	0.095	0.096	0.095	0.092	0.089	0.270	0.343
June	0.093	0.093	0.094	0.093	0.087	0.245	0.412
July	0.099	0.099	0.100	0.101	0.098	0.256	0.334
August	0.203	0.145	0.149	0.174	0.153	0.356	0.343
September	0.087	0.087	0.091	0.092	0.075	0.280	0.409
October	0.082	0.087	0.099	0.083	0.074	0.229	0.344
November	0.101	0.108	0.110	0.106	0.102	0.245	0.348
December	0.100	0.104	0.103	0.097	0.089	0.228	0.344

G Year to Year Factors**Indices of Traffic Flows by Vehicle Type Since 1979****Motorways**

Year	Cars	LGV	OGV	Buses & Coaches	Motor Cycles	All Motors
1979	1.00	1.00	1.00	1.00	1.00	1.00
1980	1.06	1.01	1.01	1.05	1.19	1.03
1981	1.10	1.03	1.03	1.08	1.32	1.02
1982	1.15	1.05	1.05	1.13	1.38	1.09
1983	1.20	1.09	1.09	1.21	1.29	1.13
1984	1.26	1.16	1.14	1.35	1.21	1.17
1985	1.30	1.26	1.17	1.47	1.18	1.22
1986	1.36	1.40	1.19	1.62	1.14	1.28
1987	1.46	1.57	1.24	1.98	1.17	1.37
1988	1.57	1.75	1.31	2.31	1.15	1.48
1989	1.67	1.92	1.37	2.63	1.19	1.57
1990	1.75	2.00	1.40	2.77	1.22	1.63
1991	1.78	1.98	1.45	2.84	1.18	1.65
1992	1.87	2.13	1.41	2.98	1.19	1.73
1993	1.89	2.10	1.38	2.97	1.15	1.73
1994	1.87	2.12	1.52	3.21	1.04	1.73
1995	1.94	2.23	1.52	2.86	1.06	1.80
1996	2.04	2.38	1.50	3.15	1.15	1.88
1997	2.14	2.46	1.51	3.29	1.09	1.96
1998	2.16	2.51	1.50	3.32	1.23	1.98
1999	2.25	2.56	1.52	4.32	1.45	2.04
2000	2.25	2.64	1.50	3.93	1.51	2.04
2001	2.34	2.67	1.49	4.01	1.59	2.10
2002	2.43	2.80	1.50	3.73	1.65	2.18
2003	2.50	2.83	1.49	3.88	1.70	2.22
2004	2.60	3.02	1.56	4.35	1.56	2.31
2005	2.63	2.93	1.45	3.70	1.73	2.29
2006	2.60	3.11	1.42	3.48	1.78	2.29
2007	2.63	3.20	1.41	2.51	1.57	2.31

Other Roads

Year	Cars	LGV	OGV	Buses & Coaches	Motor Cycles	All Motors	Pedal Cycles
1979	1.00	1.00	1.00	1.00	1.00	1.00	1.00
1980	1.02	0.99	0.99	0.97	1.02	1.03	1.09
1981	1.03	0.98	0.98	0.94	1.00	1.02	1.17
1982	1.05	0.98	0.98	0.91	0.98	1.04	1.24
1983	1.08	0.99	0.99	0.89	0.92	1.06	1.26
1984	1.12	1.02	1.01	0.89	0.90	1.09	1.24
1985	1.16	1.06	1.02	0.93	0.81	1.12	1.16
1986	1.21	1.16	1.06	1.03	0.76	1.18	1.16
1987	1.26	1.23	1.08	1.19	0.70	1.22	1.10
1988	1.30	1.30	1.10	1.35	0.66	1.26	1.07
1989	1.34	1.33	1.10	1.46	0.63	1.29	1.08
1990	1.37	1.39	1.09	1.54	0.58	1.31	1.05
1991	1.41	1.37	1.05	1.55	0.53	1.34	1.10
1992	1.39	1.37	0.95	1.60	0.47	1.32	1.12
1993	1.40	1.34	0.99	1.66	0.43	1.32	1.14
1994	1.42	1.38	1.01	1.78	0.40	1.34	1.08
1995	1.43	1.37	0.97	1.62	0.40	1.34	1.10
1996	1.44	1.36	0.95	1.58	0.38	1.35	1.17
1997	1.45	1.37	0.96	1.50	0.35	1.36	1.03
1998	1.45	1.37	0.93	1.50	0.35	1.36	0.94
1999	1.46	1.37	0.85	1.53	0.39	1.37	0.98
2000	1.45	1.40	0.85	1.50	0.42	1.36	0.92
2001	1.45	1.34	0.80	1.52	0.44	1.35	0.88
2002	1.45	1.34	0.74	1.50	0.45	1.35	0.81
2003	1.46	1.35	0.73	1.44	0.44	1.36	0.78
2004	1.46	1.39	0.76	1.43	0.42	1.36	0.75
2005	1.45	1.39	0.70	1.44	0.41	1.35	0.81
2006	1.45	1.42	0.67	1.44	0.39	1.35	0.82
2007	1.45	1.45	0.63	1.32	0.39	1.35	0.88

APPENDIX 2
SOME RECENT GMTU PUBLICATIONS

REPORTS

No	Title	Author(s)	Date
1125	Analysis of GMATS Data to Assess the Potential for P&R from South Manchester	P Bearon	Apr 2006
1134	Analysis of GMATS Data to Assess the Potential for P&R from East Manchester	P Bearon	Apr 2006
1136	Analysis of GMATS Data to Assess the Potential for P&R in the Oldham/Rochdale Corridor	P Bearon	May 2006
1137	Road Casualty Statistics Greater Manchester 2005	D Chiu	Jun 2006
1138	Transport Statistics Greater Manchester 2005	E Ellis et al	Jun 2006
1139	Transport Statistics Bolton 2005	E Ellis et al	Jul 2006
1140	Transport Statistics Bury 2005	E Ellis et al	Jul 2006
1141	Transport Statistics Manchester 2005	E Ellis et al	Jul 2006
1142	Transport Statistics Oldham 2005	E Ellis et al	Jul 2006
1143	Transport Statistics Rochdale 2005	E Ellis et al	Jul 2006
1144	Transport Statistics Salford 2005	E Ellis et al	Jul 2006
1145	Transport Statistics Stockport 2005	E Ellis et al	Jul 2006
1146	Transport Statistics Tameside 2005	E Ellis et al	Jul 2006
1147	Transport Statistics Trafford 2005	E Ellis et al	Jul 2006
1148	Transport Statistics Wigan 2005	E Ellis et al	Jul 2006
1153	Analysis of GMATS Data to Assess the Potential for P&R in the Leigh/Wigan Corridor	P Bearon	Jul 2006
1158	Chorlton QBC After Monitoring – Report of Surveys	P Howarth	Aug 2006
1183	Bus Lane Enforcement Monitoring – Report of Before Study	J C Mayoh	Aug 2006
1192	Wigan Congestion Study	P Bearon R Boncinelli	Sep 2006
1205	Bolton Casualty Research Project – Road Accident Casualty Trends Since 1994	D Chiu	Oct 2006
1214	Analysis of Travel Survey Data to Assess the Potential for Park and Ride along the Bolton Corridor	P Bearon	Mar 2007
1236	A62 Huddersfield Road QBC Scheme “Comparison of Before and After Data”	R Boncinelli	Dec 2006
1238	School Travel Survey – Report of Survey Autumn 2006 (Hands Up Survey)	M White	Jan 2007
1255	Results of Consultation on the Greater Manchester Cycling Strategy	A Castle	Jan 2007
1257	A Before and After Analysis of Accidents at Puffin Crossings and at Signalised Junctions with Nearside Indicators	D Chiu	Jan 2007
1258	Analysis of Travel Survey Data to Assess the Potential for Park and Ride along the Altrincham Corridor	P Bearon	Mar 2007
1288	Road Casualty Statistics Greater Manchester 2006	D Chiu	Jul 2007
1289	Transport Statistics Greater Manchester 2006	E Ellis et al	Jul 2007
1290	Transport Statistics Bolton 2006	E Ellis et al	Aug 2007

No	Title	Author(s)	Date
1291	Transport Statistics Bury 2006	E Ellis et al	Aug 2007
1292	Transport Statistics Manchester 2006	E Ellis et al	Aug 2007
1293	Transport Statistics Oldham 2006	E Ellis et al	Aug 2007
1294	Transport Statistics Rochdale 2006	E Ellis et al	Aug 2007
1295	Transport Statistics Salford 2006	E Ellis et al	Aug 2007
1296	Transport Statistics Stockport 2006	E Ellis et al	Aug 2007
1297	Transport Statistics Tameside 2006	E Ellis et al	Aug 2007
1298	Transport Statistics Trafford 2006	E Ellis et al	Aug 2007
1299	Transport Statistics Wigan 2006	E Ellis et al	Aug 2007
1304	Person Delay Surveys – Technical Review Document	D Holt	Apr 2007
1310	Manchester Bus Lane Enforcement Monitoring After Study	P Howarth	May 2007
1331	The Greater Manchester Emissions Inventory 2005 Update	I Hull T Morris K Fraser	Jul 2007
1333	Greater Manchester TIF Bid - SATURN Model Forecasting Report	John Wharf	Mar 2008
1337	The Greater Manchester Emissions Inventory 2004 Update	I Hull	Sep 2007
1342	Cycle Monitoring Greater Manchester Jan-July 2007	D Weston	Oct 2007
1365	SEMMMS QBC Corridor H M60 Junction 1 Before/After Report	P.Howarth	Dec 2007
1366	Greater Manchester Cycling Progress Report	E Ellis	Dec 2007
1368	The Greater Manchester Emissions Inventory 2010 Forecast	I Hull	Dec 2007
1387	Transport Statistics Greater Manchester 2007	E Ellis et al	Aug 2007
1388	Transport Statistics Bolton 2006	E Ellis et al	Aug 2007
1389	Transport Statistics Bury 2006	E Ellis et al	Aug 2007
1390	Transport Statistics Manchester 2006	E Ellis et al	Aug 2007
1391	Transport Statistics Oldham 2006	E Ellis et al	Aug 2007
1392	Transport Statistics Rochdale 2006	E Ellis et al	Aug 2007
1393	Transport Statistics Salford 2006	E Ellis et al	Aug 2007
1394	Transport Statistics Stockport 2006	E Ellis et al	Aug 2007
1395	Transport Statistics Tameside 2006	E Ellis et al	Aug 2007
1396	Transport Statistics Trafford 2006	E Ellis et al	Aug 2007
1397	Transport Statistics Wigan 2006	E Ellis et al	Aug 2007
1408	Casualty Statistics Greater Manchester 2007 (Main Report)	D Chiu et al	Jul 2008
1409	Casualty Statistics Greater Manchester 2007 – Countywide Tabulations	D Chiu	Jul 2008
1410	Casualty Statistics Greater Manchester 2007-	D.Chiu	Aug 2008

No	Title	Author(s)	Date
	District Tabulations and Comparisons		
1411	Additional analysis on freight and car movements across the Trafford Park key centre cordon	P Bearon D Nixon	Mar 2008
1412	Monthly Cycle Monitoring Greater Manchester 2007	D Weston	Mar 2008
1414	SEMMMS Local Centre Activity Surveys Comparison of 2005/06 and 2008-2009 Results	R Boncinelli	Mar 2008
1416	Trends in Car Journey Times on the 15 Target Congestion Routes 2003 to 2007	A Castle E Ellis	May 2008
1418	Summary of Congestion Monitoring Findings	P Howarth J Wharf	Apr 2008

