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

**TRANSPORT STATISTICS
GREATER MANCHESTER 2006**

SUMMARY

This report presents results of GMTU's traffic and transport monitoring during 2006.

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.

BOLTON, BURY, MANCHESTER, OLDHAM, ROCHDALE, SALFORD, STOCKPORT, TAMESIDE, TRAFFORD, WIGAN

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 July 2007 and any future updates will be made available on the electronic version.

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EXECUTIVE SUMMARY

TRANSPORT STATISTICS GREATER MANCHESTER 2006

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 for the first time. 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)

- Indicators for the condition of principal, non-principal and unclassified roads (BV 223, 224a and 224b) are considered to be on-track, the targets having been revised to reflect two consistent years of scanner data.
- Results for footway condition (BV 187), accessible pedestrian crossings (BV 165) and ease of use of Public Rights Of Way (PROW) (BV 178) are inconclusive due to inconsistencies in methodology and target setting.

Road Casualties (Best Value)

- Child killed and seriously injured (KSI) casualties (BV 99ii) and slight casualties (BV 99iii) are on track with total KSI slightly off track but improving.

Public Transport (Best Value)

- Bus (BV102a), Rail (BV102b) and Metrolink (BV102c) patronage are all on track. A revised target is to be considered for bus patronage due to the introduction of free travel for over 60s.
- 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) and the number of cyclists (LTP3) are on track. Mode share of journey to schools (LTP4), changes in peak period traffic flow to urban centres (LTP6) and congestion (LTP7) are inconclusive as only base data is presently available.

Public Transport (Mandatory)

- The percentage of households within 30 minutes of a category A interchange or Manchester City Centre by 08:45 (LTP1a) is off track as is the equivalent by 08:30 for jobseekers (LTP1b).
- The results of the bus punctuality indicators (LTP5) are inconclusive and subject to revision.

Pollution (Mandatory)

- The index of change in the emissions of NO_x from major roads (LTP8) was on track in 2005 but data is yet to be available for 2006.

Pollution (Headline)

- The index of change in the emissions of CO₂ from major roads (LTP8) was on track in 2005 but data is yet to be available for 2006.

Public Transport (Headline)

- The percentage of wheelchair accessible buses (LTP10a) is on track but accessible rail stations (LTP10c) are off track and only base data is available for accessible bus stops (LTP10b). Funding sources for LTP10c have been identified.

Road and Other Traffic (Headline)

- Only base data is available for the numbers of people walking (LTP11) as data from the National Travel Survey (NTS) is not available until August.
- Modal share of trips to the regional centre and Manchester Airport (LTP12a&c) are on track.
- The modal share of trips to other key centres (LTP12b) is slightly off track as the proportion of non-car trips decreased between 2004/06 and 2005/07. However, the proportion of non-car trips still exceeds the milestone target.

Road Traffic**Traffic Flow Changes on Major Roads in Greater Manchester 2005-2006**

Table 1 gives a summary of percentage changes in traffic flows in Greater Manchester between 2005 and 2006.

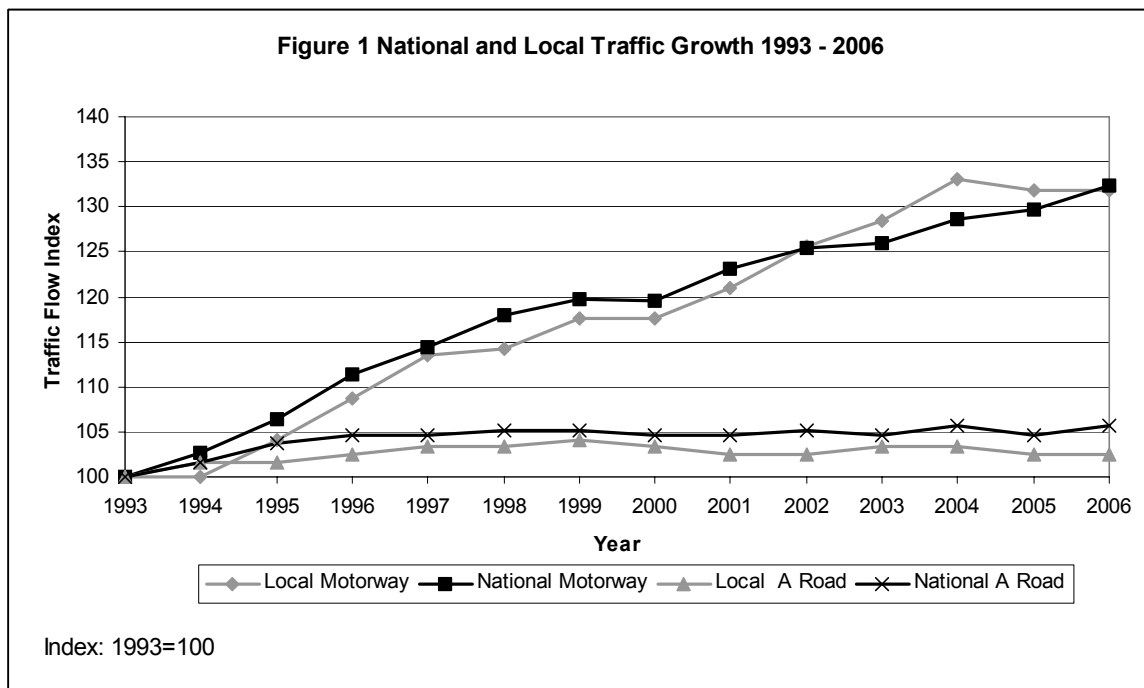
- There was no increase in traffic flows on motorways, A roads and B roads between 2005 and 2006. Motorway flows were affected by the completion of the long-term widening roadworks on the M60 between junctions 5 and 8. Evidence from Automatic Traffic Counts (ATC) indicates that while there was little growth on the majority of the network, traffic has increased between these junctions in the last year.
- Traffic flows increased by 2% 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 4% on A roads and 5% on minor roads, but decreased by 3% on B roads. Note, though, that as the flows are small, measured changes are less statistically reliable than for other vehicle types.

Table 1 Percentage Changes in 12-Hour Traffic Flows on a Sample of Motorways, A Roads and B Roads between 2005 and 2006							
Road Class	Cars	LGV	OGV	Buses and Coaches	Motor Cycles	Pedal Cycles	All Motors
Motorways	-1	6	-2	-6	3	-	0
A Roads	0	2	-2	0	-3	4	0
B Roads	0	1	-8	1	-13*	-3*	0
Minor Roads	2	4	-4	3*	0*	5*	2

* 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 both national and local motorways showed increases of 32% between 1993 and 2006. 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 2000 to exceed national levels by 2002. Local flows have levelled of 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.



Vehicle Kilometres on Motorways, A Roads and B Roads in Greater Manchester in 2006

- 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 33.9 million vehicles.
- A roads made up 61% of the major road network and carried 45% 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.

Composition of Traffic

- In 2006 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 6.4% of traffic on motorways, 1.3% on A roads, 0.7% on B roads and 0.5% on minor roads.

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

- In 2006, average weekday cycle flows on Greater Manchester A and B road links between 07:00 and 19:00 were 85 and 86 cycles respectively.

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. The total number of trips increased in the morning peak period but decreased in other time periods between 2002 and 2005. The number of car trips was down in all time periods whilst non-car trips increased in the morning and off-peak.
- 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 2006. Off-peak and evening peak traffic flows in 2006 were just below 1997 levels. The total number of trips has 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.
- 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. Rail and Metrolink trips increased in the peak period between 1997 and 2005, but decreased markedly in other time periods. Bus trips have decreased significantly in all time periods although the results are based on a small data sample.
- 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.

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 32% between 1991 and 2006.

- The number of off-peak passengers increased by 70% over the same period.
- There was no change in peak patronage, but an 14% increase in off-peak patronage in Greater Manchester between 2005 and 2006, probably mainly the result of the introduction of free travel for over 60s after 09:30.

Metrolink Patronage

- Weekday peak period (07:30-09:30) boarders on Manchester bound trams on the Bury line increased by 4% between 2005 and 2006 to just over 3,000 passengers. However, off-peak (09:30-13:30) boarders decreased by 6% to almost 2,800 passengers.
- Inbound peak boarders on the Altrincham line decreased by 16% between 2005 and 2006 to just over 4,000 passengers. Off-peak boarders increased by 11% to just above 3,500 passengers.
- Peak boarders inbound to Manchester on the Eccles line increased by 7% to over 910 between 2005 and 2006. Peak alighters outbound from Manchester decreased by 2% to just under 1140. Off-peak boarders increased by 5% to just over 1070 and alighters remained the same at 1120.

Bus Service Supply

- Bus mileage figures have been revised from previous years to account for cancelled registrations.
- Overall bus mileage increased by 1% between 2005 and 2006 to 71.3 million miles.
- Commercial bus mileage operated in 2006 (57.0 million miles) was below the total operated in 1985 before bus deregulation.
- Weekday peak mileage decreased by 3% between 2005 and 2006 to be below pre-deregulation mileage for the first time.
- Off-peak and Saturday mileages were, respectively, 46% and 7% higher in 2006 than prior to deregulation in 1985. Weekday evening and Sunday mileages were lower than in 1985 by 31% and 18% respectively.
- Sunday mileage was only 43% of that on Saturday. This contrasts with road traffic flows where Sunday flows are 94% of Saturday flows on motorways and 83% of Saturday flows on A class roads.
- First and Stagecoach operated 68% of bus mileage in Greater Manchester in 2005.

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 2005/06. Consequently, each district has revised its targets based on results using the new guidance.

Table 1.1 BV 223 – Principal Road Condition							
District	Actual (%)			Target (%)			
	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
Bolton	32.9	15.0	16.0	15.0	14.0	13.0	12.0
Bury	38.8	19.0	17.0	15.0	13.0	12.0	11.0
Manchester	37.5	18.7	10.0	10.0	10.0	9.0	9.0
Oldham	38.9	36.9	35.0	30.0	25.0	25.0	25.0
Rochdale	47.9	23.0	16.0	22.0	21.5	21.0	19.0
Salford	39.5	28.0	15.0	24.7	23.0	21.0	
Stockport	29.1	25.0	11.0	10.0	10.0	10.0	10.0
Tameside	38.5	32.4	11.0	11.0	11.0	10.0	9.0
Trafford	42.7	36.0	15.0	14.0	13.0	12.0	
Wigan	40.8	25.0	14.0	14.0	13.5	13.0	12.5

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 2005/06, 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							
District	Actual (%)			Target (%)			
	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
Bolton	22.7	30.0	24.0	22.0	20.0	18.0	16.0
Bury	21.7	33.0	23.0	21.0	19.0	18.0	17.0
Manchester	4.9	28.0	13.0	13.0	13.0	12.0	12.0
Oldham	50.1	26.5	25.0	25.0	24.0	23.0	23.0
Rochdale	12.3	37.0	21.0	35.0	34.0	33.0	32.0
Salford	33.8	36.0	20.0	29.5	26.5	23.5	
Stockport	12.8	35.0	13.0	12.0	11.0	10.0	10.0
Tameside	9.6	37.3	14.0	14.0	14.0	13.0	12.0
Trafford	5.5	44.0	20.0	20.0	20.0	20.0	20.0
Wigan	8.4	26.7	14.0	14.0	13.5	13.0	12.5

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 not been amended since the publication of GMLTP2, but as a relatively new indicator, most districts have produced revised targets having collected more trend data.

Table 1.3 BV 224b – Unclassified Road Condition							
District	Actual (%)			Target (%)			
	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
Bolton	18.2	24.8	22.0	21.0	18.0	15.0	12.0
Bury	14.3	8.8	14.0	12.0	10.0	8.0	7.0
Manchester	11.1	15.5	15.0	15.0	14.0	14.0	13.0
Oldham	62.9	60.0	59.0	58.0	57.0	55.0	55.0
Rochdale	13.3	9.7	13.0	9.0	8.5	8.0	7.5
Salford	27.8	23.3	24.0	16.0	12.0	10.0	
Stockport	15.8	10.2	10.5	10.0	10.0	10.0	10.0
Tameside	11.1	17.8	17.0	17.0	17.0	16.0	15.0
Trafford*	17.1	11.6	12.0	15.4	14.8	14.2	13.8
Wigan	6.1	8.3	9.0	9.0	8.5	8.0	7.5

* Denotes original GMLTP2 targets, all others have been revised subsequently.

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.

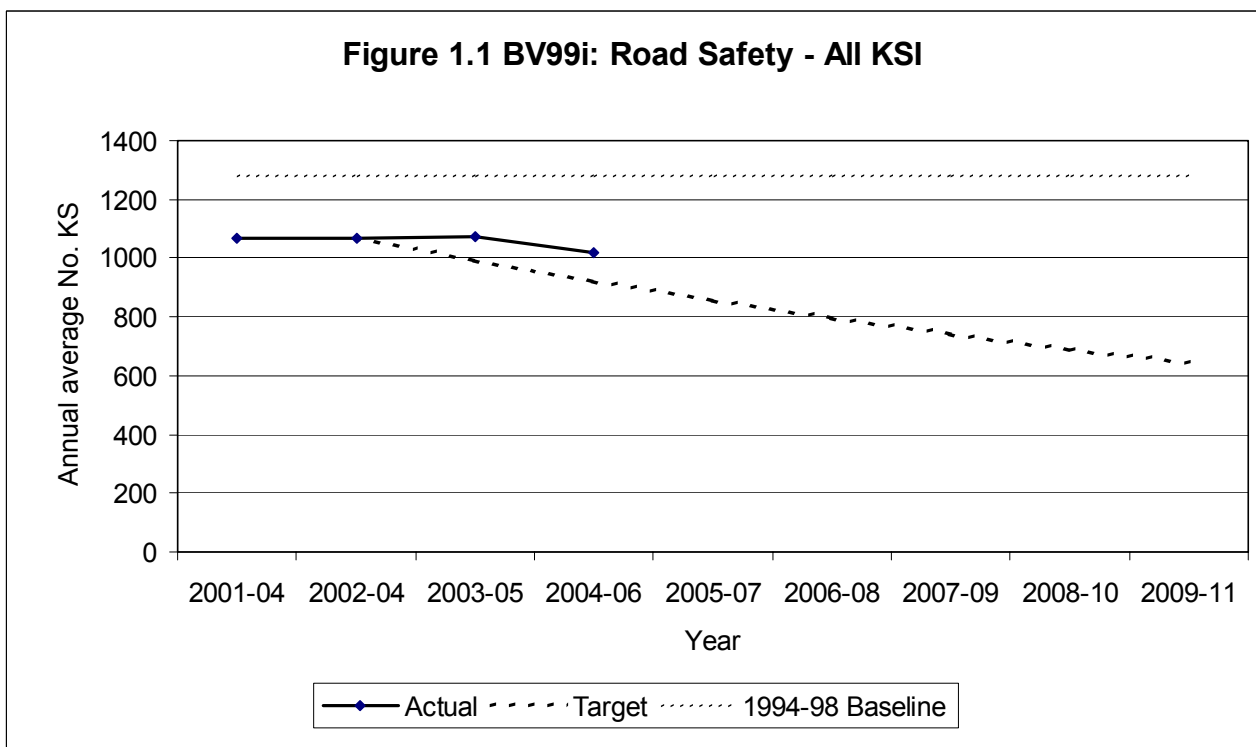
Table 1.4 BV 187 – Principal Footway Condition							
District	Actual (%)			Target (%)			
	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
Bolton*	52.0	44.0	22.0	35.5	30.0	25.0	20.0
Bury	22.7	42.0	34.0	30.0	25.0	22.0	20.0
Manchester	15.0	14.0	24.0	13.5	13.0	12.5	12.5
Oldham	42.1	46.0	38.0	34.0	30.0	29.0	29.0
Rochdale	22.0	14.0	19.0	13.0	12.0	11.0	10.0
Salford	58.0	30.0	65.7	26.0	24.0	22.0	
Stockport*	28.8	26.0	25.0	23.0	21.0	19.0	17.0
Tameside	20.0	18.0	18.0	17.5	17.0	17.0	16.5
Trafford	37.4	25.0	18.0	13.0	8.0	8.0	
Wigan*	20.6	11.0	13.0	8.5	6.0	5.0	4.5

* Denotes original GMLTP2 targets, all others have been revised subsequently.

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 result marks a significant downturn.

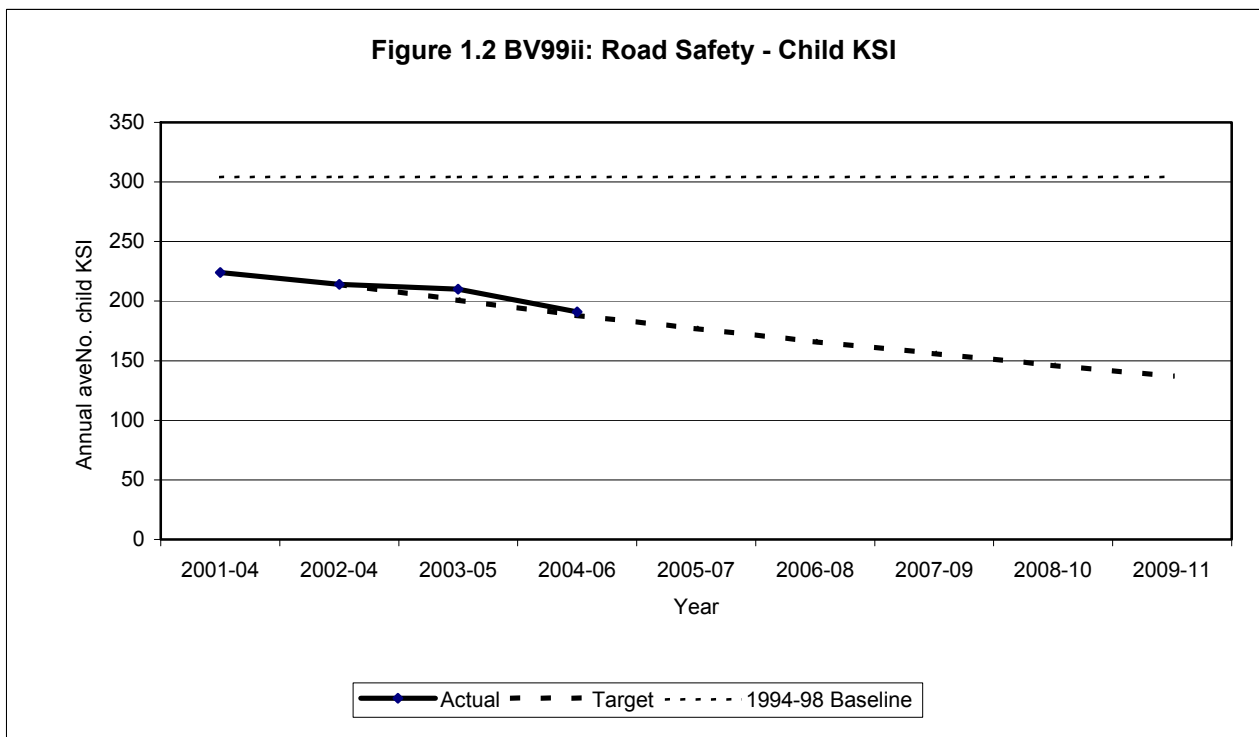
Table 1.5 BV 99i – All KSI				
Year	Actual		Target	
	KSI (annual ave)	Index	KSI (annual ave)	Index
1994-98	1281	100		
2001-04	1069	83		
2002-04	1066	83	1066	83
2003-05	1073	84	991	77
2004-06	1019	80	922	72
2005-07			857	67
2006-08			797	62
2007-09			741	58
2008-10			689	54
2009-11			641	50



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 (2004-06) figure of 191 shows the largest annual decrease to date and only narrowly fails to meet the target of 188.

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			177	58
2006-08			166	55
2007-09			156	51
2008-10			146	48
2009-11			137	45



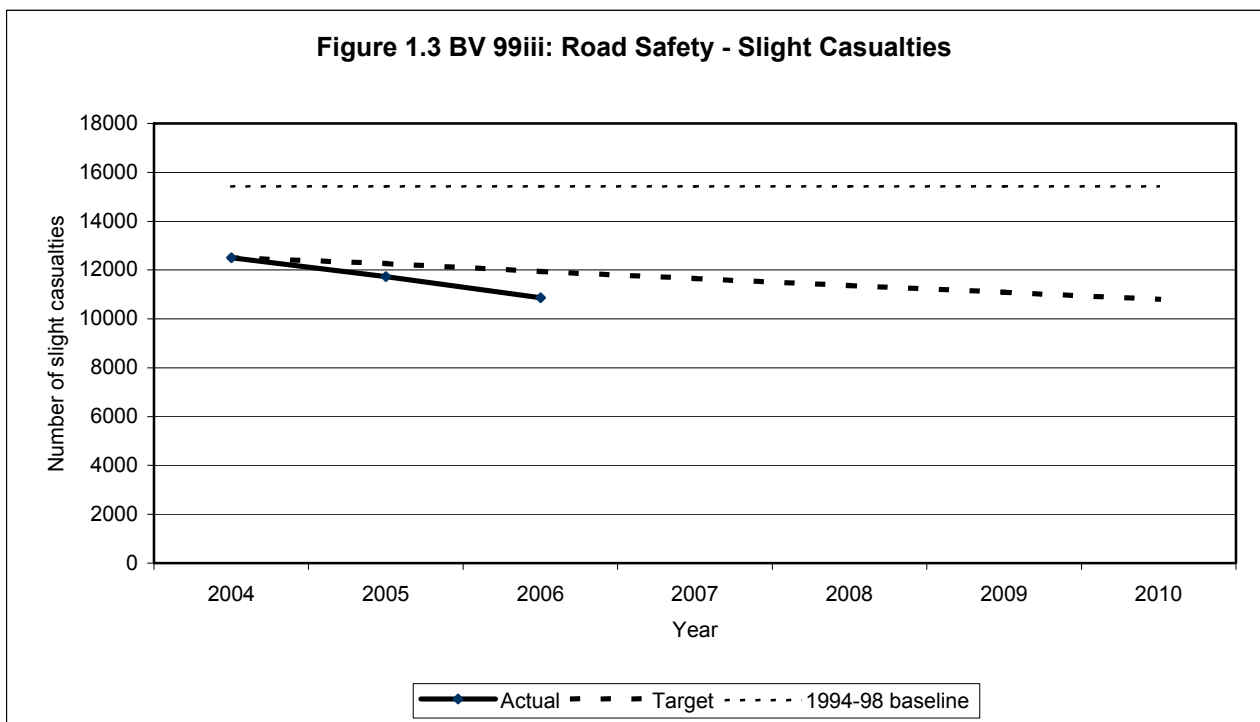
BV 99iii: Road Safety – Slight Casualties

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 2006 figure of 10861 represents 70% of the 1994-98 baseline, well ahead of the targeted 77%.

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			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



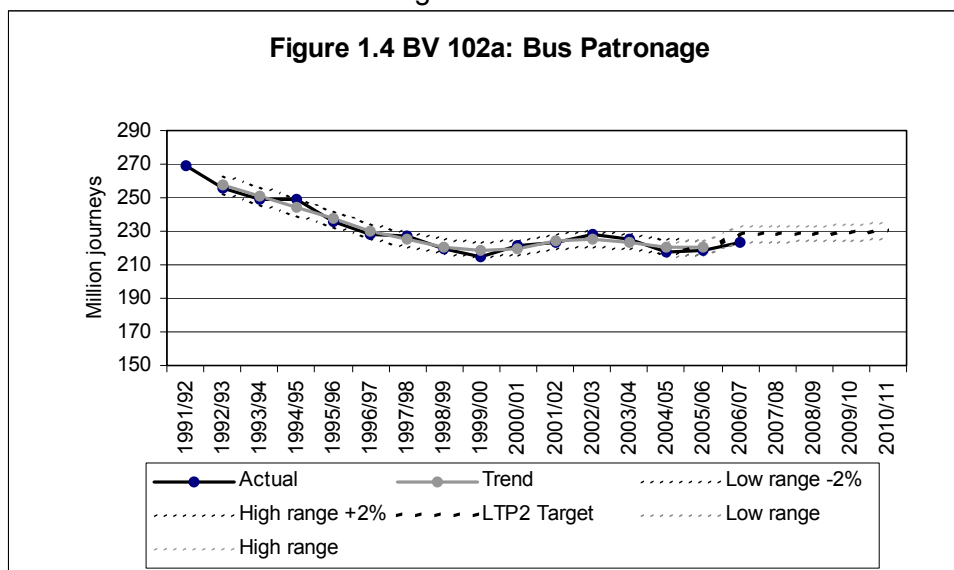
BV 102a: Bus Patronage

1.11 Table 1.8 & Figure 1.4 show the number of bus passenger trips in Greater Manchester (BV 102a).

1.12 The results indicate that since 1999/2000, the steep decrease in bus patronage has been arrested. A range of values (based on confidence limits of 2%) has been agreed with DfT for the annual targets. The 2006/07 figure is narrowly outside the 'low range' target.

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			228	101
2008/09			228	102
2009/10			229	102
2010/11			230	102

* Denotes GMLTP2 baseline figure

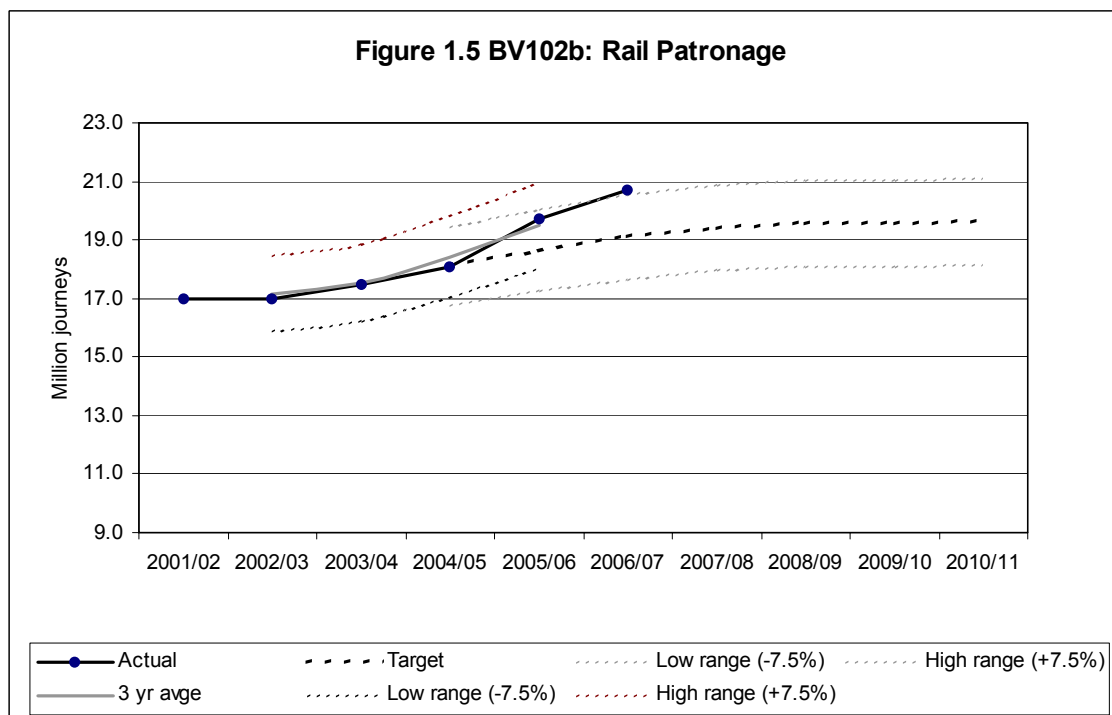


BV 102b: Rail Patronage

1.13 Table 1.9 & Figure 1.5 show the number of rail passenger trips in Greater Manchester (BV 102b). 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 2006/7 result is ahead of target even allowing for a 7.5% annual variation.

Table 1.9 BV 102b – Rail Patronage				
Year	Actual		Target	
	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			19.4	111
2008/09			19.6	112
2009/10			19.6	112
2010/11			19.6	112

* Denotes GMLTP2 baseline figure

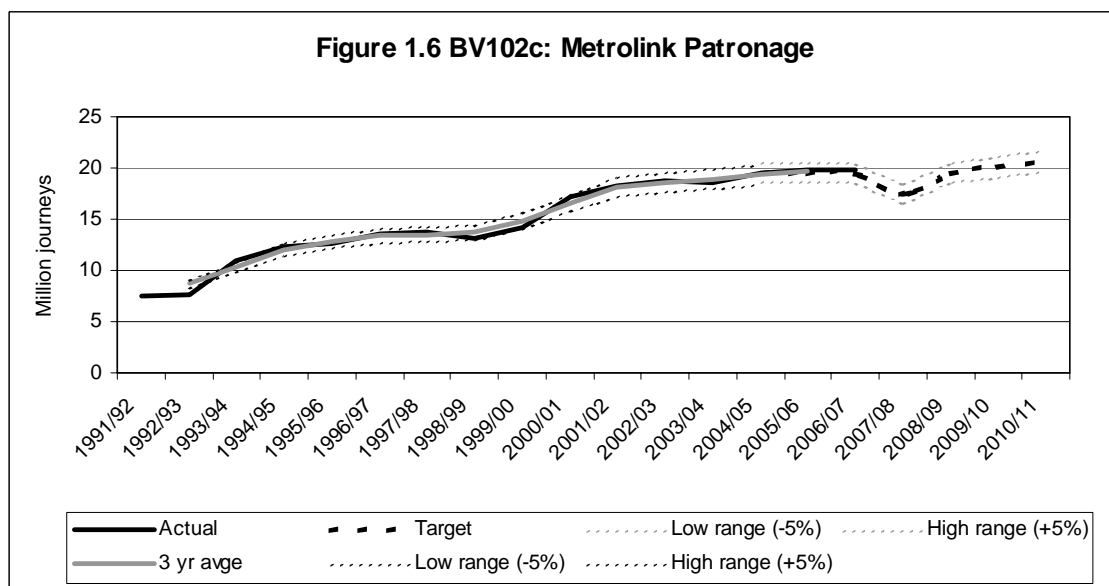


BV 102c: Metrolink Patronage

1.14 Table 1.10 & Figure 1.6 show the number of Metrolink passenger trips in Greater Manchester (BV 102c). A range of values (based on confidence limits of 5%) has been agreed with DfT for the annual targets. Metrolink patronage has continued to rise, and the 2006/07 figure is above the GMLTP2 target.

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			17.5	94
2008/09			19.5	105
2009/10			20.1	108
2010/11			20.7	111

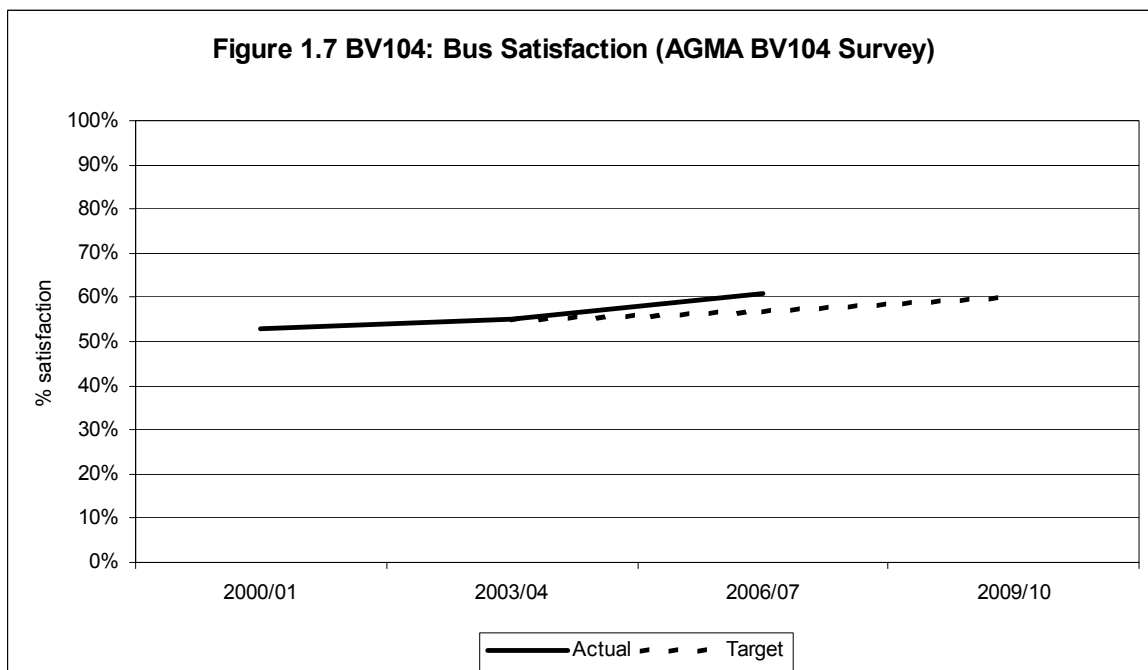
* Denotes GMLTP2 baseline figure



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 latest survey results suggest that bus satisfaction among residents has increased over the past 3 years, 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

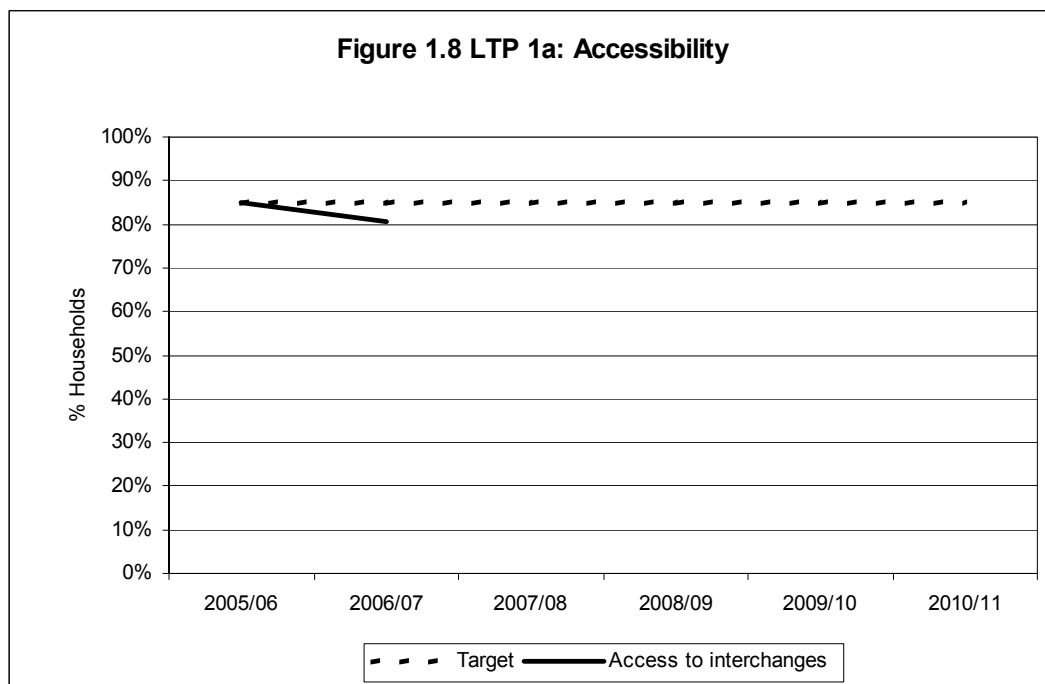
LTP 1a: Accessibility (Households)

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 2006/07 result has failed to maintain the 85% accessibility targeted in GMLTP2.

Table 1.12 LTP 1a – Accessibility (Households)		
Year	Actual Accessibility (%)	Target Accessibility (%)
2005/06	*85.0	85.0
2006/07	80.7	85.0
2007/08		85.0
2008/09		85.0
2009/10		85.0
2010/11		85.0

* Denotes GMLTP2 baseline.



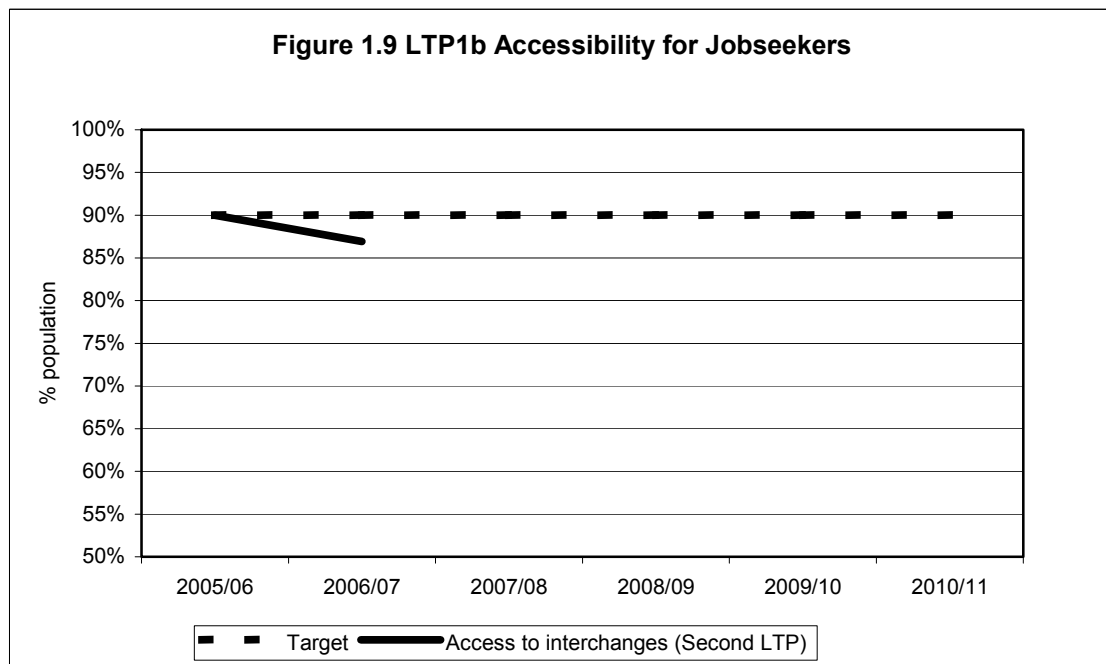
LTP 1b: Accessibility (Jobseekers)

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 2006/07 result has failed to maintain the 90% accessibility targeted in GMLTP2.

Table 1.13 LTP 1b – Accessibility (Jobseekers)		
Year	Actual Accessibility (%)	Target Accessibility (%)
2005/06	*90.0	90.0
2006/07	86.9	90.0
2007/08		90.0
2008/09		90.0
2009/10		90.0
2010/11		90.0

* Denotes GMLTP2 baseline.

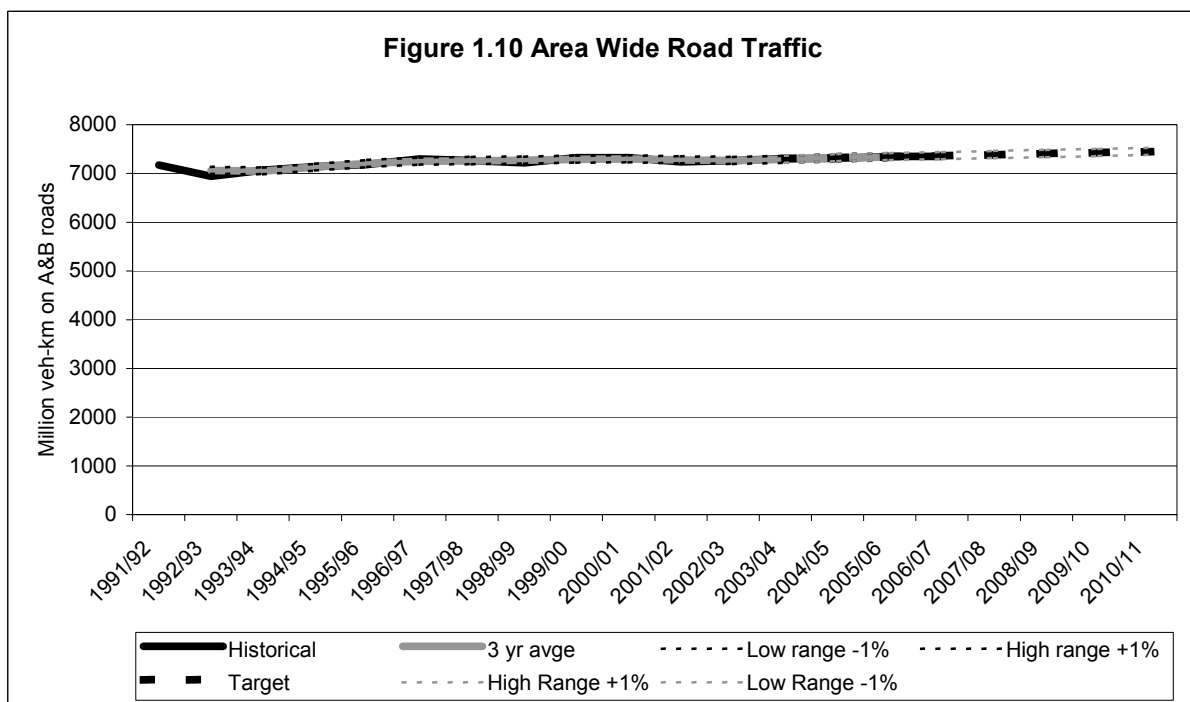


LTP 2: Area Wide Road Traffic

1.20 Table 1.14 & Figure 1.10 show area wide road traffic kilometres on A & B roads. This remains almost the same as last year and 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			7386	101
2008/09			7407	101
2009/10			7428	102
2010/11			7448	102

* Denotes GMLTP2 baseline.

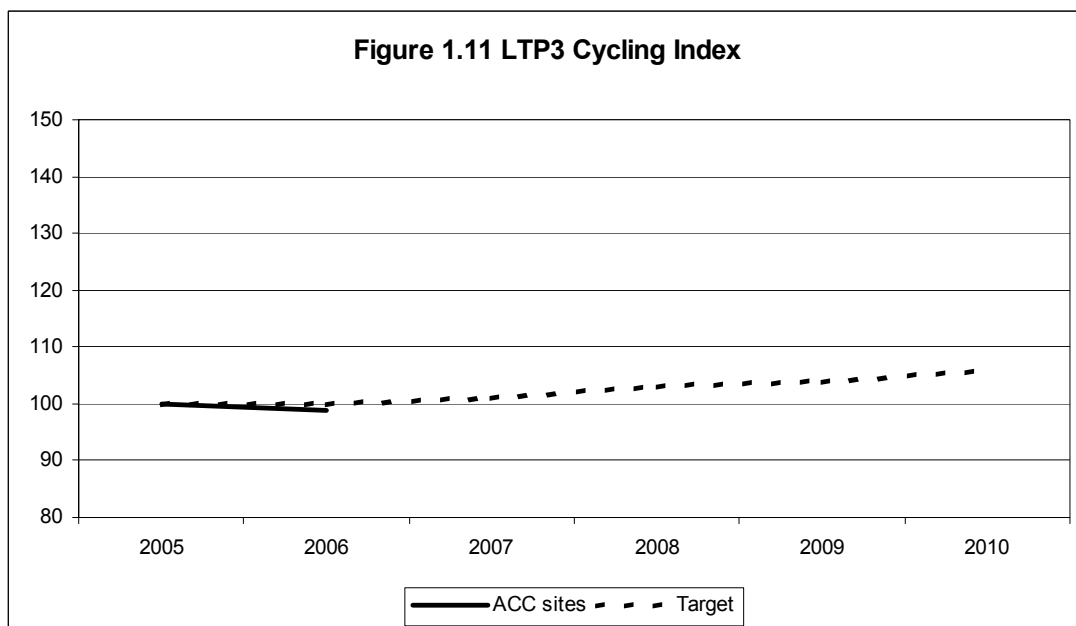


LTP 3: Cycling

- 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 has been revised to use 2005 as the baseline. The target of a 6% increase in cycle flows at the 60 core sites has been retained.

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

*Denotes baseline for revised GMLTP2 targets.

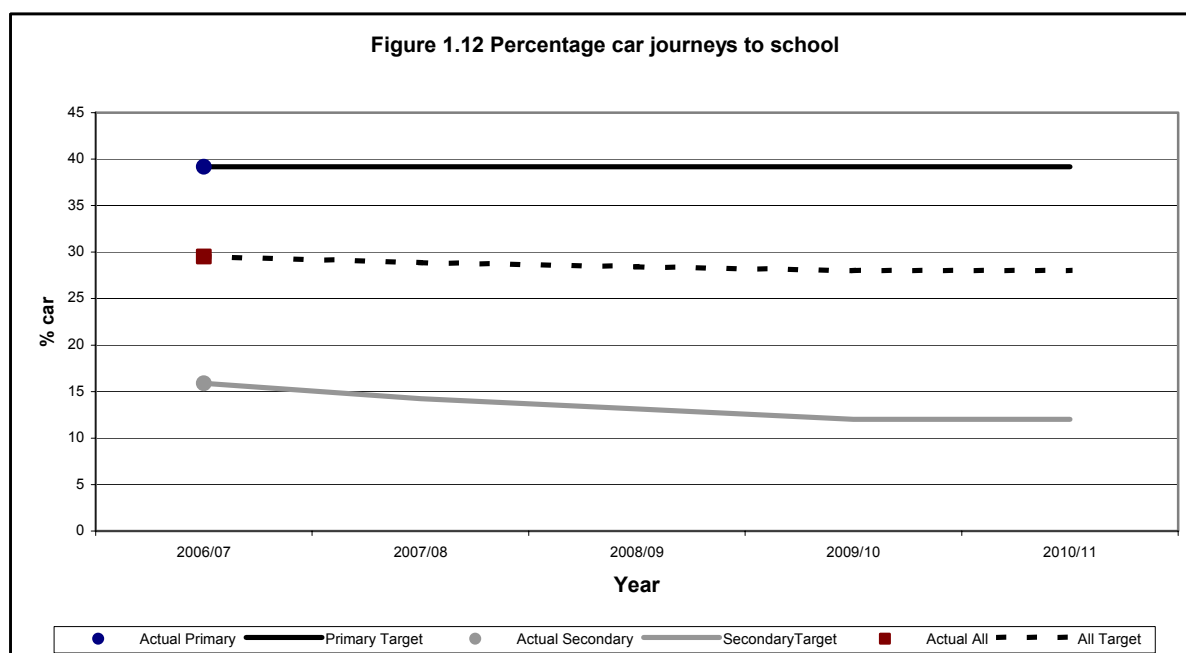


LTP 4: Mode Share of Journeys to School

1.23 Table 1.16 shows the baseline percentage of (a) primary school, (b) secondary school and (c) total school pupils travelling by car in 2006/07 together with target trajectories. The baseline figures have been revised since the GMLTP2 document was submitted, following new guidance from DfT which states that as much data as possible must be from the School Census rather than local surveys. The only indicator and target that must be provided to DfT is the one for total school pupils. The revised targets are still being agreed – see the web version of this report for the most up-to-date situation.

Table 1.16 LTP 4 – Mode Share of Journeys to School (%car)						
	(a) LEA Primary		(b) LEA Secondary		(c) Total*	
Year	Actual	Target	Actual	Target	Actual	Target
2006/07	39	39	16	16	30	30
2007/08		39		14		29
2008/09		39		13		28
2009/10		39		12		28
2010/11		39		12		28

*Total includes private and special school pupils

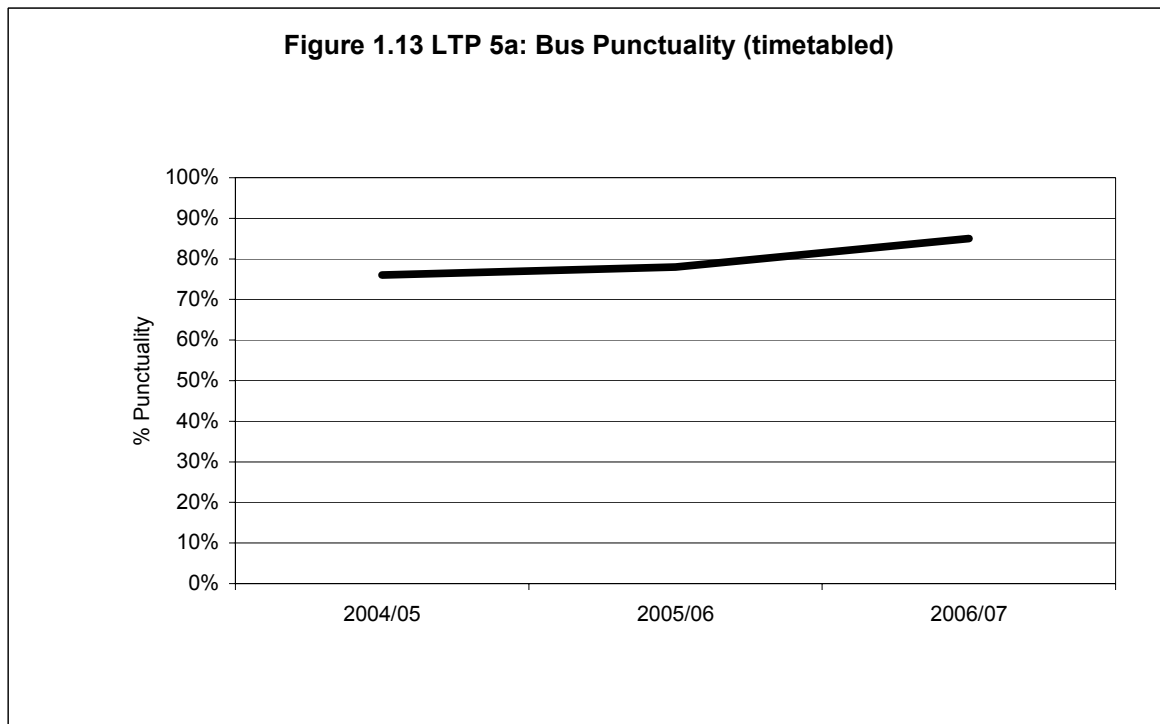


LTP 5a: Bus Punctuality of Timetabled Services

1.24 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. The revised targets are still being finalised – see the web version of this report for the most up-to-date situation.

Table 1.17 LTP5a – Bus Punctuality (Timetabled)		
Year	(%) running to timetable	Target (%)
2004/05	76	Revised targets still to be finalised
2005/06	78	
2006/07	85	
2007/08		
2008/09		
2009/10		
2010/11		

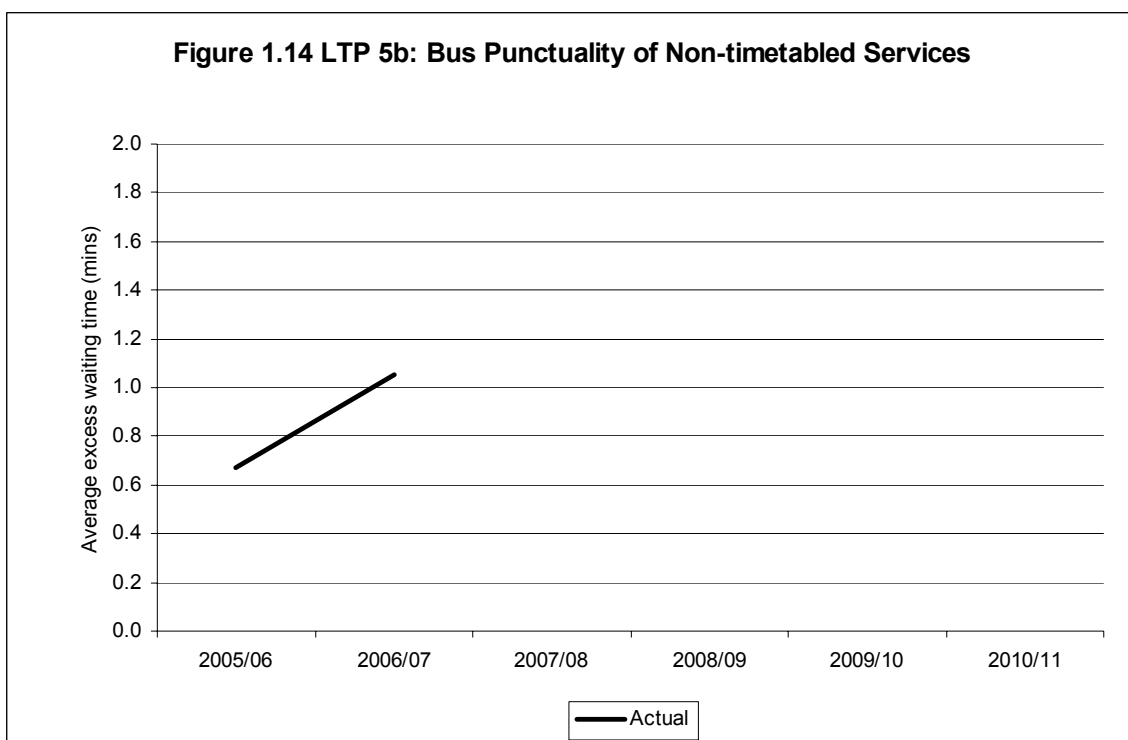
* Denotes original GMLTP2 baseline.



LTP 5b: Bus Punctuality of Non-timetabled Services

1.25 Table 1.18 & Figure 1.14 show the excess waiting time for non-timetabled bus services (very frequent services). There has been an increase of slightly less than half a minute.

Table 1.18 LTP 5b – Bus Punctuality (Non-timetabled)		
Year	Excess Waiting (mins)	Target
2005/06	0.67	Year-on-year reduction
2006/07	1.05	



LTP 6a: Peak Traffic Flow to Regional Centre

1.26 GMLTP2 previously reported the numbers of vehicles crossing the Manchester regional centre cordon inbound between 7:30am & 9:30am 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 1.19 presents 2006/07 data based on automatic traffic counts on an average weekday between 7 & 10am (as per indicator guidance). The 2010/11 target, as per GMLTP2, is maintenance of the base figure.

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

* Denotes new GMLTP2 baseline.

LTP 6b: Peak Traffic Flow to Other Key Centres

1.27 GMLTP2 previously reported numbers of vehicles crossing key centre cordons inbound between 7:30am & 9:30am 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 data, based on automatic traffic counts on an average weekday between 7 & 10am (as per indicator guidance).

1.28 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)	Target (2010/11)
Altrincham	3745	3770
Ashton	9039	9099
Bolton	11205	11280
Bury	4650	4681
Eccles	2544	2561
Oldham	9008	9068
Rochdale	5728	5766
Stockport	21279	21421
Wigan	3981	4008
Total	*71179	71654

* Denotes new GMLTP2 baseline.

LTP 7: Congestion

1.29 The target trajectory is shown in Table 1.21, both as an index and an average journey time per person mile on the 15 target routes (as detailed in GMLTP2 Technical Annex). Calculation of the 2005/06 baseline is explained in the Greater Manchester Congestion Target Delivery Plan. 2006/07 data for this indicator is not yet available.

Table 1.21 LTP 7 – Congestion				
	Actual		Target	
Year	Travel Rate (min/mile)	Index	Travel Rate (min/mile)	Index
2005/06	*4.62	100.00	4.62	100.00
2006/07			4.63	100.25
2007/08			4.65	100.75
2008/09			4.67	101.00
2009/10			4.64	100.50
2010/11			4.62	100.00

* Denotes draft GMLTP2 baseline.

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

1.30 GMLTP2 anticipated a revision of the target based on a review of the issue. This review has been postponed until 2008, after an extensive review of the EMIGMA emissions database that is currently underway, and further defra advice on the nature of the NO_x to NO₂ conversion relationship. The interim targets previously reported in GMLTP2 are shown in Table 1.22.

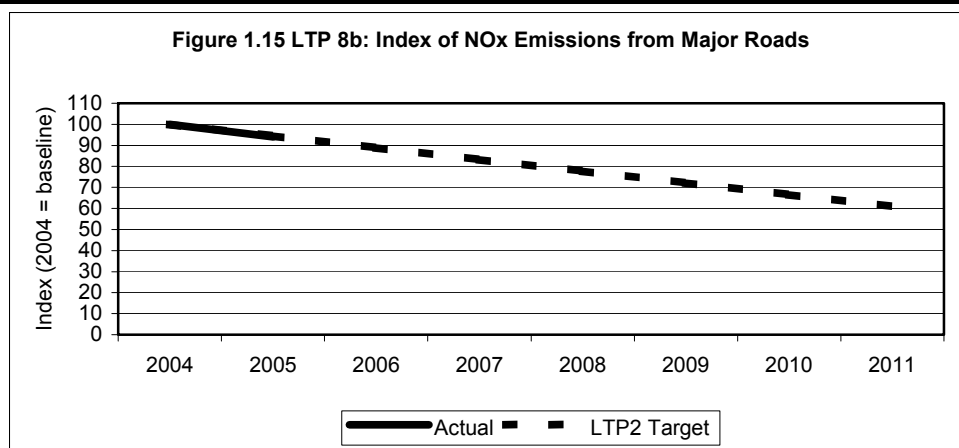
Table 1.22 LTP 8a – Modelled NO₂ Concentration at Worst Case Receptor Sites in Each District's AQMA		
District	2005 baseline	2010 interim target
Bolton	42.26	36.39
Bury	47.08	50.09
Manchester	36.71	29.00
Oldham	40.93	35.32
Rochdale	53.18	46.72
Salford	48.09	46.07
Stockport	40.71	29.01
Tameside	48.00	40.00
Trafford	40.00	31.51
Wigan	51.59	45.06
GM average	44.86	38.92

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

1.31 Table 1.23 & Figure 1.15 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 and Rochdale, local traffic emissions in each district have fallen in line or ahead of the GMLTP2 target trajectory. Overall Greater Manchester emissions have met the 2005 GMLTP2 target. A model incorporating 2006 emissions is not yet available (due Autumn 2007).

1.32 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.

Table 1.23 LTP 8b – Local Traffic Emissions									
	Actual Index		Target Index						
District	2004	2005	2005	2006	2007	2008	2009	2010	2011
Bolton	100	94							
Bury	100	93							
Manche	100	93							
Oldham	100	94							
Rochda	100	96							
Salford	100	93							
Stockpo	100	94							
Tamesi	100	92							
Trafford	100	93							
Wigan	100	97							
GM	100	94	94	89	83	78	72	67	61

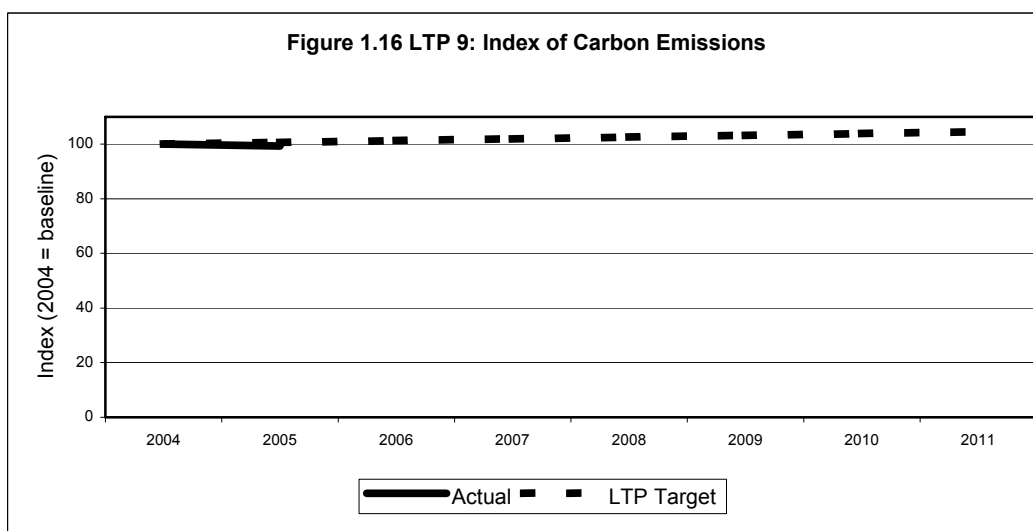


LOCAL HEADLINE LTP INDICATORS

LTP 9: Climate Change

- 1.33 Table 1.24 & Figure 1.16 show an index of change for the number of tonnes CO₂ (modelled) emitted annually from road transport on local roads. With the exception of Wigan, emissions from all districts are inside the limited increase targeted by GMLTP2 for 2005. As with LTP 8b, 2006 figures are not yet available.
- 1.34 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 1.24 LTP 9 – Climate Change									
District	Actual Index		Target Index						
	2004	2005	2005	2006	2007	2008	2009	2010	2011
Bolton	100.0	98.7							
Bury	100.0	98.8							
Manchester	100.0	98.3							
Oldham	100.0	100.0							
Rochdale	100.0	100.6							
Salford	100.0	99.2							
Stockport	100.0	99.6							
Tameside	100.0	98.0							
Trafford	100.0	98.6							
Wigan	100.0	101.5							
GM Total	100.0	99.4	100.6	101.3	101.9	102.6	103.2	103.9	104.5

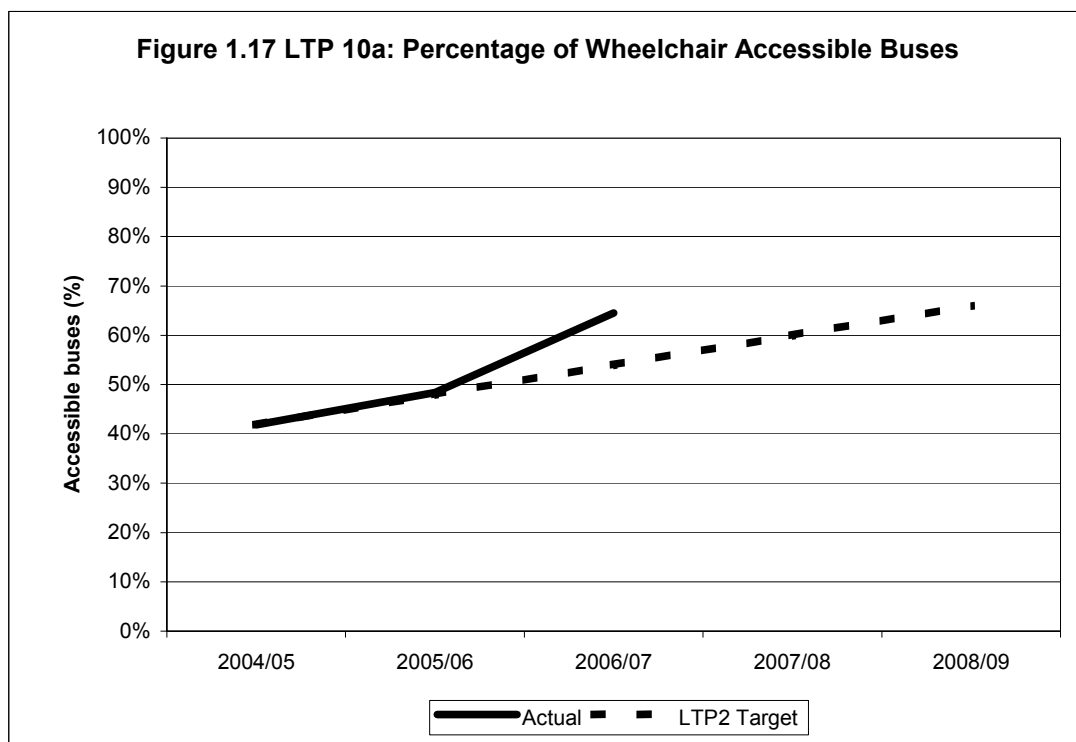


LTP 10a: Accessible Infrastructure (Buses)

1.35 Table 1.25 & Figure 1.17 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 2006/07 result of 64.5% is well ahead of the GMLTP2 target, indeed falling only 1.5% short of the 2008/09 target.

Table 1.25 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		60.0
2008/09		66.0

* Denotes GMLTP2 baseline.



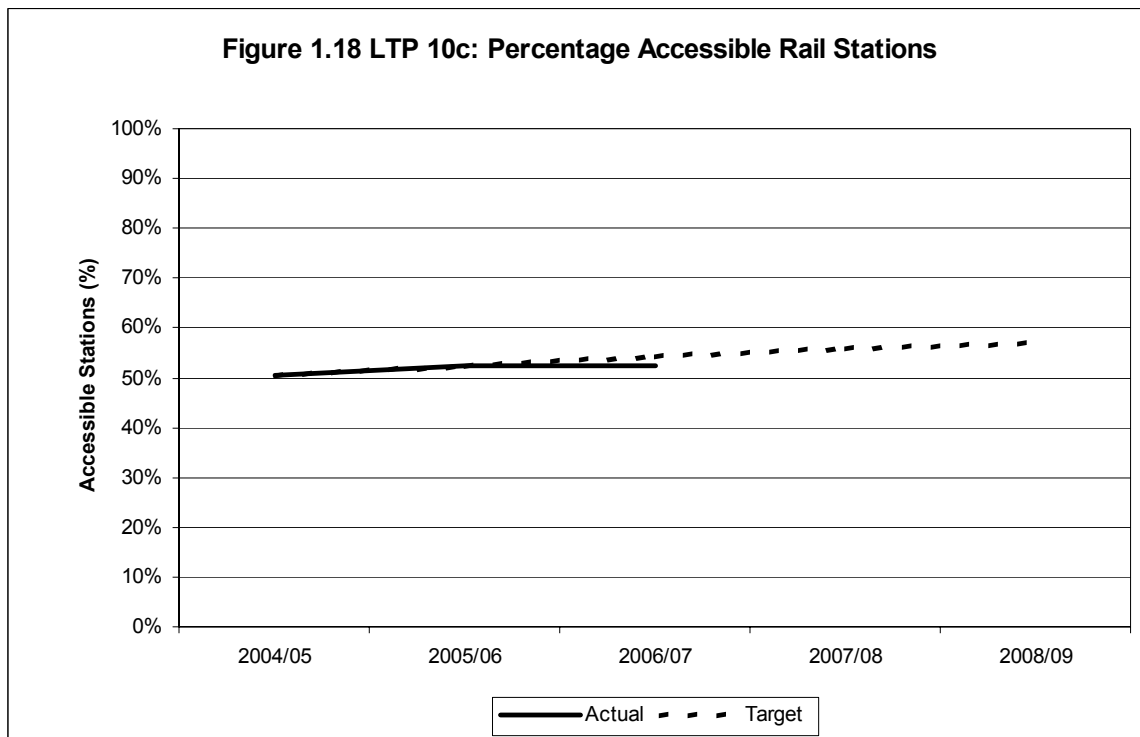
LTP 10b: Accessible Infrastructure (Bus Stops)

1.36 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 collection method is now in place and has yielded a 2006/07 figure of 53% accessible bus stops. Corresponding GMLTP2 targets are yet to be set.

LTP 10c: Accessible Infrastructure (Rail Stations)

1.37 Table 1.26 & Figure 1.18 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		60 (56.1)
2008/09		61 (57.0)



LTP 10d: Accessible Infrastructure (Pedestrian Crossings)

- 1.38 Table 1.27 shows the proportion of pedestrian crossings with facilities for disabled people in each district (BV 165).
- 1.39 With the exception of Bolton and Stockport, all districts have provided targets that have been revised since GMLTP2. Where revisions have been made it is generally following a more rigorous interpretation of indicator guidance or clarification from the Audit Commission.
- 1.40 The seemingly spurious 2005/06 figure of 7% for Bolton is actually the result of an external audit and rigorous guidance interpretation. The subsequent increase is due to intensive effort on this indicator.

District	Actual (%)			Target (%)			
	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11
Bolton*	41.0	7.0	54.0	64.0	69.0	74.0	79.0
Bury	75.7	43.4	52.6	60.8	68.4	72.0	77.0
Manchester	81.5	16.0	8.8	10.1	11.3	12.6	13.8
Oldham	77.6	77.6	29.7	35.0	38.0	40.0	42.0
Rochdale	54.0	57.0	33.3	70.0	75.0	80.0	85.0
Salford	80.4	38.4	47.7	68.0	75.0	85.0	
Stockport*	93.1	90.5	94.5	91.0	95.0	97.0	98.0
Tameside	79.2	76.8	84.5	86.0	87.0	88.0	89.0
Trafford	35.0	42.0	61.0	69.0	76.0	82.0	
Wigan	88.0	58.8	28.0	78.0	80.0	85.0	90.0

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

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

1.41 Table 1.28 shows the percentage of public rights of way that are easy to use (BV 178). Four districts have provided revised targets for this indicator; with the exception of Manchester 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	2008/09	2009/10	2010/11
Bolton*	67.0	65.0	67.0	69.5	72.0	74.5	77.0
Bury	81.9	81.0	86.0	88.0	89.0	90.0	91.0
Manchester	66.3	66.9	73.4	80.0	85.0	90.0	95.0
Oldham*	46.5	54.0	76.1	65.0	70.0	75.0	80.0
Rochdale	42.0	50.0	56.0	60.0	64.0	68.0	70.0
Salford*	66.0	71.0	79.5	75.3	75.3	75.3	75.3
Stockport*	79.1	81.4	83.9	85.0	87.0	89.0	90.0
Tameside*	88.8	92.3	93.1	94.0	94.5	95.0	95.5
Trafford	37.0	51.9	68.8	78.0	90.0	95.0	
Wigan*	68.0	71.0	71.0	71.5	72.0	72.5	73.0

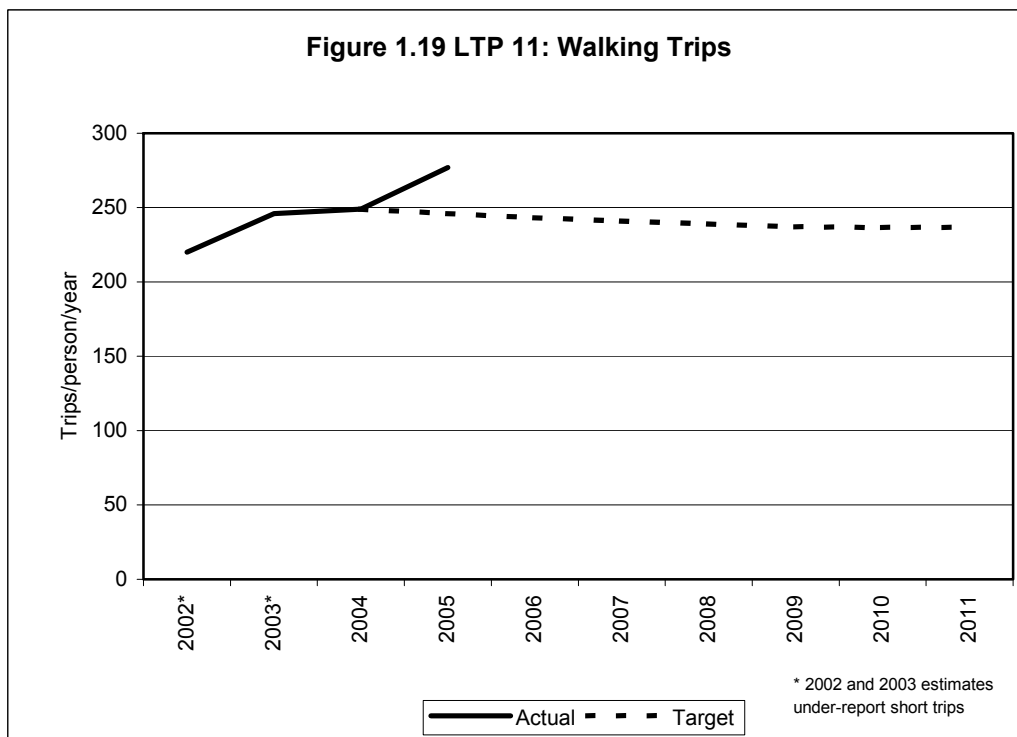
* Denotes original GMLTP targets retained. All other targets revised by districts.

LTP 11: Walking

1.42 Table 1.29 & Figure 1.19 show the number of trips/year/person where walking is the main mode. The 'actual' figures are taken from the National Travel Survey. 2006 data is not available until August 2007.

Table 1.29 LTP 11 – Walking		
Year	Actual (Trips/year/person)	Target (Trips/year/person)
2002*	220	
2003*	246	
2004	249	249
2005	277	246
2006		243
2007		241
2008		239
2009		237
2010		237
2011		237

* NTS report under-counting of short trips.

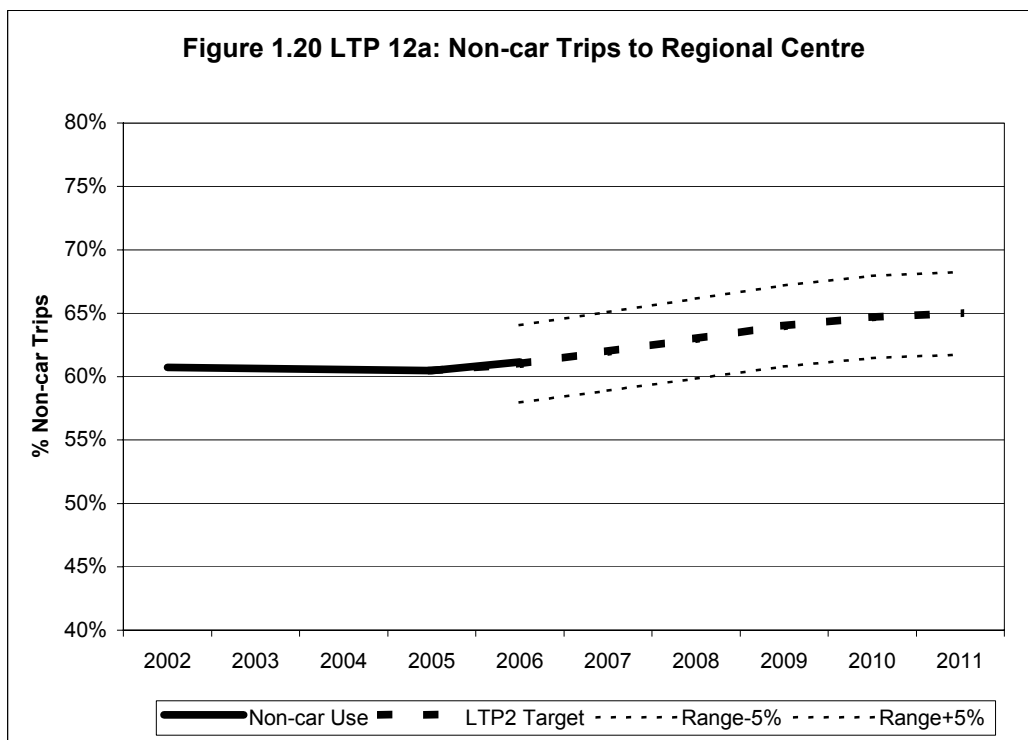


LTP 12a: Modal Share to Regional Centre

1.43 Table 1.30 & Figure 1.20 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	61	
2005	*60	60
2006	61	61
2007		62
2008		63
2009		64
2010		65
2011		65

* Denotes GMLTP2 baseline.

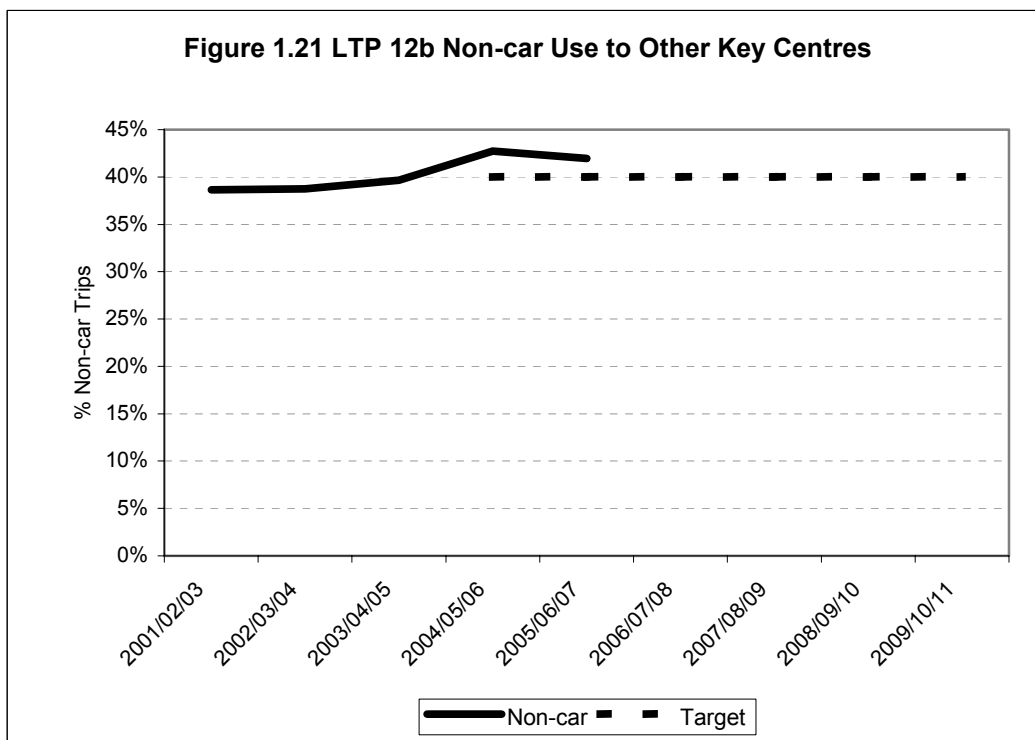


LTP 12b: Modal Share to Other Key Centres

1.44 Table 1.31 & Figure 1.21 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. Although the latest figure indicates a slight decrease in the proportion of non-car trips, it is still 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	
2002/03/04	39	
2003/04/05	*40	
2004/05/06	43	40
2005/06/07	42	40
2006/07/08		40
2007/08/09		40
2008/09/10		40
2009/10/11		40

*Denotes GMLTP2 baseline.

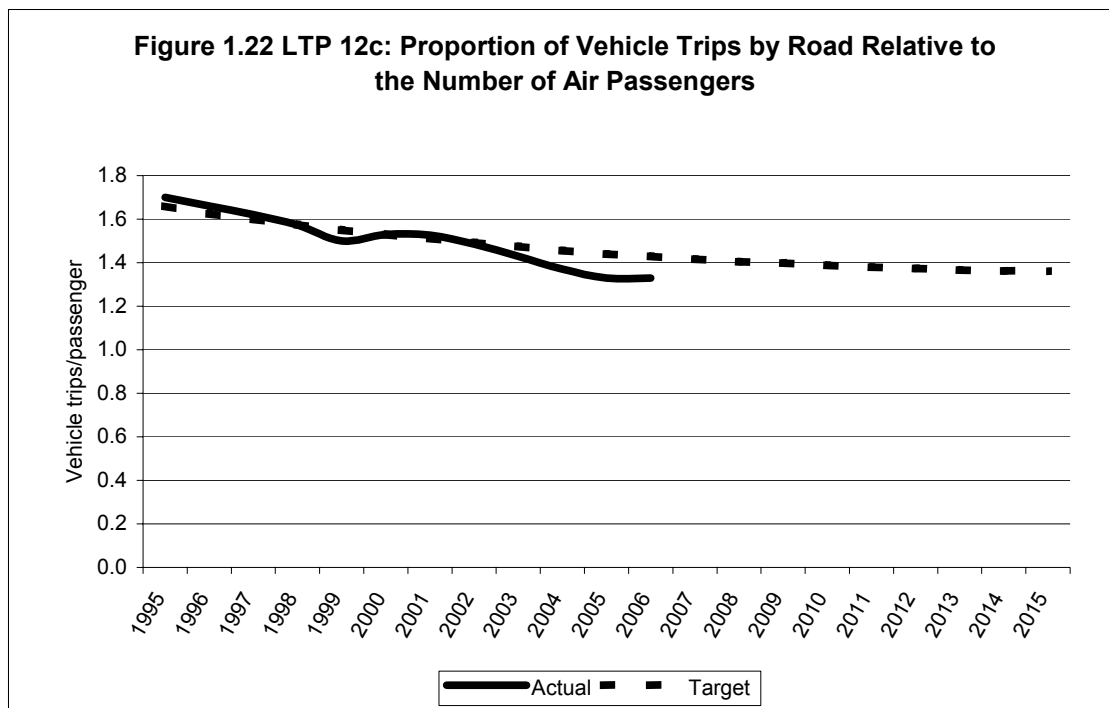


LTP 12c: Modal Share to Manchester Airport

1.45 Table 1.32 & Figure 1.22 show the ratio of vehicle trips by road to Manchester Airport to the overall number of passengers using Manchester airport.

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		1.42
2008		1.40
2009		1.40
2010		1.39
2011		1.38

*Denotes GMLTP2 baseline.



2 ROAD TRAFFIC

MOTORWAY TRAFFIC

Traffic Growth on Motorways 2005-2006

2.1 Table 2.1 shows the percentage changes by time period, in average flows on 10 motorway links between 2005 and 2006. The links included in the analysis are:

- M6 junctions 25 to 26 and 26 to 27
- M56 junction 6 to 7
- M60 junctions 2 to 3, 16 to 17, 19 to 20, 20 to 21 and 22 to 23
- M61 junction 5 to 6
- M62 junction 18 to 19.

2.2 The results indicate that there has been no change in average all motor flow on the surveyed links. However no surveys were undertaken on the southwest section of the M60 where there have been long-term roadworks.

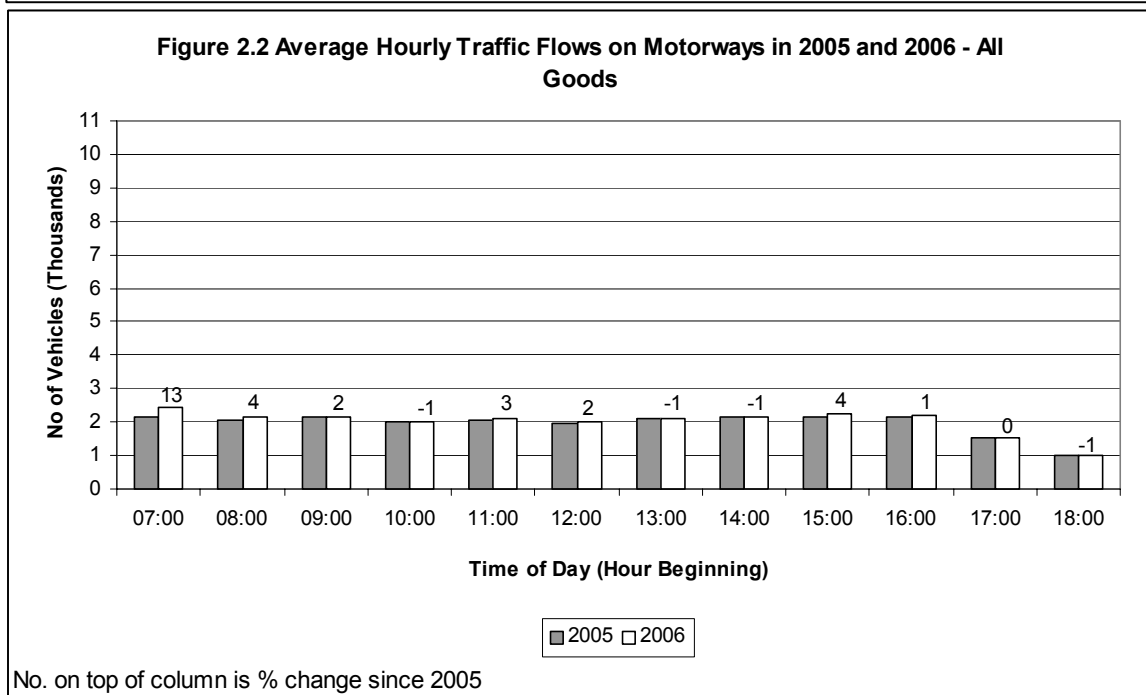
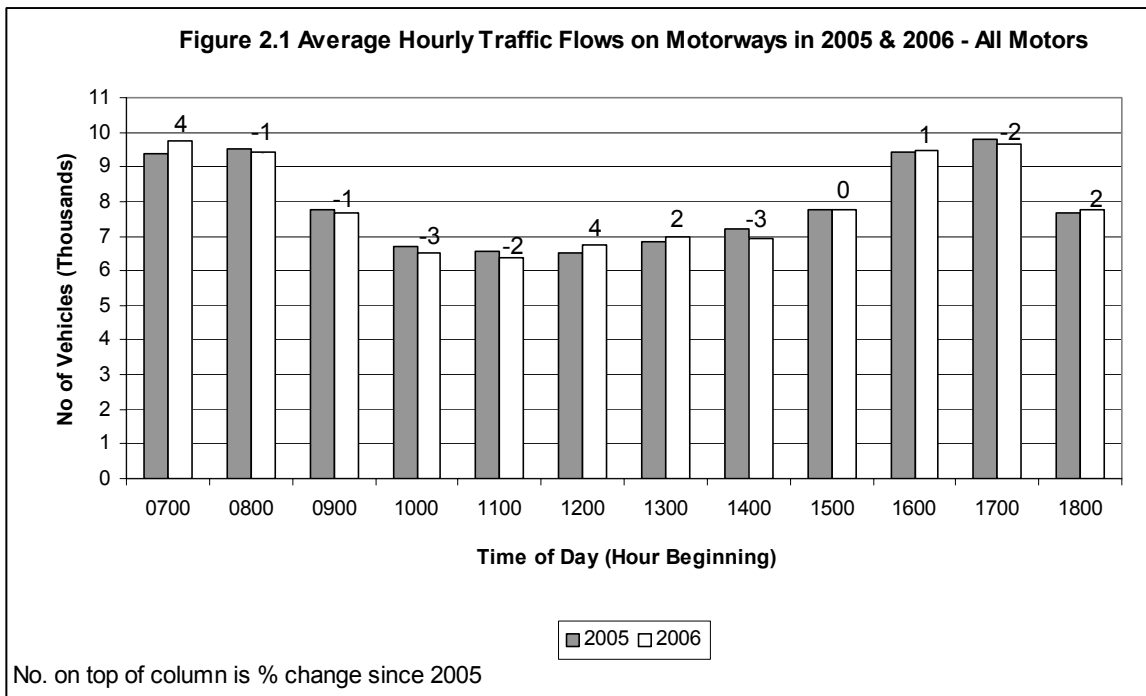
Table 2.1 Percentage Changes in Average Flows on 10 Motorway Links Between 2005 and 2006						
Time Period	Cars	LGV	OGV	Buses and Coaches	Motor Cycles	All Motors
07:00-10:00	-1	13	-2	2	0	1
10:00-16:00	-1	3	-1	-10	13	0
16:00-19:00	0	2	-2	-7	-5	0
07:00-19:00	-1	6	-2	-6	3	0
08:00-09:00	-2	12	-7	-12	0	-1
17:00-18:00	-2	1	-2	-4	3	-2

Changes in Motorway Weekday Traffic Flow Profiles 2005-2006

2.3 Table 2.2 shows average weekly traffic flows by hour on 10 motorway links in 2005 and 2006 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 10 Motorway Links in 2005 and 2006									
Start Hour	2005				2006				
	Cars	Light Goods Vehicles	Other Goods Vehicles	All Motors	Cars	Light Goods Vehicles	Other Goods Vehicles	All Motors	
07:00	7151	1326	835	9361	7240 (1)	1577 (19)	870 (4)	9741 (4)	
08:00	7379	1165	915	9512	7222 (-2)	1309 (12)	852 (-7)	9432 (-1)	
09:00	5583	1102	1027	7765	5446 (-2)	1160 (5)	1006 (-2)	7666 (-1)	
10:00	4635	1023	1009	6720	4456 (-4)	1052 (3)	964 (-4)	6522 (-3)	
11:00	4460	1034	1004	6540	4245 (-5)	1106 (7)	998 (-1)	6398 (-2)	
12:00	4473	1008	967	6495	4675 (5)	1047 (4)	970 (0)	6738 (4)	
13:00	4674	1102	1021	6850	4835 (3)	1091 (-1)	1001 (-2)	6981 (2)	
14:00	4985	1165	996	7201	4750 (-5)	1167 (0)	981 (-2)	6955 (-3)	
15:00	5508	1235	933	7746	5435 (-1)	1324 (7)	935 (0)	7753 (0)	
16:00	7202	1422	733	9423	7249 (1)	1467 (3)	720 (-2)	9494 (1)	
17:00	8217	979	545	9802	8058 (-2)	985 (1)	536 (-2)	9641 (-2)	
18:00	6606	557	437	7654	6735 (2)	569 (2)	417 (-5)	7771 (2)	
Total	70872	13117	10423	95068	70346 (-1)	13853 (6)	10250 (-2)	95092 (0)	

Note: The figures in brackets are the percentage changes between 2005 and 2006.
Figures may not sum due to rounding.



Peak Hour to Peak Period Ratios on Motorways

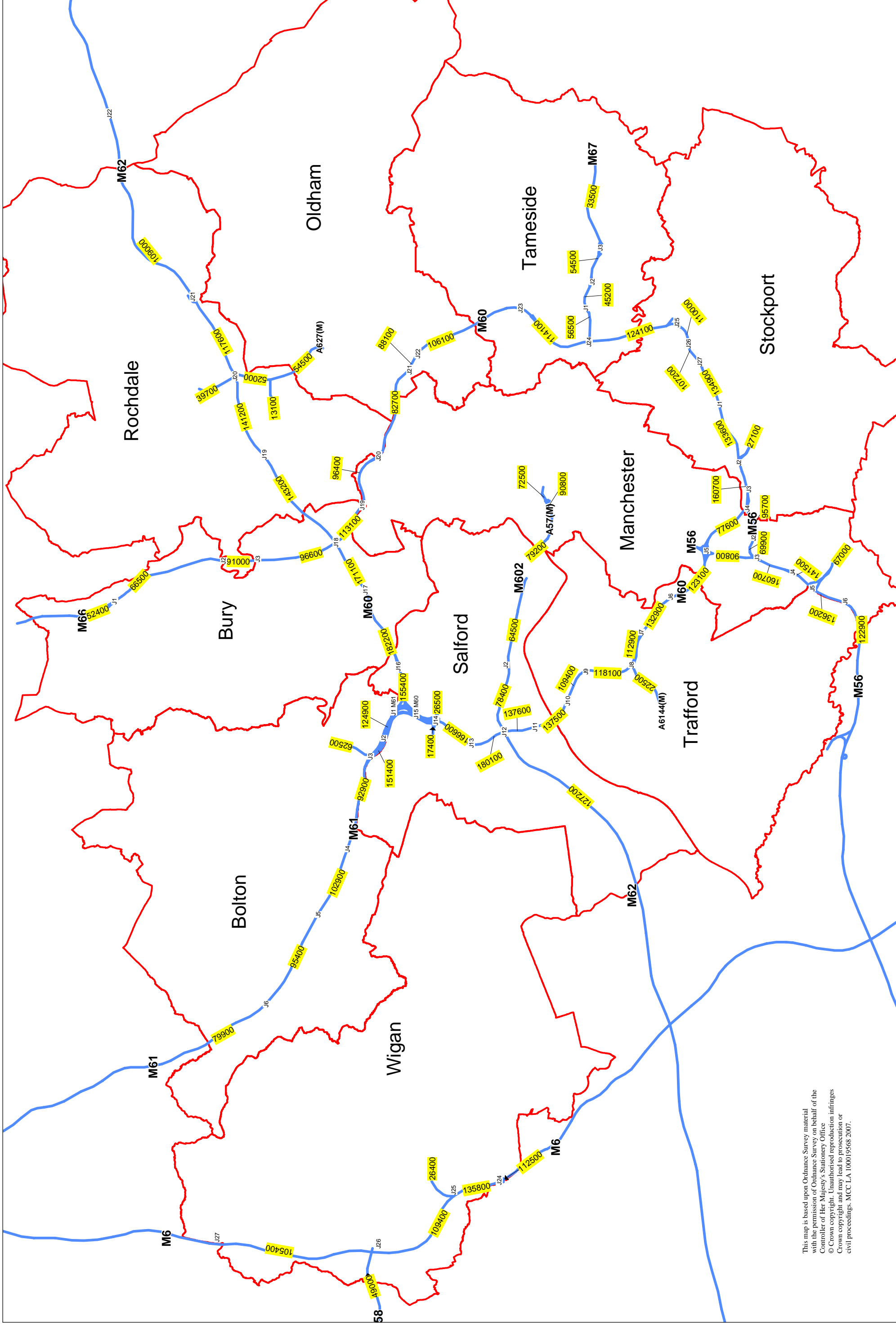
2.4 Table 2.3 shows peak hour and peak period traffic flow ratios for motorway links surveyed between 1990 and 2006.

Table 2.3 Ratio of Peak Hour to Peak Period Traffic for Motorways 1990-2006			
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

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 2006

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.

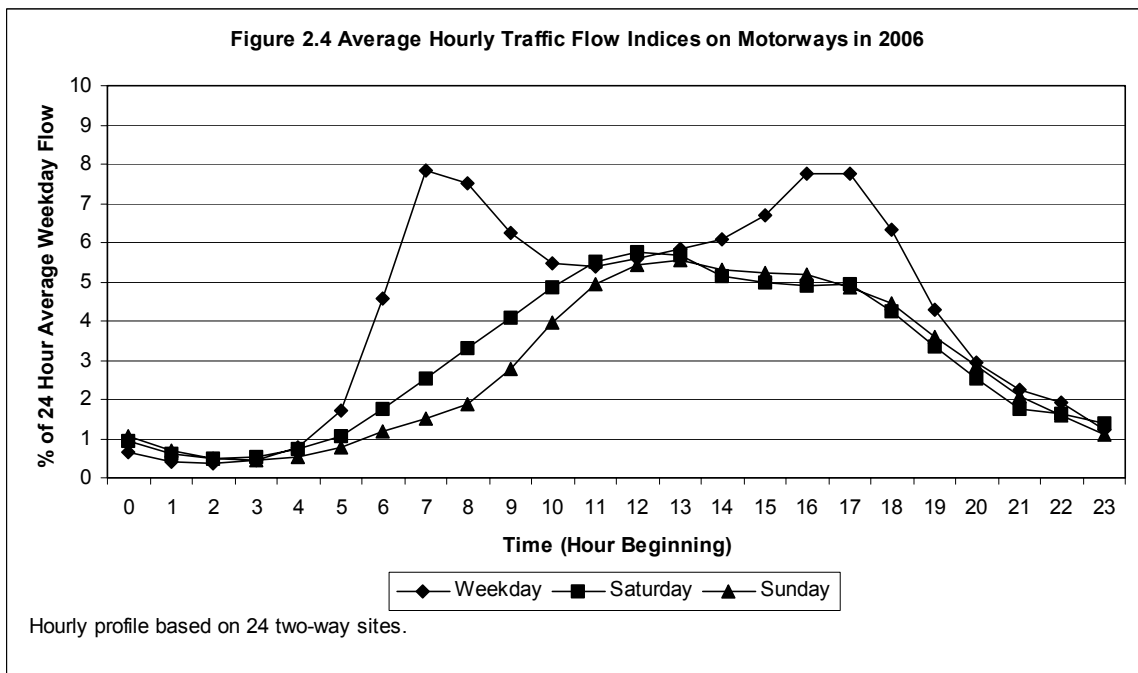


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24-Hour Traffic Flow Profiles on Motorways in 2006

2.6 Data from 24 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.

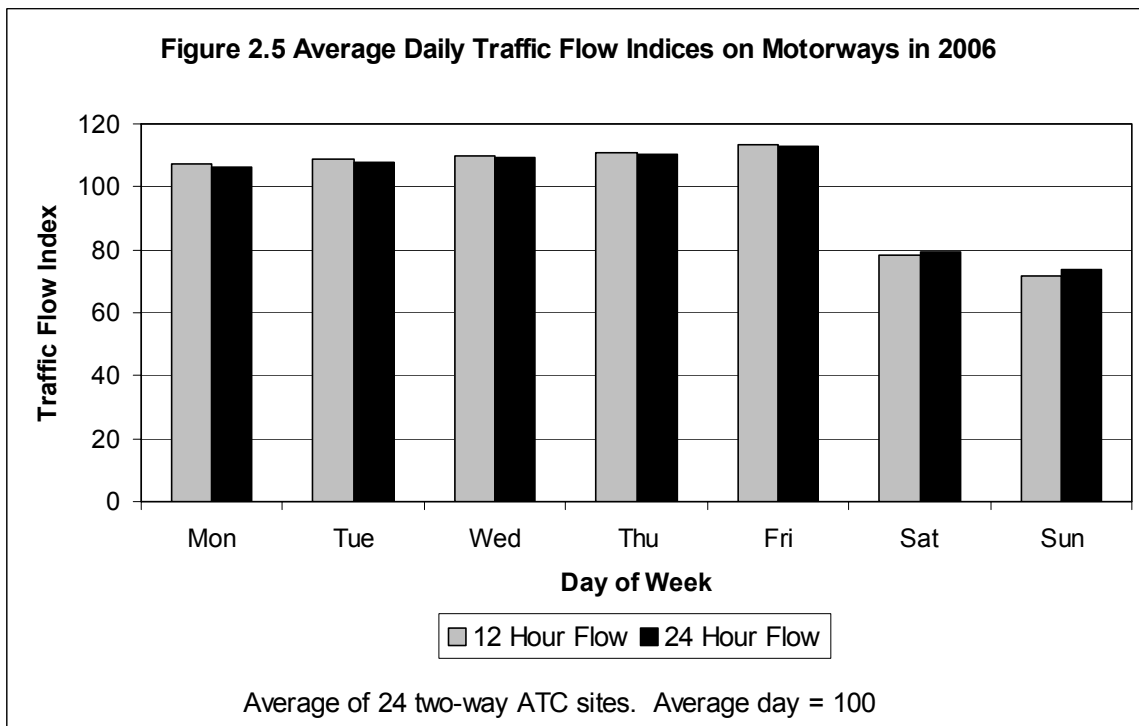
Hour Beginning	% of 24 Hour Flow Weekday	% of 24 Hour Flow Saturday	% of 24 Hour Flow Sunday
00:00	0.6	1.3	1.6
01:00	0.4	0.9	1.0
02:00	0.4	0.7	0.7
03:00	0.4	0.7	0.6
04:00	0.8	1.0	0.8
05:00	1.7	1.5	1.1
06:00	4.6	2.4	1.7
07:00	7.8	3.5	2.3
08:00	7.5	4.5	2.8
09:00	6.2	5.6	4.1
10:00	5.5	6.7	5.9
11:00	5.4	7.6	7.3
12:00	5.6	7.9	8.1
13:00	5.9	7.8	8.2
14:00	6.1	7.1	7.9
15:00	6.7	6.8	7.7
16:00	7.7	6.7	7.7
17:00	7.7	6.8	7.2
18:00	6.3	5.8	6.6
19:00	4.3	4.6	5.3
20:00	3.0	3.5	4.2
21:00	2.3	2.4	3.1
22:00	1.9	2.2	2.4
23:00	1.2	1.9	1.6



Daily Traffic Flow Indices on Motorways in 2006

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 24 links.

Table 2.5 Average Daily Traffic Flow Indices on Motorways in 2006				
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	106
Tuesday	99	109	98	108
Wednesday	100	110	100	110
Thursday	101	111	101	111
Friday	103	113	103	113
Saturday	71	78	73	79
Sunday	65	72	67	74



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.

Table 2.6 Average Traffic Flow Indices on Motorways in 2006 by Time Period								
Time of Day	Time Period	Mon	Tue	Wed	Thu	Fri	Sat	Sun
Within the normal working day	07:00-10:00	100	100	101	101	98	47	29
	10:00-16:00	96	97	98	100	109	91	86
	16:00-19:00	98	100	101	101	99	65	67
	07:00-19:00	98	99	100	101	103	71	65
Peak periods	07:00-08:00	100	100	101	100	99	33	20
	08:00-09:00	100	100	101	101	98	45	26
	16:00-17:00	98	100	101	101	100	64	68
	17:00-18:00	100	100	102	101	97	65	64
Outside the normal working day	00:00-07:00 and 19:00-24:00	95	97	100	103	105	78	76
All Day	00:00-24:00	97	98	100	101	103	73	67

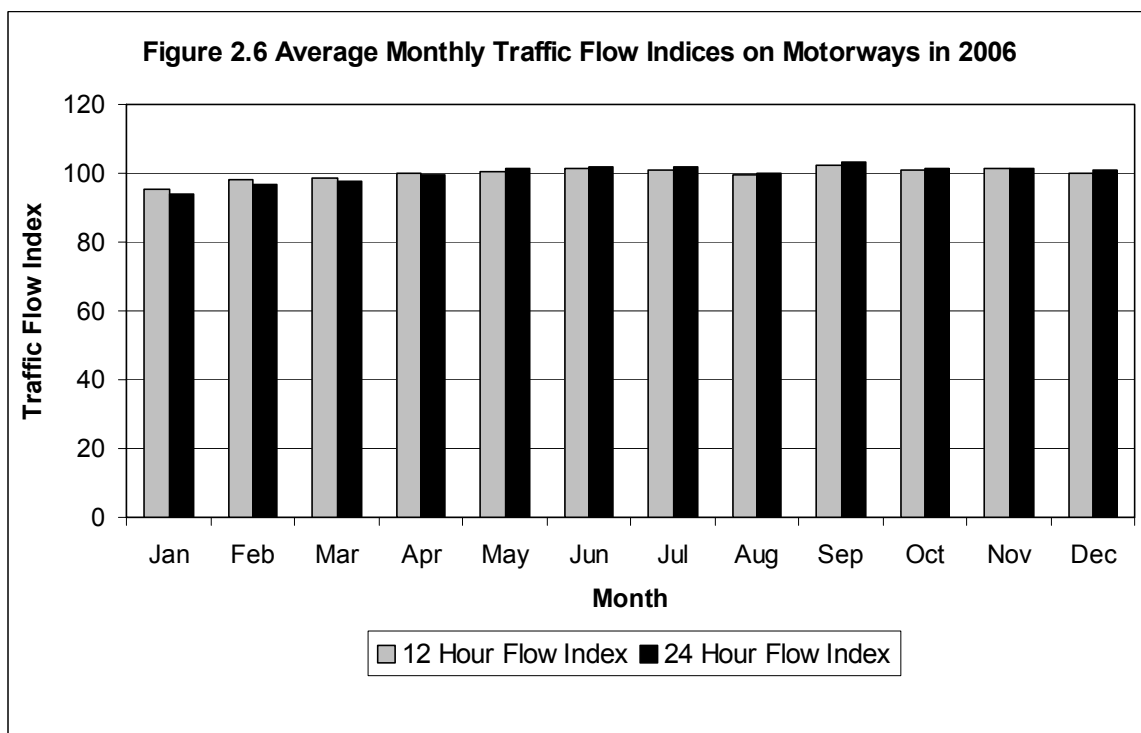
Note: Indices for each time period are based on an average weekday flow index of 100 for the time period.

Monthly Traffic Flow Indices on Motorways in 2006

2.9 Monthly indices of 12 and 24-hour flows based on average monthly weekday flows at 24 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 2006		
Month	12 Hour Flow Average Month Index = 100	24 Hour Flow Average Month Index = 100
January	96	94
February	98	97
March	99	98
April	100	99
May	100	101
June	101	102
July	101	102
August	100	100
September	102	103
October	101	101
November	101	101
December	100	101

Note: Based on ATC data from 24 two-way motorway sites in 2006.



A ROAD TRAFFIC

Traffic Growth on A Roads 2005-2006

2.10 Table 2.8 shows the percentage changes, by time period, in average flows on 79 A road links throughout the county between 2005 and 2006. The figures are based on manual classified counts.

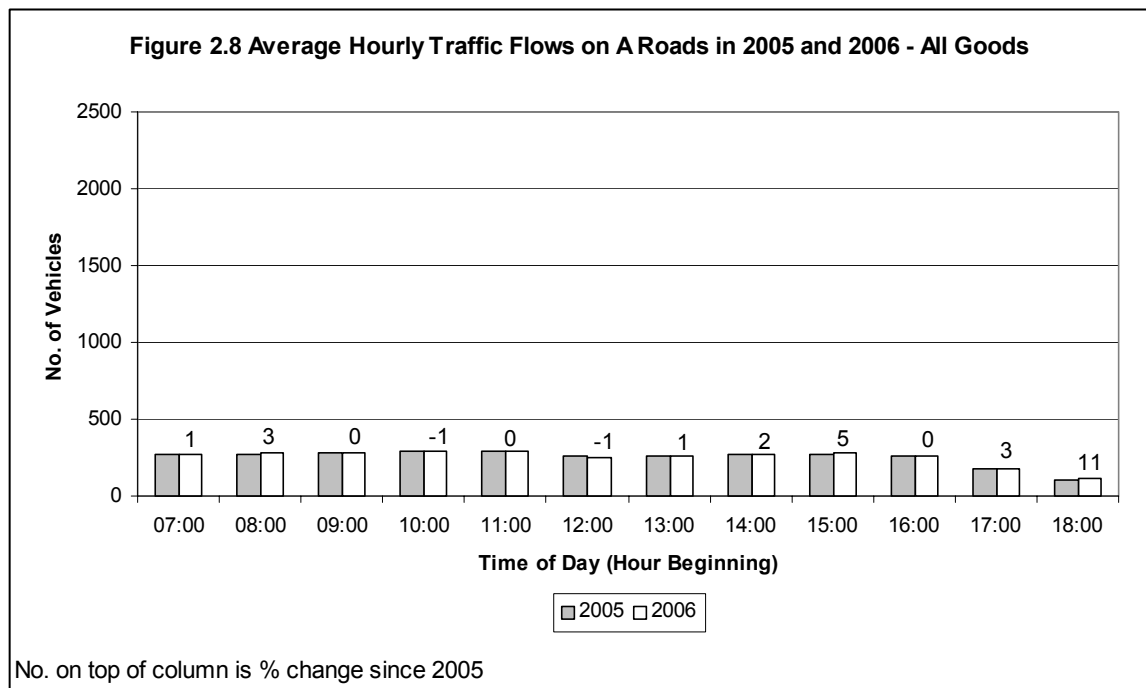
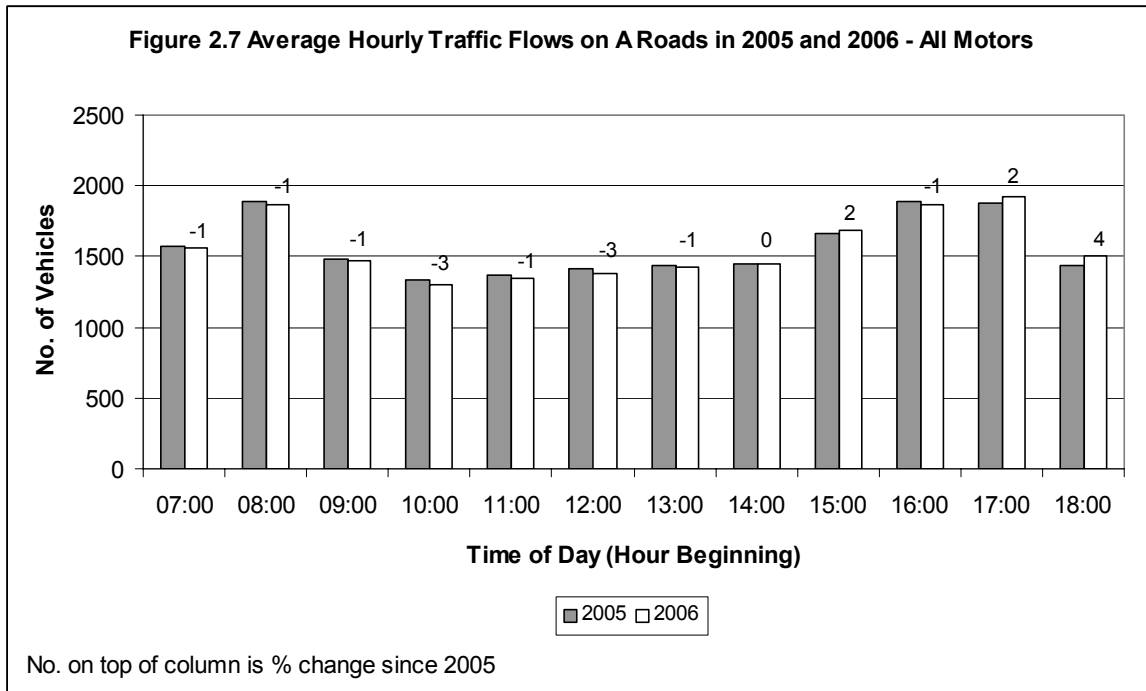
Time Period	Cars	LGV	OGV	Buses and Coaches	Motor Cycles	Pedal Cycles	All Motors
07:00-10:00	-1	3	-2	2	-9	4	-1
10:00-16:00	-1	2	-3	-1	0	4	-1
16:00-19:00	2	3	4	0	-3	7	2
07:00-19:00	0	2	-2	0	-3	4	0
08:00-09:00	-2	4	0	0	0	0	-1
17:00-18:00	2	3	4	-4	-6	0	2

Changes in A Road Weekday Traffic Flow Profiles 2005-2006

2.11 Table 2.9 shows average weekday traffic flows by hour on 79 A road links in 2005 and 2006 together with the percentage change in flow since 2005. The all motors and all goods profiles are illustrated in Figures 2.7 and 2.8.

Start Hour	2005				2006				
	Cars	Light Goods Vehicles	Other Goods Vehicles	All Motors	Cars	Light Goods Vehicles	Other Goods Vehicles	All Motors	
07:00	1269	212	57	1577	1249 (-2)	217 (2)	55 (-4)	1559 (-1)	
08:00	1572	203	66	1884	1545 (-2)	212 (4)	66 (0)	1866 (-1)	
09:00	1167	204	79	1487	1156 (-1)	206 (1)	77 (-3)	1476 (-1)	
10:00	1012	210	84	1338	980 (-3)	210 (0)	80 (-5)	1302 (-3)	
11:00	1046	207	84	1367	1029 (-2)	209 (1)	81 (-4)	1349 (-1)	
12:00	1129	186	71	1415	1094 (-3)	188 (1)	67 (-6)	1377 (-3)	
13:00	1147	189	71	1439	1132 (-1)	192 (2)	70 (-1)	1424 (-1)	
14:00	1141	195	72	1446	1142 (0)	202 (4)	70 (-3)	1449 (0)	
15:00	1347	209	63	1660	1358 (1)	220 (5)	65 (3)	1687 (2)	
16:00	1576	216	47	1884	1565 (-1)	216 (0)	46 (-2)	1872 (-1)	
17:00	1667	149	25	1882	1704 (2)	154 (3)	26 (4)	1923 (2)	
18:00	1303	90	13	1435	1355 (4)	99 (10)	15 (15)	1499 (4)	
Total	15376	2269	732	18813	15310 (0)	2325 (2)	717 (-2)	18784 (0)	

Note: The figures in brackets are the percentage changes between 2005 and 2006.



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 2006.

Table 2.10 Ratio of Peak Hour to Peak Period Traffic for A Road Links 1990-2006			
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

24-Hour Traffic Flow Profiles on A Roads in 2006

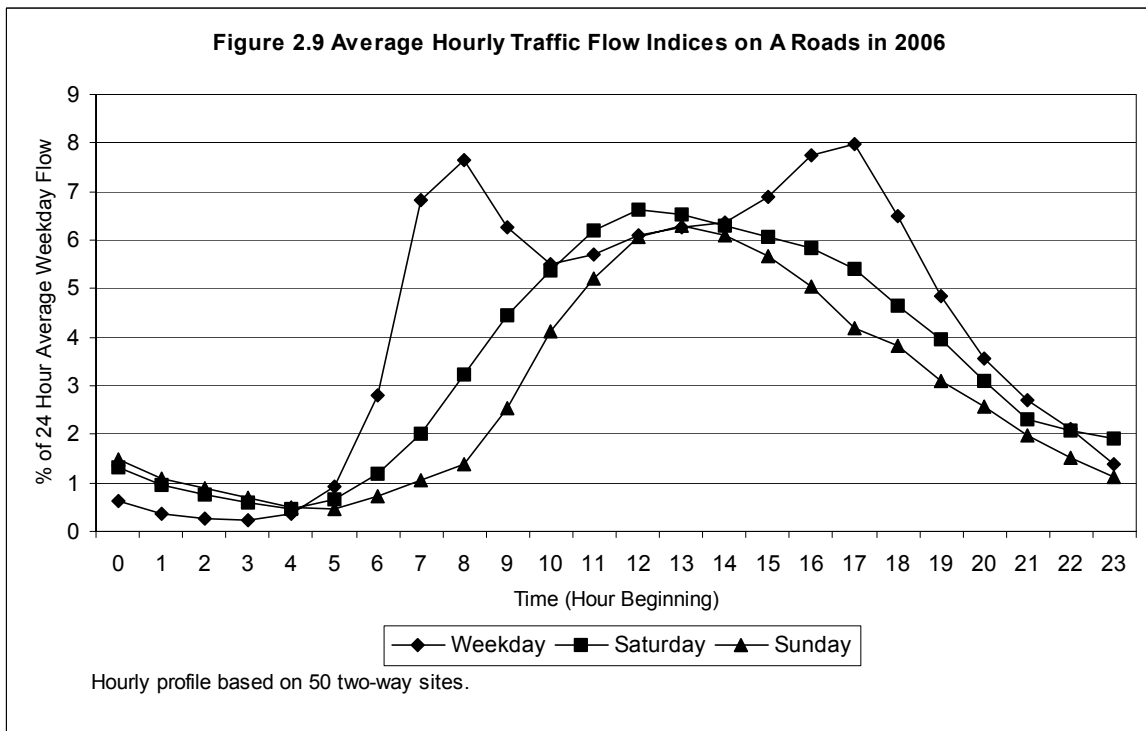
2.13 Table 2.11 gives profiles of hourly traffic flow based on automatic traffic counter data. Flows affected by bank and school holidays, roadworks and unusual events have been excluded from this analysis. Figure 2.9 shows the profiles expressed as a percentage of the 24-hour average weekday flow.

Hour Beginning	% of 24-Hour Flow Weekday	% of 24-Hour Flow Saturday	% of 24-Hour Flow Sunday
00:00	0.6	1.6	2.2
01:00	0.4	1.2	1.6
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	0.9	0.8	0.7
06:00	2.8	1.4	1.1
07:00	6.8	2.5	1.6
08:00	7.6	3.9	2.1
09:00	6.3	5.4	3.8
10:00	5.5	6.6	6.1
11:00	5.7	7.6	7.7
12:00	6.1	8.1	9.0
13:00	6.3	8.0	9.3
14:00	6.4	7.7	9.0
15:00	6.9	7.4	8.4
16:00	7.7	7.1	7.5
17:00	8.0	6.6	6.2
18:00	6.5	5.7	5.6
19:00	4.9	4.8	4.6
20:00	3.6	3.8	3.8
21:00	2.7	2.8	2.9
22:00	2.1	2.6	2.2
23:00	1.4	2.3	1.6

Notes:

Traffic flows are based on data from 50 two-way ATC sites on A roads throughout the county in 2006.

Percentages may not sum to 100 due to rounding.

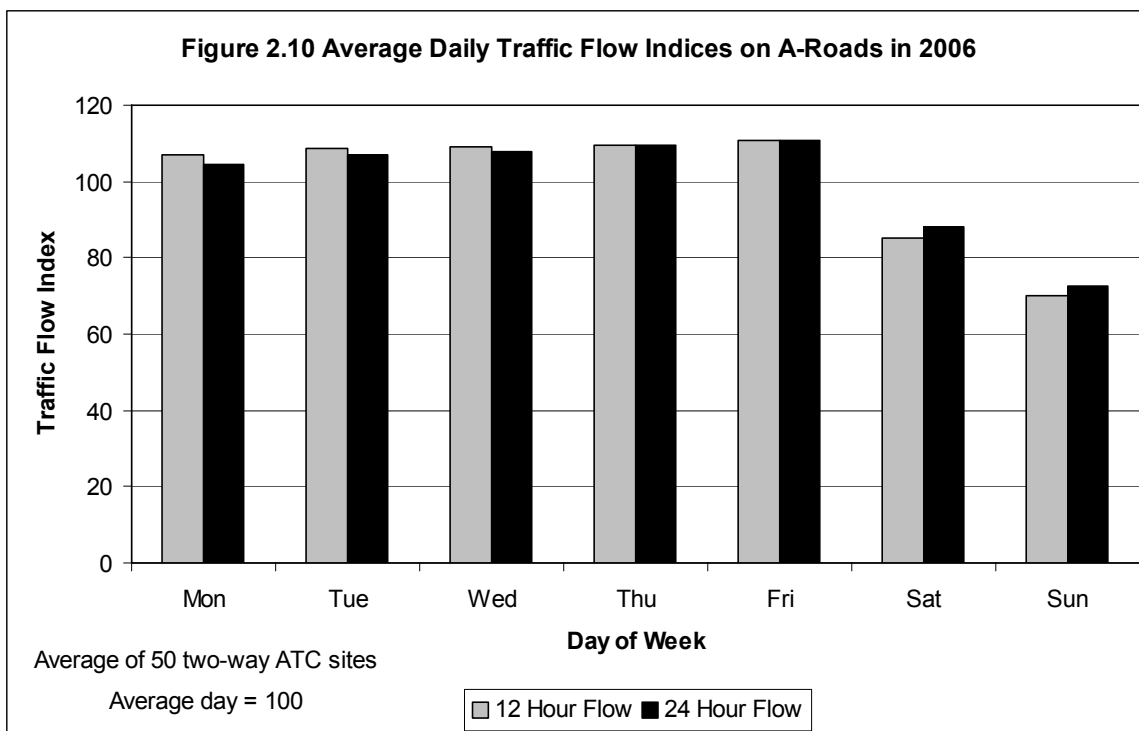


Daily Traffic Flow Indices on A Roads in 2006

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 2006				
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	104
Tuesday	100	109	99	107
Wednesday	100	109	100	108
Thursday	101	110	101	109
Friday	102	111	103	111
Saturday	79	85	82	88
Sunday	65	70	68	73

Note: Indices are based on average flows at 50 two-way ATC sites on A roads throughout the county in 2006.



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 2006 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	101	99	48	25
	10:00-16:00	97	98	99	100	106	100	91
	16:00-19:00	99	101	101	102	98	73	60
	07:00-19:00	98	100	100	101	102	79	65
Peak periods	07:00-08:00	99	101	101	101	98	30	16
	08:00-09:00	99	101	100	101	99	43	19
	16:00-17:00	99	100	100	101	101	77	67
	17:00-18:00	100	101	101	102	96	70	54
Outside the normal working day	00:00-07:00 and 19:00-24:00	92	97	99	105	107	94	79
All Day	00:00-24:00	97	99	100	101	103	82	68

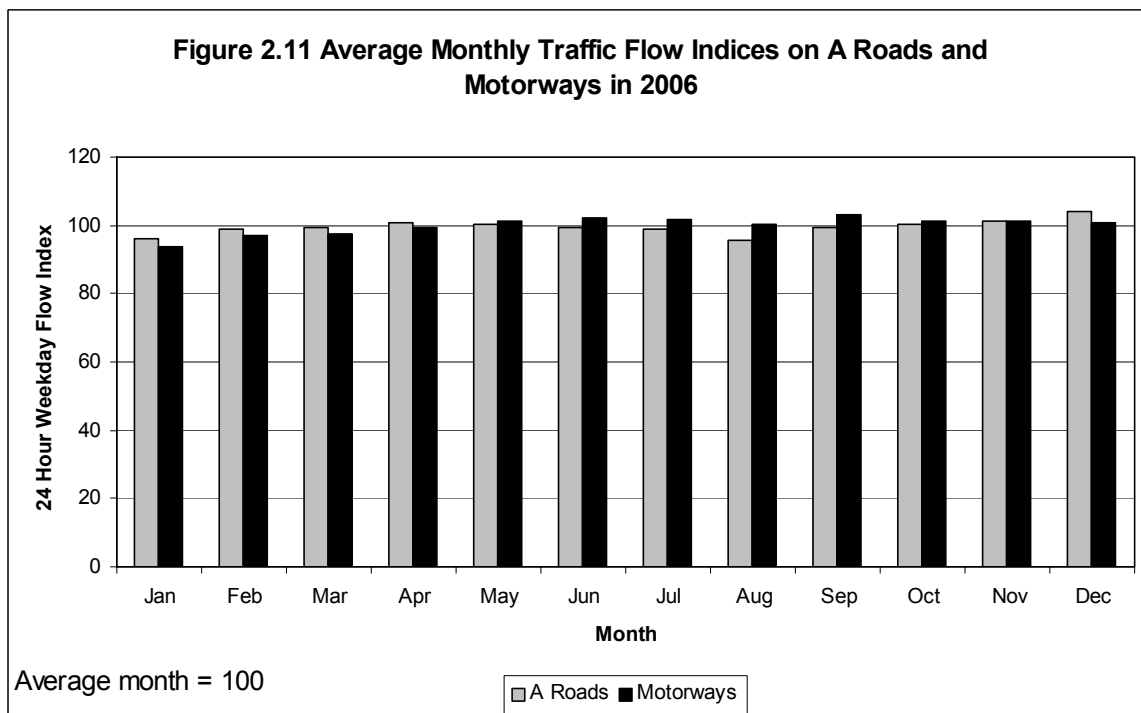
Note: Indices for each time period are based on an average weekday flow index of 100 for the time period.

Monthly Traffic Flow Indices on A Roads in 2006

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 2006		
Month	12-Hour Flow Index Average Month = 100	24-Hour Flow Index Average Month = 100
January	97	96
February	100	99
March	100	100
April	101	101
May	100	100
June	99	99
July	98	99
August	95	95
September	99	100
October	100	100
November	101	101
December	103	104

Note: Indices are based on average monthly flows at 50 two-way ATC sites on A roads throughout the county.



B ROAD TRAFFIC**Traffic Growth on B Roads 2005-2006**

2.17 Table 2.15 shows the percentage changes by time period, in average traffic flows on 69 B road links between 2005 and 2006. The figures are based on manual classified counts undertaken throughout the county.

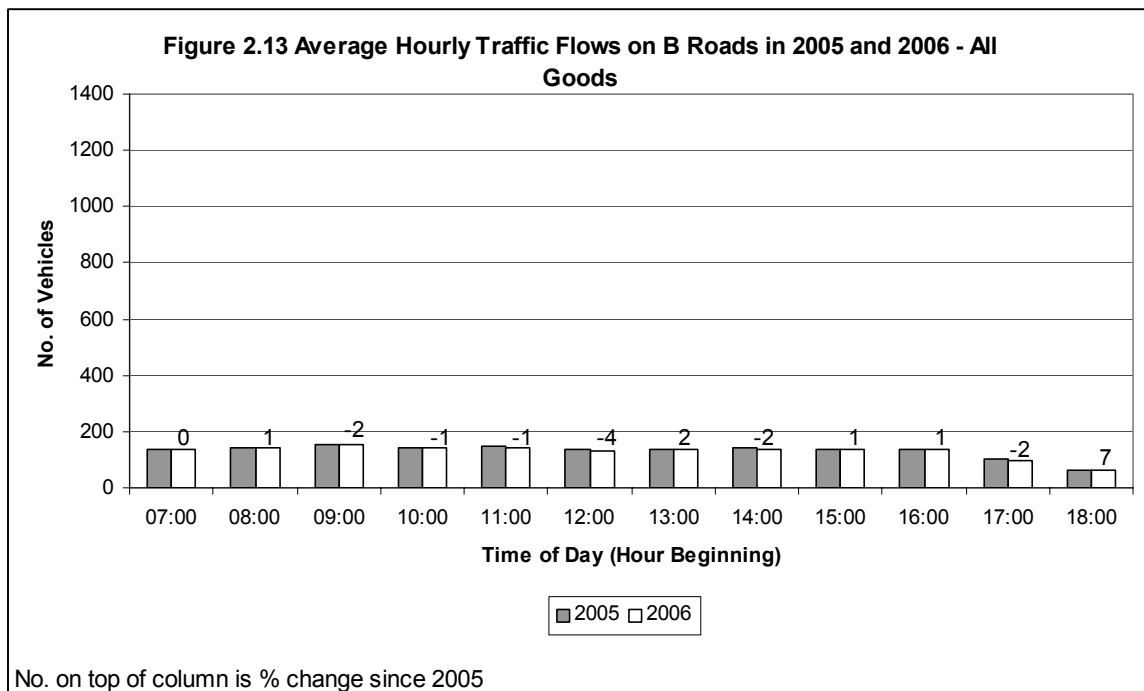
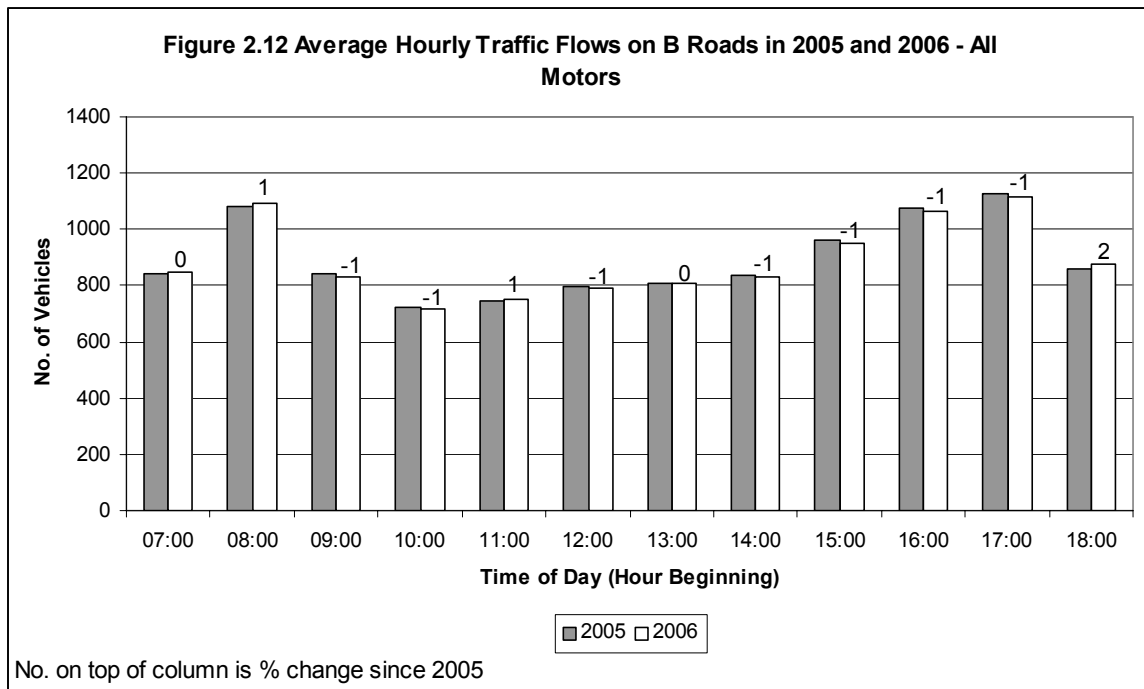
Time Period	Cars	LGV	OGV	Buses and Coaches	Motor Cycles	Pedal Cycles	All Motors
07:00-10:00	0	0	-5	-2	-12	-5	0
10:00-16:00	0	1	-8	3	-15	0	0
16:00-19:00	0	3	-14	2	-14	0	0
07:00-19:00	0	1	-8	1	-13	-3	0
08:00-09:00	1	2	-4	0	-17	0	1
17:00-18:00	-1	-1	-10	0	-13	0	-1

Changes in B Road Weekday Traffic Profiles 2005-2006

2.18 Table 2.16 shows average hourly traffic flows on 69 B road links in 2005 and 2006 together with the percentage change in flow since 2005. The all motors and all goods profiles are illustrated in Figures 2.12 and 2.13.

Start Hour	2005				2006			
	Cars	Light Goods Vehicles	Other Goods Vehicles	All Motors	Cars	Light Goods Vehicles	Other Goods Vehicles	All Motors
07:00	684	111	23	843	688 (1)	112 (1)	22 (-4)	847 (0)
08:00	914	115	28	1084	925 (1)	117 (2)	27 (-4)	1094 (1)
09:00	664	120	34	841	659 (-1)	119 (-1)	32 (-6)	831 (-1)
10:00	558	111	33	721	554 (-1)	112 (1)	31 (-6)	717 (-1)
11:00	582	112	34	747	588 (1)	112 (0)	32 (-6)	752 (1)
12:00	641	106	29	796	641 (0)	101 (-5)	28 (-3)	789 (-1)
13:00	654	102	32	808	649 (-1)	108 (6)	29 (-9)	806 (0)
14:00	674	109	32	839	671 (0)	110 (1)	28 (-13)	832 (-1)
15:00	797	110	27	959	789 (-1)	114 (4)	24 (-11)	953 (-1)
16:00	912	117	20	1076	898 (-2)	121 (3)	18 (-10)	1063 (-1)
17:00	1002	91	10	1126	993 (-1)	90 (-1)	9 (-10)	1115 (-1)
18:00	778	54	6	857	794 (2)	59 (9)	5 (-17)	876 (2)
Total	8861	1260	308	10698	8848 (0)	1277 (1)	284 (-8)	10673 (0)

Note: The figures in brackets are the percentage changes between 2005 and 2006.



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 2006.

Table 2.17 Ratio of Peak Hour to Peak Period Traffic for B Road Links 1990-2006			
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

MINOR ROAD TRAFFIC

Traffic Growth on Minor Roads 2005-2006

2.20 Table 2.18 shows the average percentage changes by time period, in average traffic flows on 98 minor roads between 2005 and 2006. 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 98 Minor Road Links Between 2005 and 2006							
Time Period	Cars	LGV	OGV	Buses and Coaches	Motor Cycles	Pedal Cycles	All Motors
07:00-10:00	2	2	-8	5	0	0	1
10:00-16:00	1	3	-5	0	0	0	1
16:00-19:00	2	7	9	13	0	7	3
07:00-19:00	2	4	-4	3	0	5	2
08:00-09:00	2	2	-11	-11	0	0	2
17:00-18:00	0	3	33	0	0	20	1

Changes in Minor Road Weekday Traffic Profiles 2005-2006

2.21 Table 2.19 shows average hourly traffic flows on 98 minor road links in 2005 and 2006 together with the percentage change in flow since 2005.

Table 2.19 Average Hourly Traffic Flows on 98 Minor Road Links in 2005 and 2006									
Start Hour	2005				2006				
	Cars	Light Goods Vehicles	Other Goods Vehicles	All Motors	Cars	Light Goods Vehicles	Other Goods Vehicles	All Motors	
07:00	262	39	7	316	267 (2)	42 (8)	7 (0)	323 (2)	
08:00	399	45	9	463	407 (2)	46 (2)	8 (-11)	471 (2)	
09:00	283	43	10	344	285 (1)	42 (-2)	9 (-10)	345 (0)	
10:00	218	38	10	273	223 (2)	39 (3)	10 (0)	279 (2)	
11:00	233	40	10	289	237 (2)	41 (2)	10 (0)	295 (2)	
12:00	257	38	9	311	256 (0)	37 (-3)	8 (-11)	308 (-1)	
13:00	264	36	10	318	268 (2)	39 (8)	9 (-10)	323 (2)	
14:00	265	38	10	321	268 (1)	39 (3)	9 (-10)	324 (1)	
15:00	334	41	9	395	340 (2)	44 (7)	8 (-11)	402 (2)	
16:00	367	43	6	426	380 (4)	46 (7)	6 (0)	442 (4)	
17:00	417	37	3	466	418 (0)	38 (3)	4 (33)	469 (1)	
18:00	310	22	2	340	323 (4)	25 (14)	2 (0)	357 (5)	
Total	3609	460	94	4263	3670 (2)	477 (4)	90 (-4)	4340 (2)	

Note: The figures in brackets are the percentage changes between 2005 and 2006.

COMPARISONS OF TRAFFIC AND GROWTH

Comparison of National and Local Growth in Traffic Flows 1993-2006

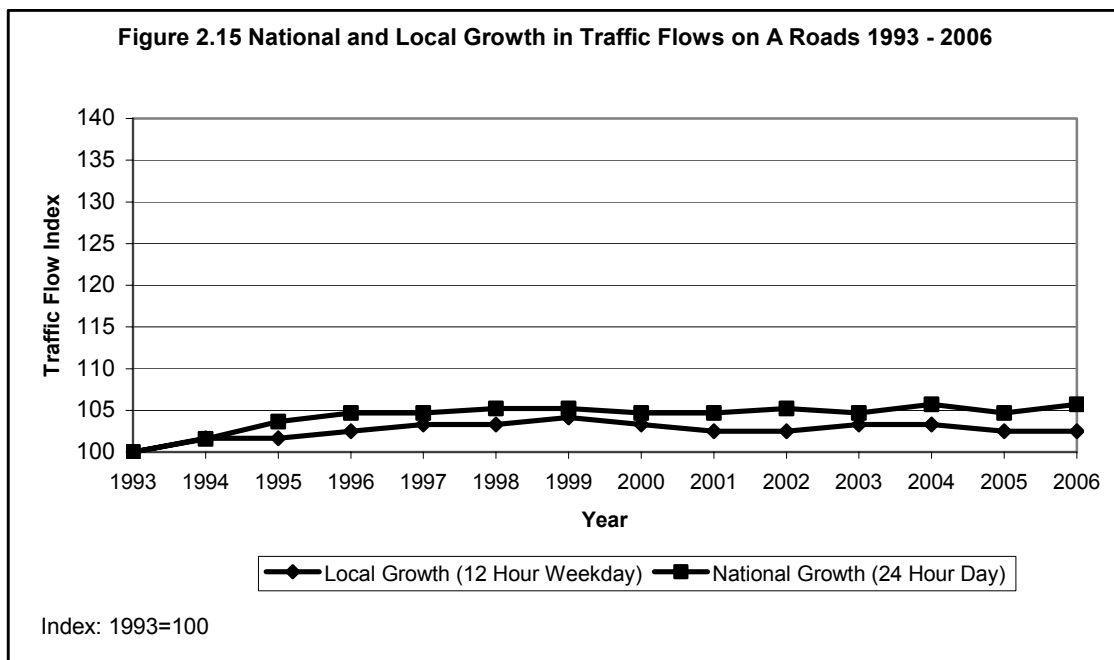
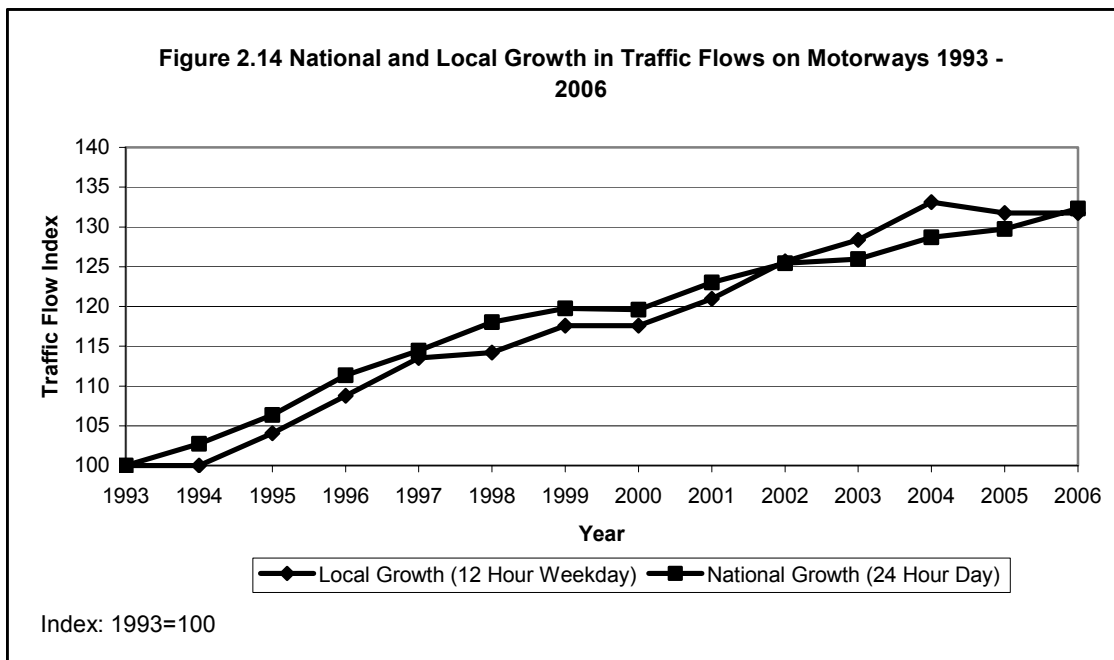
2.22 Indices of local and national growth in traffic flows are given in Table 2.20 and illustrated in Figures 2.14 and 2.15.

Table 2.20 Traffic Flow Indices for Local and National Motorways and A Roads, 1993-2006				
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

Notes:

National figures are based on average 24-hour daily traffic flow data for Motorways and Major Urban A Roads published in Table 2.1 Road Statistics 2006, Traffic, Speeds and Congestion DfT.

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 1999-2006

2.23 Table 2.21 shows the percentage composition of traffic on motorway, A road, B road and minor road links between 1999 and 2006. The percentage composition for 2006 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, 1999- 2006							
	Vehicle Type						
	Cars	LGV	OGV1	OGV2	Buses and Coaches	Motor Cycles	Pedal Cycles
Motorways							
1999	75.4	12.6	5.0 (45)	6.0 (55)	0.4	0.3	-
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	-
A Roads							
1999	80.6	11.7	3.1 (67)	1.5 (33)	2.0	0.6	0.7
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
B Roads							
1999	82.0	11.2	2.4 (73)	0.9 (27)	2.3	0.5	1.1
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
Minor Roads							
1999	83.3	10.3	2.1 (75)	0.7 (25)	1.8	0.5	1.4
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

Notes:

LGV = Light Goods Vehicles with 2 axles

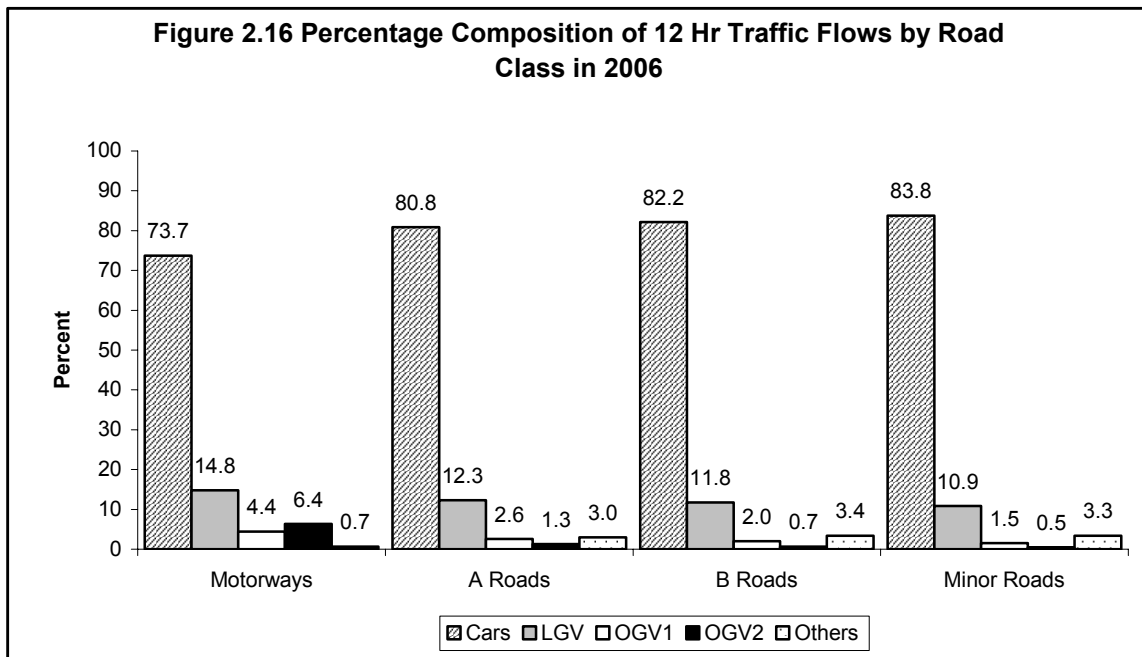
OGV1 = Medium Goods Vehicles with 2 axles and Heavy Goods Vehicles with 3 axles

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.

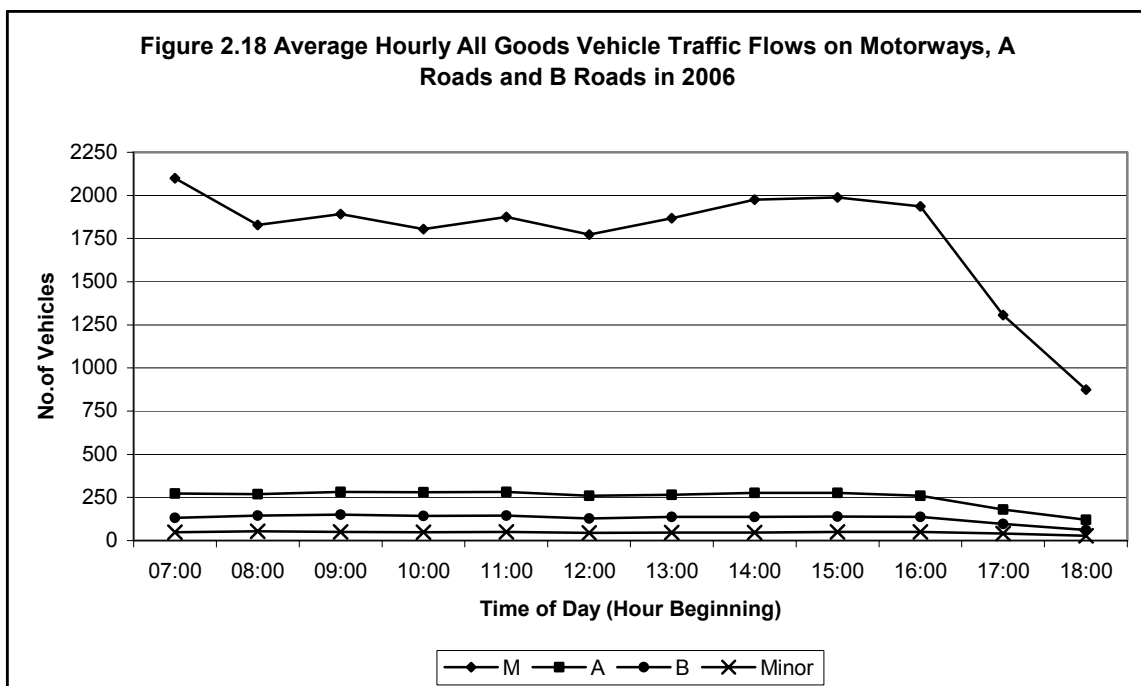
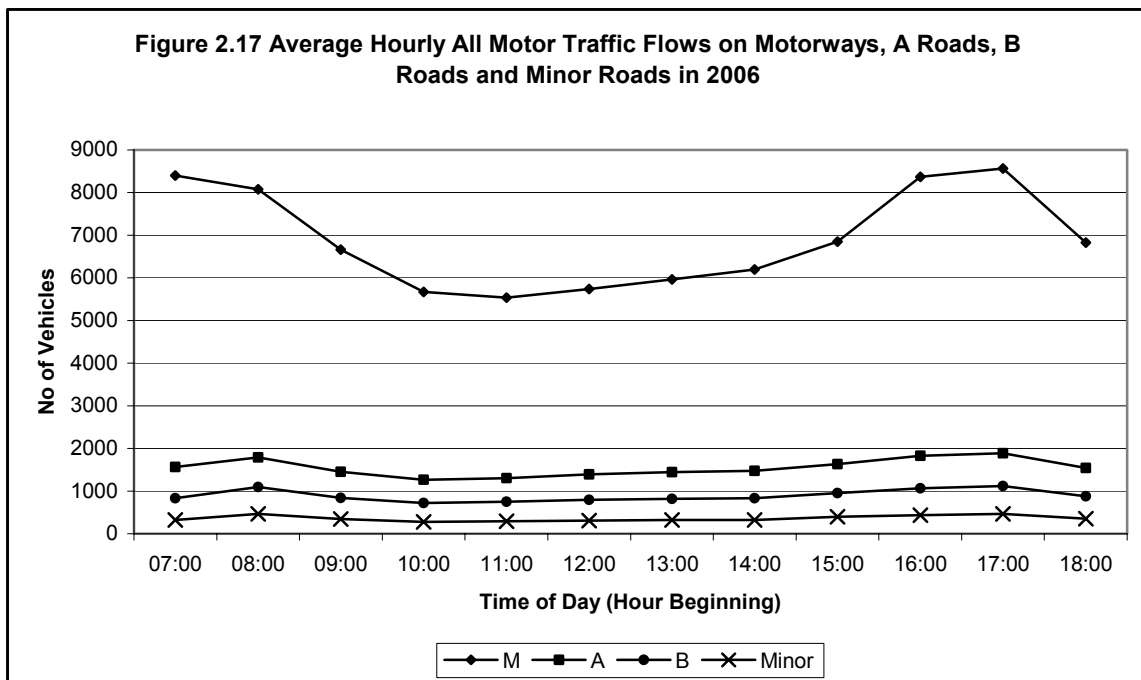


Average Hourly Flows on Motorways, A Roads, B Roads and Minor Roads in 2006

2.24 Table 2.22 shows average hourly flows in 2006 on 22 motorway, 135 A road, 85 B and 100 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 22 Motorway, 135 A Road, 85 B Road and 100 Minor Road Links in 2006												
Start Hour	Motorways			A Roads			B Roads			Minor Roads		
	Cars	Goods	All	Cars	Goods	All	Cars	Goods	All	Cars	Goods	All
07:00	6249	2100	8398	1251	273	1567	677	131	833	264	48	319
08:00	6207	1828	8079	1478	269	1790	923	144	1094	404	53	467
09:00	4725	1892	6665	1133	283	1456	665	150	838	282	51	341
10:00	3829	1804	5674	955	281	1270	554	143	718	220	49	275
11:00	3628	1875	5541	991	283	1307	583	145	750	234	50	291
12:00	3931	1772	5740	1101	259	1393	643	129	792	252	45	304
13:00	4058	1867	5967	1144	266	1446	656	137	815	264	47	319
14:00	4170	1975	6194	1158	276	1476	669	138	831	265	47	320
15:00	4811	1989	6852	1314	276	1634	788	139	954	337	51	398
16:00	6380	1936	8370	1525	259	1830	900	138	1066	375	51	436
17:00	7199	1307	8565	1666	180	1890	998	97	1119	412	41	462
18:00	5907	875	6828	1393	120	1547	795	62	877	319	27	352
Total	61094	21219	82873	15108	3025	18605	8852	1554	10687	3627	558	4285

Table 2.23 Average Hourly Traffic Flows on 22 Motorway, 135 A Road, 85 B Road and 100 Minor Road Links in 2006 as a Percentage of 12-Hour Flow												
Start Hour	Motorways			A Roads			B Roads			Minor Roads		
	Cars	Goods	All	Cars	Goods	All	Cars	Goods	All	Cars	Goods	All
07:00	10.2	9.9	10.1	8.3	9.0	8.4	7.6	8.4	7.8	7.3	8.6	7.4
08:00	10.2	8.6	9.7	9.8	8.9	9.6	10.4	9.3	10.2	11.1	9.5	10.9
09:00	7.7	8.9	8.0	7.5	9.4	7.8	7.5	9.7	7.8	7.8	9.1	8.0
10:00	6.3	8.5	6.8	6.3	9.3	6.8	6.3	9.2	6.7	6.1	8.8	6.4
11:00	5.9	8.8	6.7	6.6	9.4	7.0	6.6	9.3	7.0	6.5	9.0	6.8
12:00	6.4	8.4	6.9	7.3	8.6	7.5	7.3	8.3	7.4	6.9	8.1	7.1
13:00	6.6	8.8	7.2	7.6	8.8	7.8	7.4	8.8	7.6	7.3	8.4	7.4
14:00	6.8	9.3	7.5	7.7	9.1	7.9	7.6	8.9	7.8	7.3	8.4	7.5
15:00	7.9	9.4	8.3	8.7	9.1	8.8	8.9	8.9	8.9	9.3	9.1	9.3
16:00	10.4	9.1	10.1	10.1	8.6	9.8	10.2	8.9	10.0	10.3	9.1	10.2
17:00	11.8	6.2	10.3	11.0	6.0	10.2	11.3	6.2	10.5	11.4	7.3	10.8
18:00	9.7	4.1	8.2	9.2	4.0	8.3	9.0	4.0	8.2	8.8	4.8	8.2
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 2005-2006

2.25 Table 2.24 shows the average traffic flows for cars, light goods, other goods and all motors in 2005 and 2006 for different time periods. The flows are based on a sample of 148 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 148 A and B Road Links Between 2005 and 2006									
Time Period	2005				2006				
	Cars	LGV	OGV	All Motors	Cars	LGV	OGV	All Motors	
07:00-10:00	3194	492	148	3932	3168 (-1)	501 (2)	143 (-3)	3909 (-3)	
10:00-16:00	5463	941	325	6896	5410 (-1)	958 (2)	311 (-4)	6844 (-4)	
16:00-19:00	3682	365	62	4202	3720 (1)	377 (3)	61 (-2)	4249 (-2)	
07:00-19:00	12339	1799	534	15030	12297 (0)	1836 (2)	515 (-4)	15003 (0)	
08:00-09:00	1265	162	48	1511	1256 (-1)	168 (4)	48 (0)	1506 (0)	
17:00-18:00	1357	122	18	1529	1372 (1)	124 (2)	18 (0)	1546 (0)	

Note: Percentage changes between 2005 and 2006 are shown in parentheses.

Traffic Growth on A Roads and B Roads by District 2005-2006

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 2005 and 2006 on A Roads and B Roads by District										
District and No. of Links Counted		2005				2006				
		Cars	LGV	OGV	All Motors	Cars	LGV	OGV	All Motors	
Bolton	19	13703	2164	664	16868	13567 (-1)	2214 (2)	642 (-3)	16772 (-1)	
Bury	12	13020	1742	421	15540	13013 (0)	1807 (4)	388 (-8)	15523 (0)	
Manchester	19	13110	1660	474	15794	12995 (-1)	1678 (1)	439 (-7)	15696 (-1)	
Oldham	18	10464	1633	543	12977	10545 (1)	1711 (5)	529 (-3)	13107 (1)	
Rochdale	15	12523	1854	511	15258	12440 (-1)	1823 (-2)	467 (-9)	15087 (-1)	
Salford	14	13722	2091	673	16814	13493 (-2)	2120 (1)	656 (-3)	16592 (-1)	
Stockport	14	15449	2094	596	18464	15626 (1)	2035 (-3)	572 (-4)	18536 (0)	
Tameside	13	9813	1622	532	12226	9901 (1)	1707 (5)	532 (0)	12400 (1)	
Trafford	10	11221	1409	384	13270	11334 (1)	1522 (8)	397 (3)	13501 (2)	
Wigan	14	9718	1548	459	12094	9503 (-2)	1601 (3)	461 (0)	11928 (-1)	
GM Ave	148	12339	1799	534	15030	12297 (0)	1836 (2)	515 (-4)	15003 (0)	

Note: Percentage changes between 2005 and 2006 are shown in parentheses.

Annual Vehicle Kilometres on Motorways, A Roads and B Roads in 2006

2.27 Table 2.26 and Figure 2.19 show annual vehicle kilometres in Greater Manchester in 2006 by road class and vehicle type.

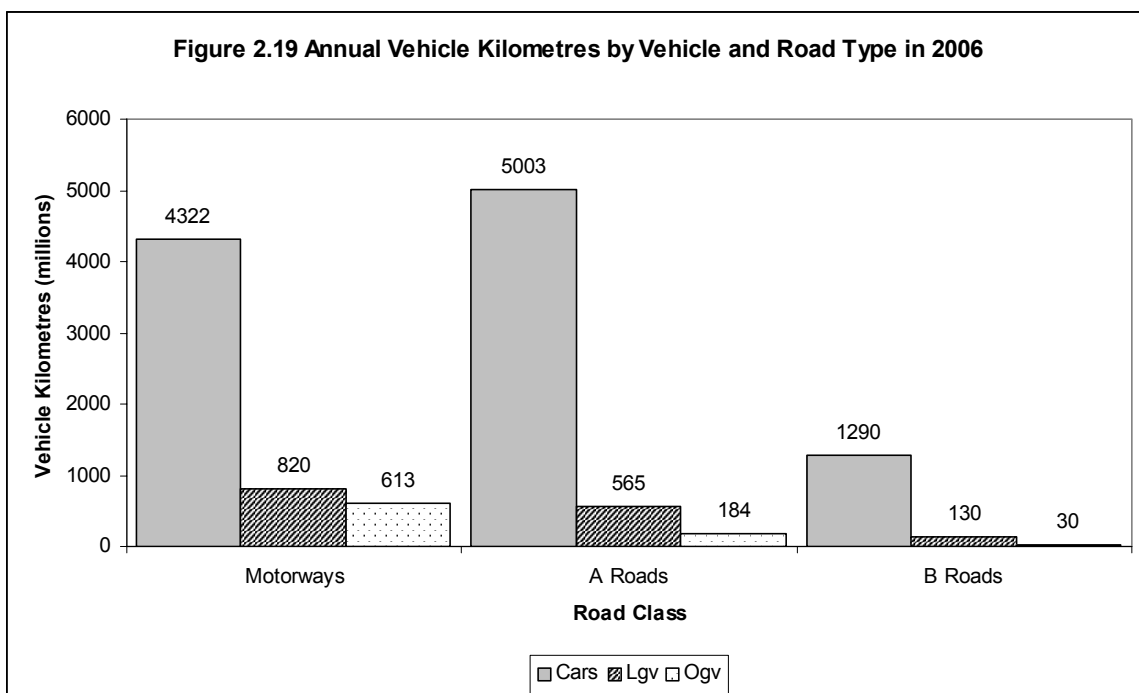
Table 2.26 Annual Vehicle Kilometres in 2006							
Road Type	Length	Vehicle Kilometres (Millions)					Annual Flow/Km (Millions)
		Car	LGV	OGV	All Goods	All Motors	
Motorway (incl A627(M))	171	4322	820	613	1434	5795	33.9
A Roads	861	5003	565	184	749	5867	6.8
B Roads	374	1290	130	30	160	1482	4.0
Motorways and A Roads	1032	5183	1385	797	2183	11662	11.3
Motorways, A and B Roads	1406	10615	1515	827	2343	13144	9.3

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, eg 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 2006

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 2006							
District	Length	Vehicle Kilometres (Millions)					Average Daily Flow/Km (7 day 24-hour)
		Car	LGV	OGV	All Goods	All Motors	
Bolton	101	615	73	21	94	722	19600
Bury	55	325	33	9	42	374	18600
Manchester	116	874	85	27	113	1013	23900
Oldham	98	389	47	15	62	460	12900
Rochdale	80	389	45	13	57	456	15600
Salford	87	583	71	26	98	694	21900
Stockport	84	560	54	18	72	641	20900
Tameside	65	306	38	14	52	365	15400
Trafford	58	370	40	13	53	430	20300
Wigan	117	592	78	28	106	712	16700
GM	861	5003	565	184	749	5867	18700

Note: These figures are based on annual average daily flow per link of the network. Figures for Oldham and Rochdale exclude A627(M).

Table 2.28 Vehicle Kilometres on B Roads by District in 2006							
District	Length	Vehicle Kilometres (Millions)					Average Daily Flow/Km (7 day 24-hour)
		Car	LGV	OGV	All Goods	All Motors	
Bolton	46	149	16	4	19	172	10200
Bury	33	91	9	2	11	104	8600
Manchester	36	149	14	3	16	172	13100
Oldham	30	81	9	3	12	95	8700
Rochdale	23	78	8	2	10	90	10700
Salford	29	99	10	2	12	113	10700
Stockport	36	150	15	3	17	171	13000
Tameside	32	103	12	3	15	120	10300
Trafford	52	183	16	4	20	206	10900
Wigan	56	207	22	5	28	240	11700
GM	374	1290	130	30	160	1482	10900

Trends in Greater Manchester Vehicle Kilometres on Motorways, A and B Roads 1991-2006
 2.29 Table 2.29 shows trends in vehicle kilometres between 1991 and 2006

Table 2.29 Trends in Vehicle Kilometres (millions) 1991-2006 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	
	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	

National and Local Vehicle Kilometres 1993 – 2006

2.30 Table 2.30 and Figure 2.20 show national and local vehicle kilometres by road class from 1993 to 2006

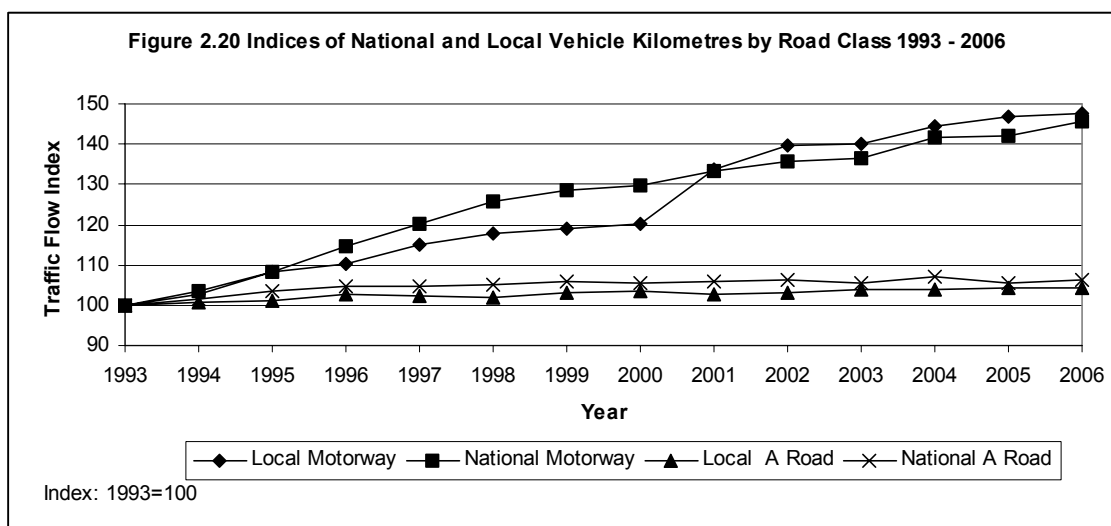
Table 2.30 National and Local Vehicle Kilometres (millions) by Road Class 1993-2006								
	National Motorways	Index	National Major Urban Roads	Index	GM Motorways	Index	GM A Roads	Index
1993	68200	100	77300	100	3925	100	5618	100
1994	70700	104	78500	102	4025	103	5655	101
1995	73900	108	80100	104	4245	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	99200	145	82200	106	5795	148	5867	104

Notes:

Source DfT: National Data based on Table 1.2b Road Statistics 2006, 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.



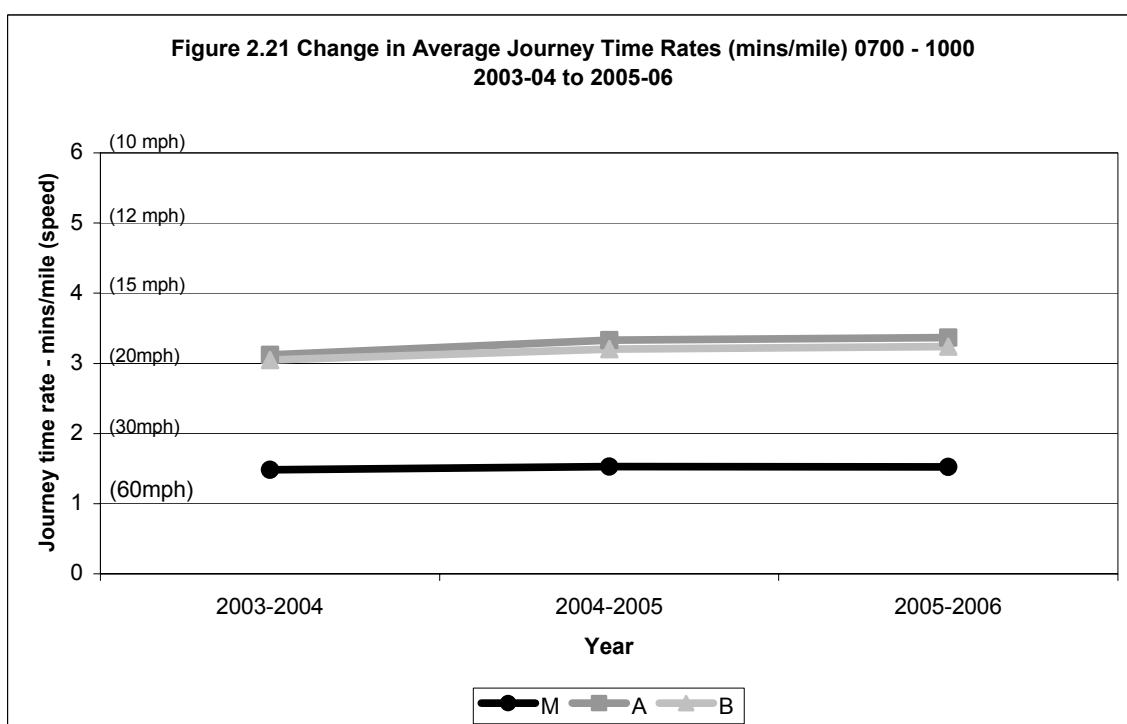
Congestion Monitoring: Average Journey Time Rates 2003/04 – 2005/06

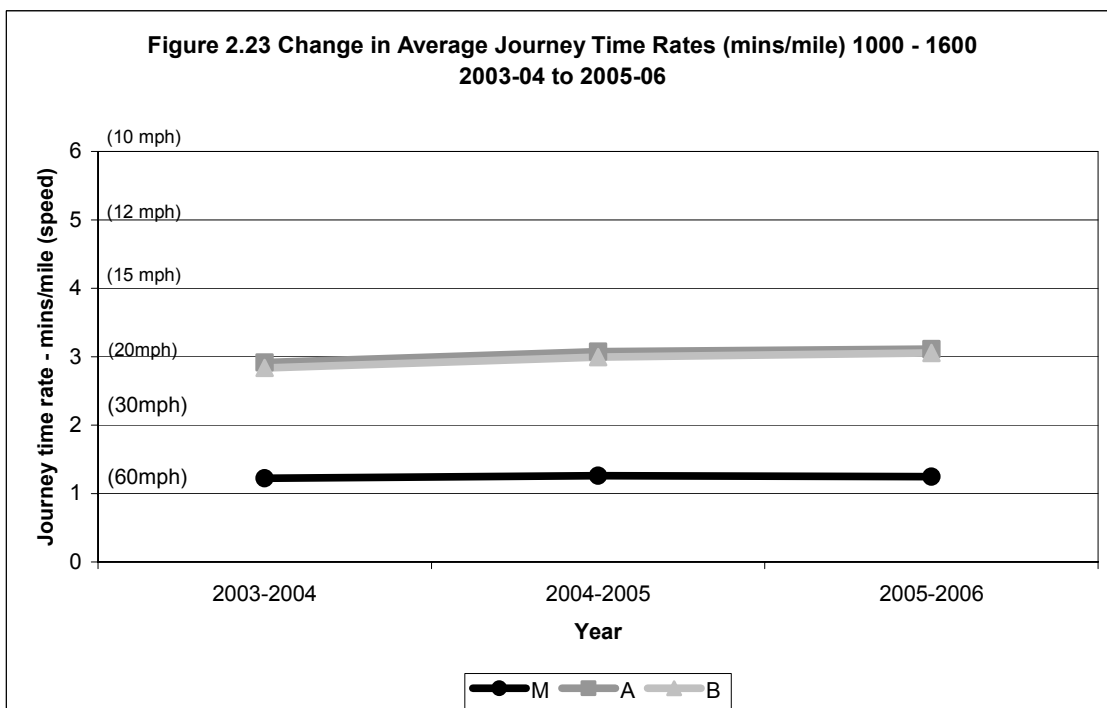
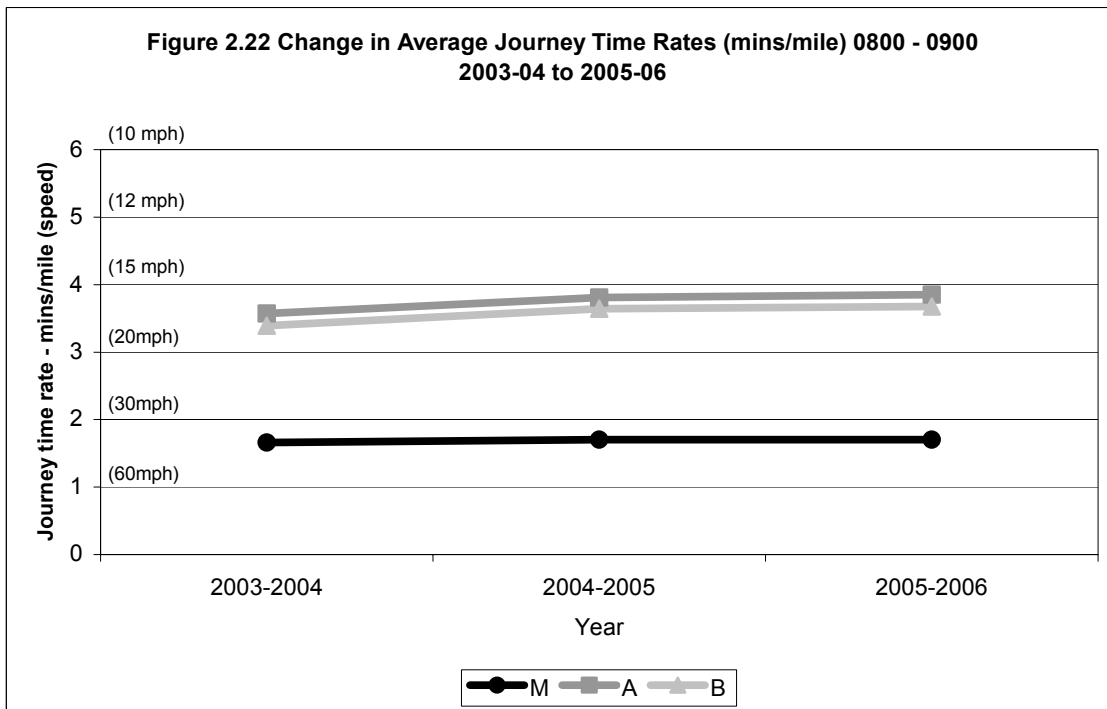
2.31 Table 2.31 shows average journey time rates and average speeds on motorways and on A and B roads with 30 mph speed limits in Greater Manchester for 2005/06. Rates are broken down by road class and are given for six time periods. Data is from the Mott MacDonald CJAMS System based on historic vehicle tracker data used under licence from ITIS Holdings. Figures are the average for the 12-month period running from September 2005 to August 2006.

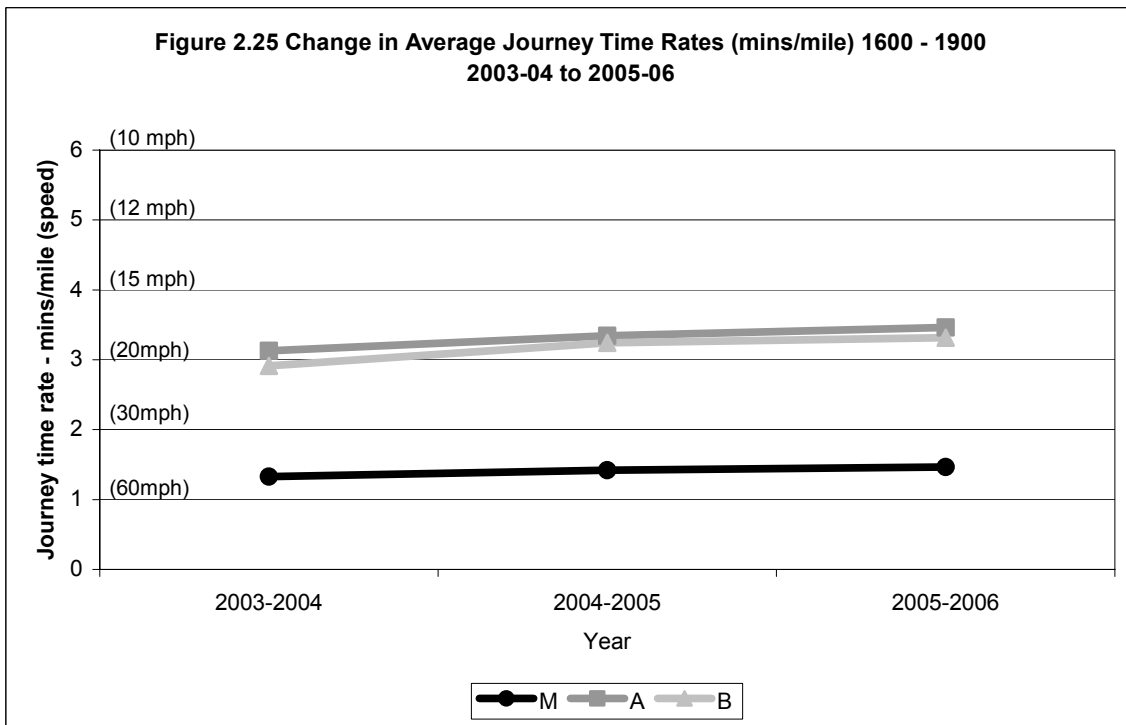
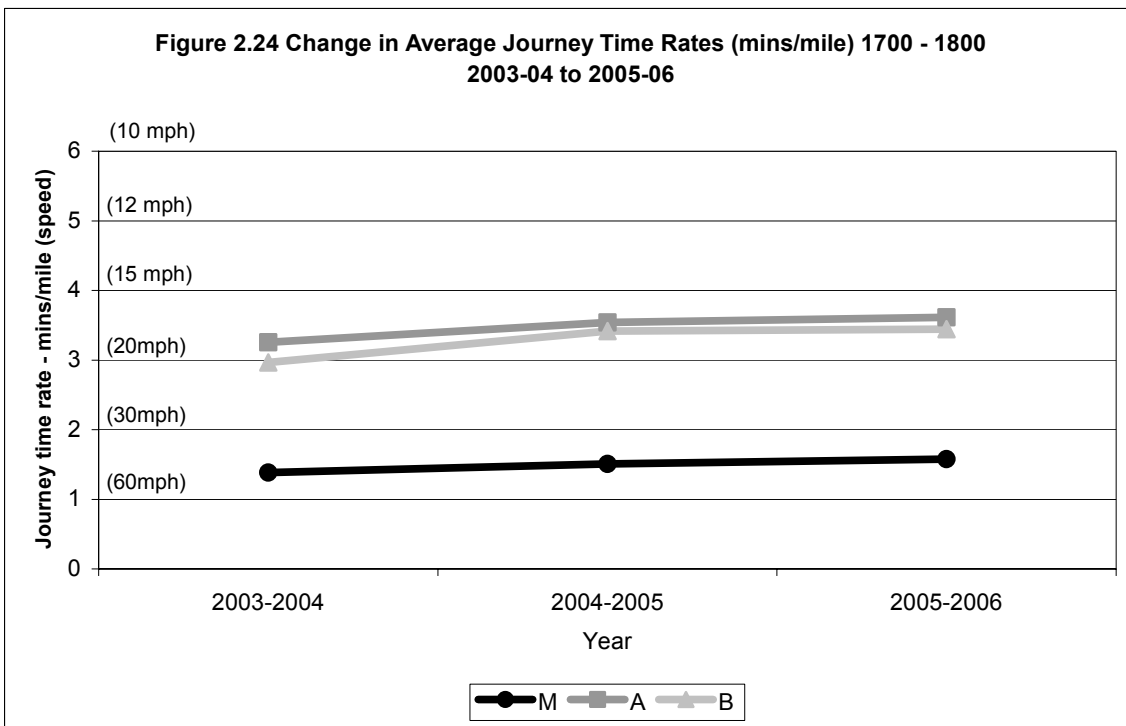
Table 2.31 Average Journey Time Rates Greater Manchester 2005/06						
Time Period	Motorways		A Roads (30 mph)		B Roads (30 mph)	
	mins/mile	(mph)	mins/mile	(mph)	mins/mile	(mph)
0700-1000	1.52	(39)	3.37	(18)	3.24	(19)
0800-0900	1.70	(35)	3.85	(16)	3.67	(16)
1000-1600	1.25	(48)	3.11	(19)	3.06	(20)
1700-1800	1.58	(38)	3.61	(17)	3.45	(17)
1600-1900	1.47	(41)	3.46	(17)	3.32	(18)
0700-1900	1.37	(44)	3.25	(18)	3.16	(19)

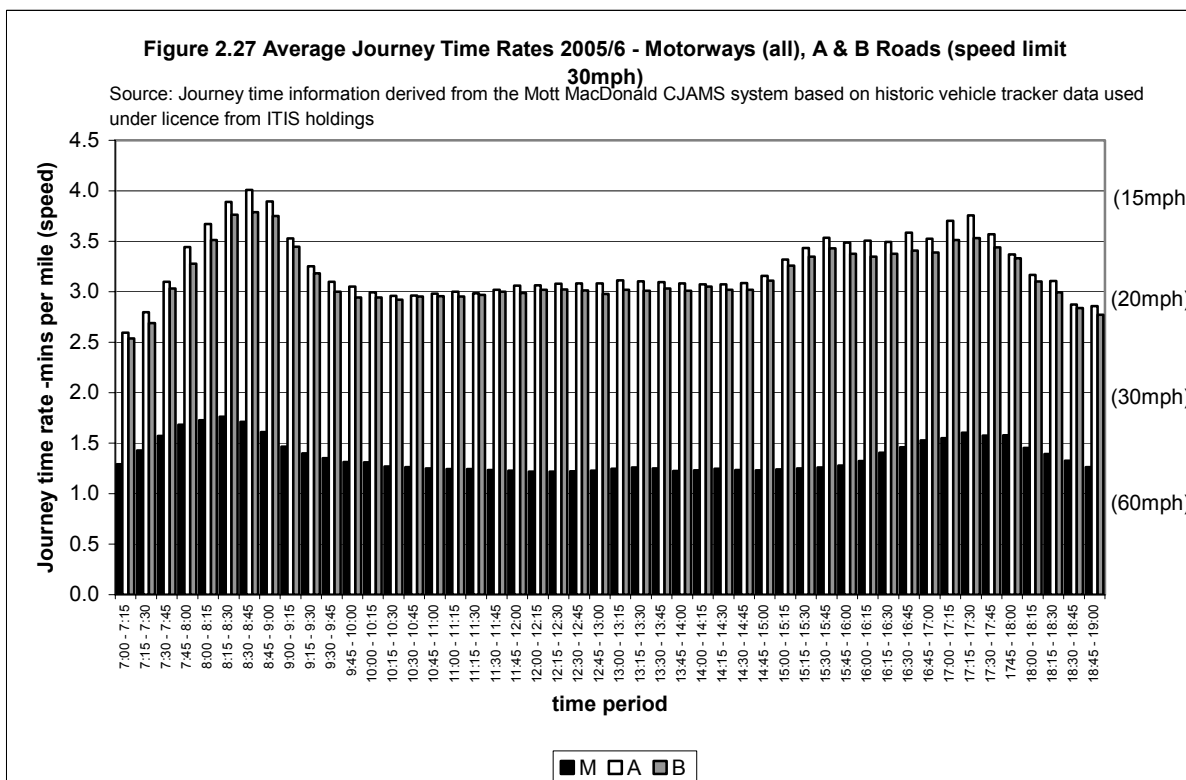
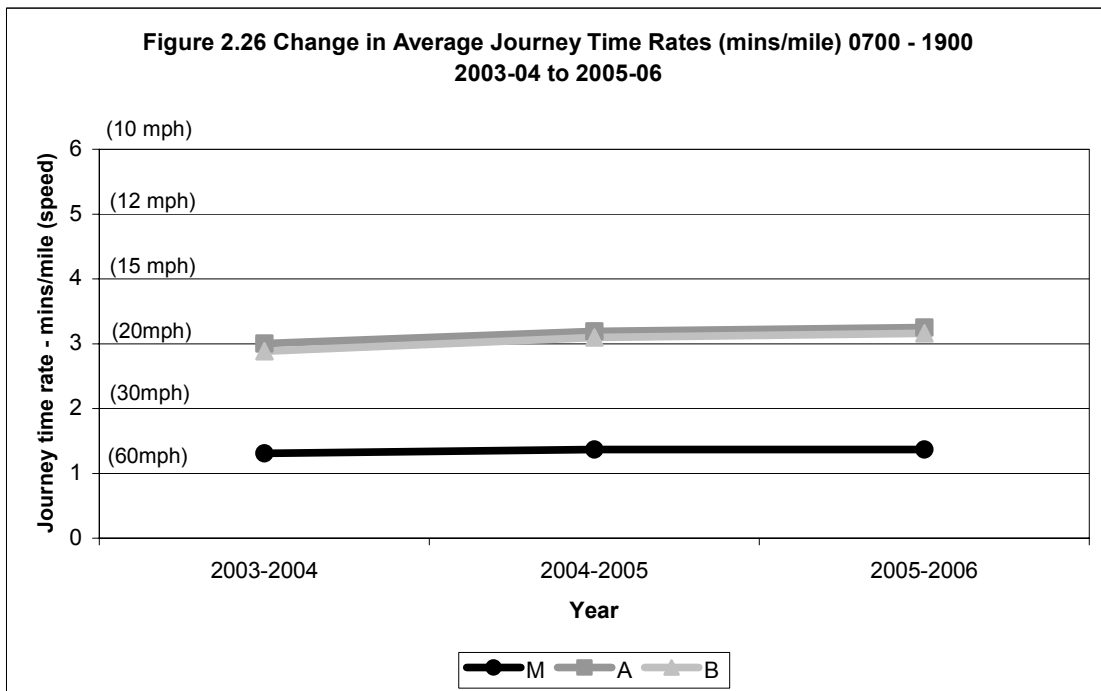
2.32 Figures 2.21 – 2.26 present a historical trend of this journey time data from 2003/04 – 2005/06.

2.33 Figure 2.27 shows a daily (07:00-19:00) profile of average journey time rates by road class for 2005/06.









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.
- 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 Altrincham, Bury, and Rochdale were last surveyed in 2005, Wigan and Manchester were last surveyed in Spring 2006, Stockport was last surveyed in Autumn 2006 and Bolton, Ashton-under-Lyne, Oldham and Eccles were surveyed in Spring 2007.
- 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 it is the only data available. 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.

Bolton Key Centre

- 3.6 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.
- 3.7 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.

Table 3.1 Bolton Key Centre Vehicle Counts 1997, 1998, 2001, 2004 and 2007								
		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

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

	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

- 3.8 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
- 3.9 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

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

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

- 3.10 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
- 3.11 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.

Table 3.7 Manchester Key Centre Cordon Counts 1997, 1999, 2002, 2005 and 2006								
		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	2001	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
	2006/2001	1.03	0.99	1.08	0.96	0.85	1.29	1.04		
10:00-12:00	2001	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
	2006/2001	1.06	1.15	1.10	1.16	0.70	1.09	1.10		

Oldham Key Centre

3.12 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

3.13 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

3.14 Table 3.13 gives the total traffic crossing the Rochdale key centre cordon in 1997, 1999, 2002 and 2005 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

3.15 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 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 Rochdale station. Walk and pedal cycle trips are counts of people entering the key centre both on and off-road.

Table 3.13 Rochdale Key Centre Inbound Cordon Counts 1997, 1999, 2002 and 2005								
Time Period	Year	Cars	LGV	OGV	Buses	M/C	P/C	All
07:30-09:30	1997	3671	307	137	251	12	30	4378
	1999	3673	326	83	261	14	32	4357
	2002	3813	361	78	263	27	21	4542
	2005	3757	335	88	198	10	24	4412
	2005/1997	1.02	1.09	0.64	0.79	0.83	0.80	1.01
10:00-12:00	1997	3433	332	125	208	10	17	4108
	1999	3754	376	75	231	20	11	4456
	2002	3785	372	91	253	22	12	4523
	2005	3470	315	79	187	24	15	4090
	2005/1997	1.01	0.95	0.63	0.90	2.40	0.88	1.00
16:00-18:00	1997	3188	282	46	240	20	26	3776
	1999	3101	230	30	255	14	28	3630
	2002	3506	260	19	262	13	19	4060
	2005	3140	252	15	203	13	13	3636
	2005/1997	0.98	0.89	0.33	0.85	0.65	0.50	0.96

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
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
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

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
	2005/2002	0.99	1.33	1.29	1.14	1.16	1.08		
10:00-12:00	2002	5488	1509	70	12	1738	8817	62	38
	2005	4962	1464	84	15	2151	8676	57	43
	2005/2002	0.90	0.97	1.20	1.25	1.24	0.98		
16:00-18:00	2002	5329	1219	441	19	1059	8067	66	34
	2005	4679	1027	379	13	1118	7216	65	35
	2005/2002	0.88	0.84	0.86	0.68	1.06	0.89		

Eccles Key Centre

- 3.16 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
- 3.17 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.

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

3.18 Table 3.19 gives the total traffic crossing the Stockport key centre cordon in 1997, 2000, 2003, 2004, 2005 and 2006 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

3.19 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.

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
	2006/1997	0.92	1.17	0.56	1.10	1.03	0.76	0.93
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
	2006/1997	1.00	1.19	0.61	1.05	0.76	0.64	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
	2006/1997	0.98	1.04	0.50	1.08	0.97	0.81	0.97

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
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
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

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
	2006/2003	0.91	0.87	1.81	1.15	1.10	0.94		
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
	2006/2003	0.95	0.85	1.66	1.18	1.05	0.95		
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
	2006/2003	0.95	0.74	1.79	1.19	0.84	0.93		

Ashton-under-Lyne Key Centre

3.20 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

3.21 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
		Number	Index	Number	Index	Number	Index	Number	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		

Altrincham Key Centre

3.22 Table 3.25 gives the total traffic crossing the Altrincham key centre cordon in 1997, 1999, 2002 and 2005 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

3.23 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 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 and Metrolink patronage is a count of people leaving Altrincham Interchange. Walk and pedal cycle trips are counts of people entering the key centre both on and off-road.

Table 3.25 Altrincham Key Centre Inbound Cordon Counts 1997, 1999, 2002 and 2005								
		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
	2005/1997	0.89	1.03	0.62	0.74	1.89	0.90	0.89
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
	2005/1997	0.86	1.18	0.63	0.75	0.67	0.66	0.87
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
	2005/1997	0.90	0.86	0.23	0.74	0.75	0.65	0.87

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	5040	100	1469	100	1217	100	7726	100
1999	5466		108	1769	120	1440	118	8675	112	63	37
2002	5698		113	1135	77	1204	99	8037	104	71	29
2005	4184		83	745	51	1347	111	6276	81	67	33
10:00-12:00	1997	4515	100	953	100	661	100	6129	100	74	26
	1999	4510	100	1174	123	519	79	6203	101	73	27
	2002	4288	95	827	87	356	54	5471	89	78	22
	2005	3836	85	608	64	317	48	4761	78	81	19
16:00-18:00	1997	4718	100	482	100	890	100	6090	100	77	23
	1999	4779	101	567	118	-	-	-	-	-	-
	2002	4678	99	370	77	649	73	5697	94	82	18
	2005	4169	88	401	83	677	76	5247	86	79	21

Time Period	Year	Car	Bus	Rail & Metrolink	Cycle	Walk	Total	% Car	% Non-Car
07:30-09:30	2002	5698	1135	1204	71	1658	9766	58	42
	2005	4184	745	1347	79	1855	8210	51	49
	2005/2002	0.73	0.66	1.12	1.11	1.12	0.84		
10:00-12:00	2002	4288	827	356	50	1985	7506	57	43
	2005	3836	608	317	59	1698	6518	59	41
	2005/2002	0.89	0.74	0.89	1.18	0.86	0.87		
16:00-18:00	2002	4678	370	649	39	1196	6932	67	33
	2005	4169	401	677	44	1529	6820	61	39
	2005/2002	0.89	1.08	1.04	1.13	1.28	0.98		

Wigan Key Centre

- 3.24 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
- 3.25 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		

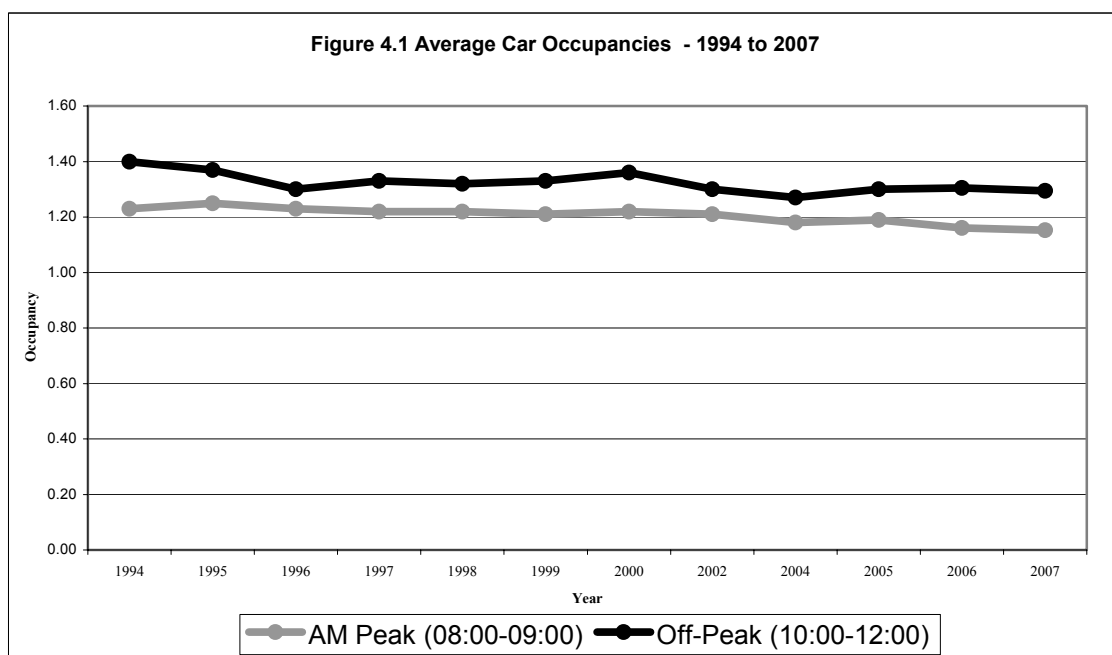
4 OTHER ROAD TRAFFIC STATISTICS

Car Occupancy

4.1 Peak car occupancy surveys were undertaken at ten monitoring sites throughout 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
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	-	-
	Index	-	100	-	-	116	-	-
Eccles	No	-	-	-	855	-	-	975
	Index	-	-	-	100	-	-	114
Stockport	No	-	-	1996	1771	2140	2196	-
	Index	-	-	100	89	107	110	-
Ashton	No	2379	-	-	2550	-	-	2830
	Index	100	-	-	107	-	-	119
Altrincham	No	-	1658	-	-	1855	-	-
	Index	-	100	-	-	112	-	-
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
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	-	-
	Index	-	100	-	-	124	-	-
Eccles	No	-	-	-	1826	-	-	1819
	Index	-	-	-	100	-	-	100
Stockport	No	-	-	1507	1343	1782	1589	-
	Index	-	-	100	89	118	105	-
Ashton	No	2735	-	-	2919	-	-	3018
	Index	100	-	-	107	-	-	110
Altrincham	No	-	1985	-	-	1698	-	-
	Index	-	100	-	-	86	-	-
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 infra red (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 29 sites operational in 2006. Trend analysis based on 2005 and 2006 (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	Bolton Street	R	7	818	650	316
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	Kirklees Way	O	3	160	268	301
Bury	Outwood Way	O	12	70	97	149
Manchester	Sackville Street	O	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
Oldham	Union St	C	12	763	549	314
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	Lancashire Hill	R	12	314	405	165
Stockport	Daw Bank	C	12	565	556	252
Stockport	Middlewood Way	O	12	142	153	185
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

Table 4.5 Key Pedestrian Route and Cordon Site APC Data 2005 & 2006					
District	Route	Type	24-Hour Average Daily Flow		
			2005	2006	2006/2005
Bolton	Trinity Street	R	1270	1290	1.02
Bury	Bolton Street	R	662	722	1.09
Bury	Market Street	C	2311	1841	0.80
Oldham	King St	R	990	1002	1.01
Oldham	Union St	C	605	668	1.10
Rochdale	St Mary's Gate	R	1508	1424	0.94
Rochdale	The Esplanade	C	853	715	0.84
Stockport	Lancashire Hill	R	252	306	1.21
Tameside	Penny Meadow	C&R	1952	1561	0.80
Wigan	Wallgate	C	343	326	0.95
Total			10746	9856	0.92

Notes:

C = Cordon site

R = Key Pedestrian Route

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.

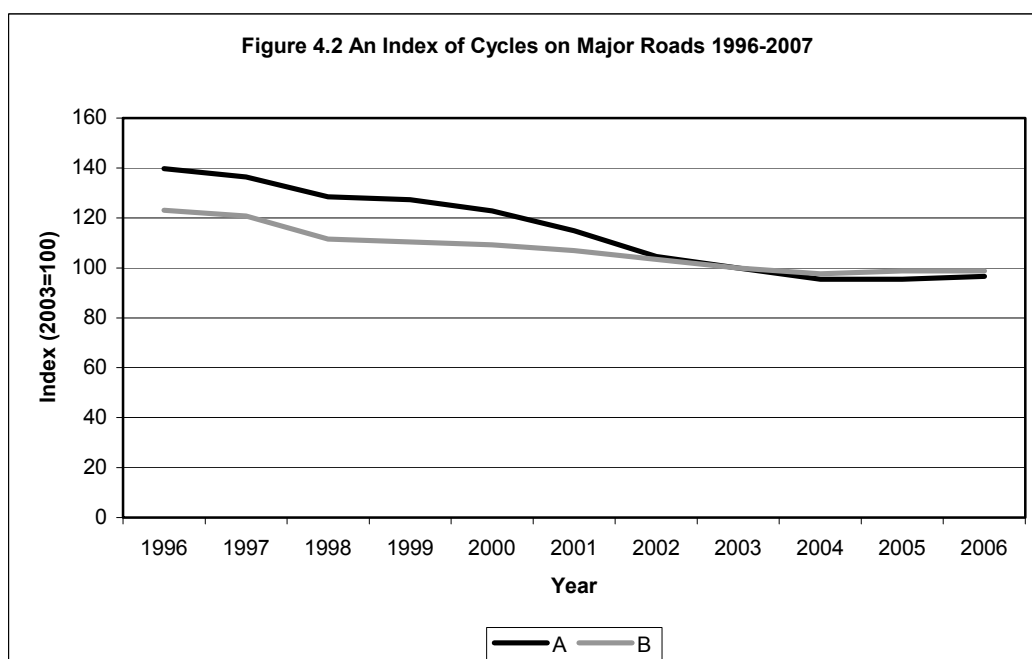
Table 4.6 Key Centre Cordon Cycle Flows AM Peak Period (07:30-09:30)								
		2001	2002	2003	2004	2005	2006	2007
Bolton	No	63	-	-	58	-	-	77
	Index	100	-	-	92	-	-	122
Bury	No	-	18	-	-	43	-	-
	Index	-	100	-	-	239	-	-
Manchester	No	-	509	-	-	562	435	-
	Index	-	100	-	-	110	85	-
Oldham	No	24	-	-	27	-	-	31
	Index	100	-	-	113	-	-	129
Rochdale	No	-	21	-	-	24	-	-
	Index	-	100	-	-	114	-	-
Eccles	No	30	-	-	23	-	-	41
	Index	100	-	-	77	-	-	137
Stockport	No	-	-	136	133	198	157	-
	Index	-	-	100	98	146	115	-
Ashton	No	36	-	-	35	-	-	39
	Index	100	-	-	97	-	-	108
Altrincham	No	-	71	-	-	79	-	-
	Index	-	100	-	-	111	-	-
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
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	-	-
	Index	-	100	-	-	125	-	-
Eccles	No	20	-	-	19	-	-	36
	Index	100	-	-	95	-	-	180
Stockport	No	-	-	38	41	77	45	-
	Index	-	-	100	108	203	118	-
Ashton	No	19	-	-	22	-	-	8
	Index	100	-	-	116	-	-	42
Altrincham	No	-	50	-	-	59	-	-
	Index	-	100	-	-	118	-	-
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 2006 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. Figure 4.2 illustrates trends in average flow since 1996 based on an index of 2003 (GMLTP2 base year) = 100.

Table 4.8 Average and Highest Two-way Cycle Flows on A and B Roads in Each District, 2006					
District	Road Class	Average 12-hr Cycle Flow	Highest 12-hr Cycle Flow	Location of Highest Cycle Flow	
Bolton	A	58	143	A6053	Bolton Rd Farnworth
	B	41	110	B6206	Higher Bridge St Bolton
Bury	A	71	256	A58	Bolton St Bury
	B	41	102	B6213	Whalley Rd Ramsbottom
Manchester	A	154	981	A34	Oxford Rd Manchester City Centre
	B	226	771	B5117	Oxford Rd Higher Education Precinct
Oldham	A	44	135	A62	Oldham Rd Failsworth
	B	35	105	B6194	Shaw Rd Shaw
Rochdale	A	54	120	A664	Rochdale Rd Middleton
	B	41	93	B6223	Drake St Rochdale
Salford	A	81	228	A6	Chapel St Salford
	B	89	279	B5211	Redclyffe Rd Trafford Park
Stockport	A	80	321	A6	Wellington Rd North Heaton Chapel
	B	86	187	B5169	Broadstone Rd Heaton Chapel
Tameside	A	58	173	A6017	Stockport Rd Guide Bridge
	B	44	115	B6169	Shepley Rd Audenshaw
Trafford	A	136	314	A56	Chester Rd Stretford
	B	125	526	B5218	Chorlton Rd Old Trafford
Wigan	A	61	209	A49	Wallgate Wigan
	B	49	130	B5207	Church Ln Lowton
Greater Manchester	A	85	981	A34	Oxford Rd Manchester City Centre
	B	86	771	B5117	Oxford Rd Higher Education Precinct



Automatic Cycle Counts

- 4.10 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 2006 there were 62 operational sites.
- 4.11 These sites have been divided into those with a higher weekday than weekend flow (49 commuting sites) and a higher weekend than weekday flow (13 leisure sites). The two sets of sites have different hourly, daily and monthly profiles and these can be seen in Tables 4.9 to 4.14 and Figures 4.3 to 4.5.
- 4.12 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	0.8	1.3	1.2
01:00	0.5	1.0	0.9
02:00	0.3	0.7	0.5
03:00	0.3	0.7	0.5
04:00	0.5	0.8	0.7
05:00	1.6	1.8	1.1
06:00	2.9	2.3	1.4
07:00	5.3	3.4	2.1
08:00	9.1	4.1	3.3
09:00	7.2	5.1	5.1
10:00	4.9	5.8	6.9
11:00	4.4	6.7	7.8
12:00	4.8	7.9	8.1
13:00	5.2	8.3	8.7
14:00	5.5	7.9	8.5
15:00	6.2	7.7	8.1
16:00	6.9	7.4	7.2
17:00	8.8	6.4	6.6
18:00	8.6	5.8	5.8
19:00	5.8	4.8	4.9
20:00	3.8	3.6	4.0
21:00	2.8	2.9	2.9
22:00	2.0	2.1	2.2
23:00	1.6	1.5	1.7

Note: based on 49 sites

Hour Beginning	% of 24-hr Flow Weekday	% 24-hr Flow Saturday	% 24-hr Flow Sunday
00:00	0.3	0.2	0.2
01:00	0.2	0.2	0.2
02:00	0.1	0.2	0.1
03:00	0.1	0.2	0.1
04:00	0.2	0.2	0.1
05:00	0.4	0.4	0.1
06:00	2.0	1.0	0.4
07:00	4.1	1.8	0.9
08:00	4.9	3.4	2.9
09:00	4.5	3.9	6.0
10:00	4.9	6.2	7.6
11:00	5.8	8.1	9.2
12:00	5.9	9.0	10.9
13:00	6.5	9.6	10.9
14:00	7.0	11.6	11.7
15:00	8.4	11.4	10.7
16:00	8.8	10.6	9.2
17:00	8.9	7.4	6.3
18:00	8.3	5.0	5.0
19:00	7.4	3.7	3.2
20:00	5.9	2.6	2.1
21:00	3.1	1.7	1.2
22:00	1.4	0.9	0.7
23:00	0.8	0.6	0.3

Note: based on 13 sites

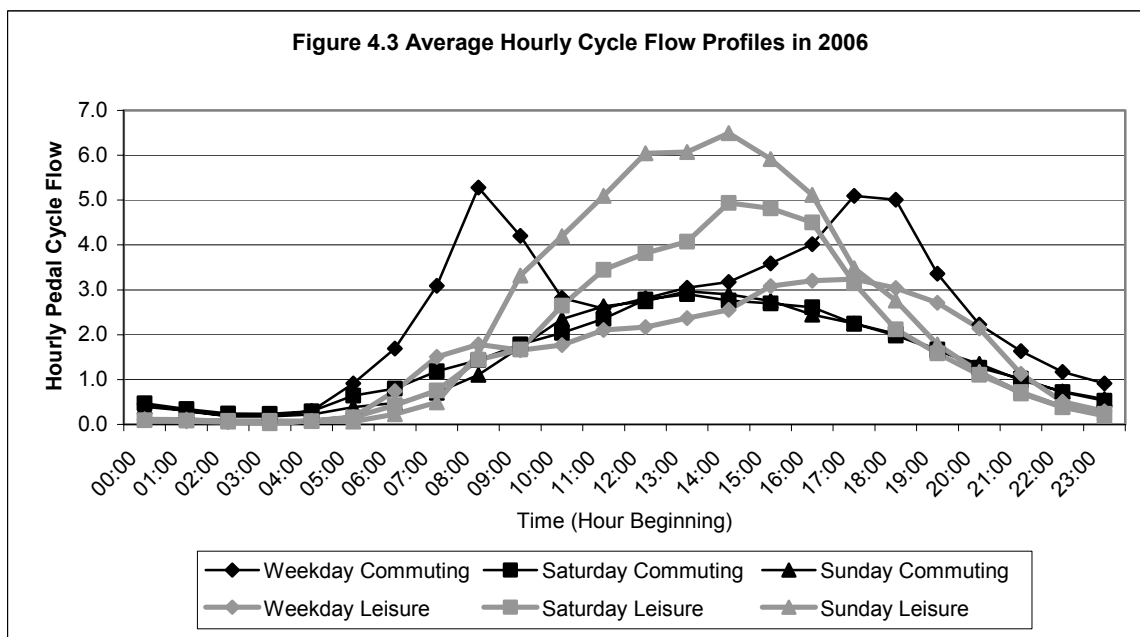


Table 4.11 Daily Indices at ACC “Commuting” Sites in 2006		
Day of Week	24-hr Average Weekday Index=100	24-hr Average Day Index=100
Monday	96	109
Tuesday	104	118
Wednesday	103	117
Thursday	102	115
Friday	95	107
Saturday	60	68
Sunday	59	66

Note: based on 49 sites

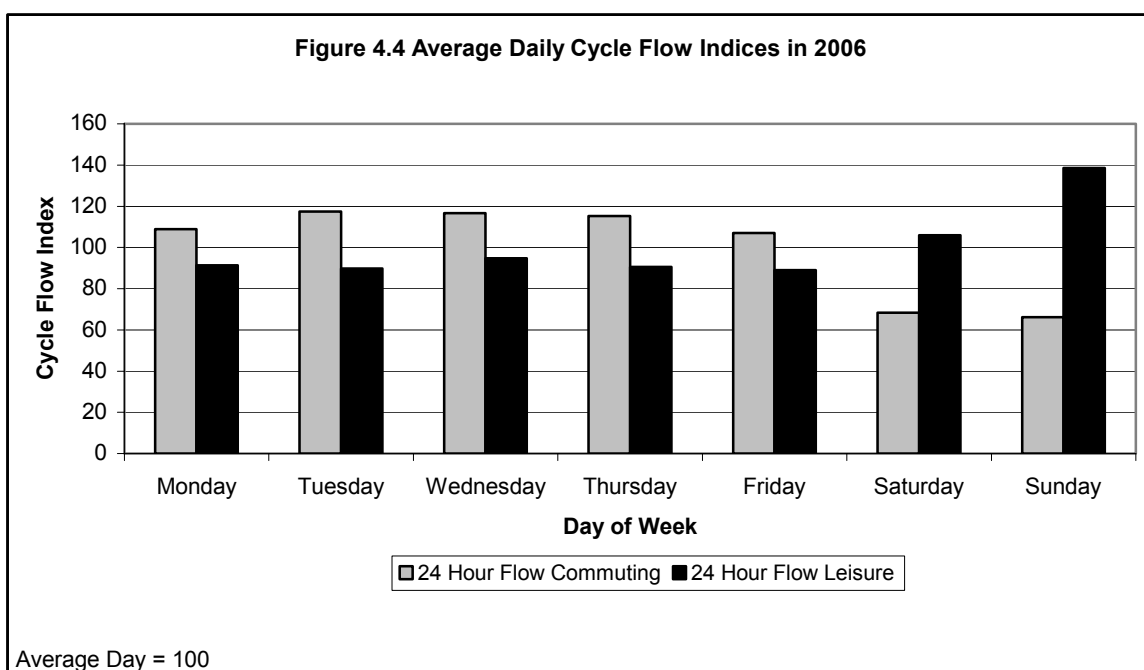


Table 4.12 Daily Indices at ACC “Leisure” Sites in 2006		
Day of Week	24-hr Average Weekday Index=100	24-hr Average Day Index=100
Monday	100	91
Tuesday	99	90
Wednesday	104	95
Thursday	99	91
Friday	98	89
Saturday	116	106
Sunday	152	139

Note: based on 13 sites

Table 4.13 Monthly Indices at ACC “Commuting” Sites in 2006		
Month	24-hr Ave Weekday Index=100	24-hr Ave Day Index=100
January	85	85
February	79	79
March	85	83
April	91	91
May	98	97
June	116	118
July	127	129
August	105	106
September	118	118
October	106	107
November	101	99
December	77	76

Note: based on 32 sites

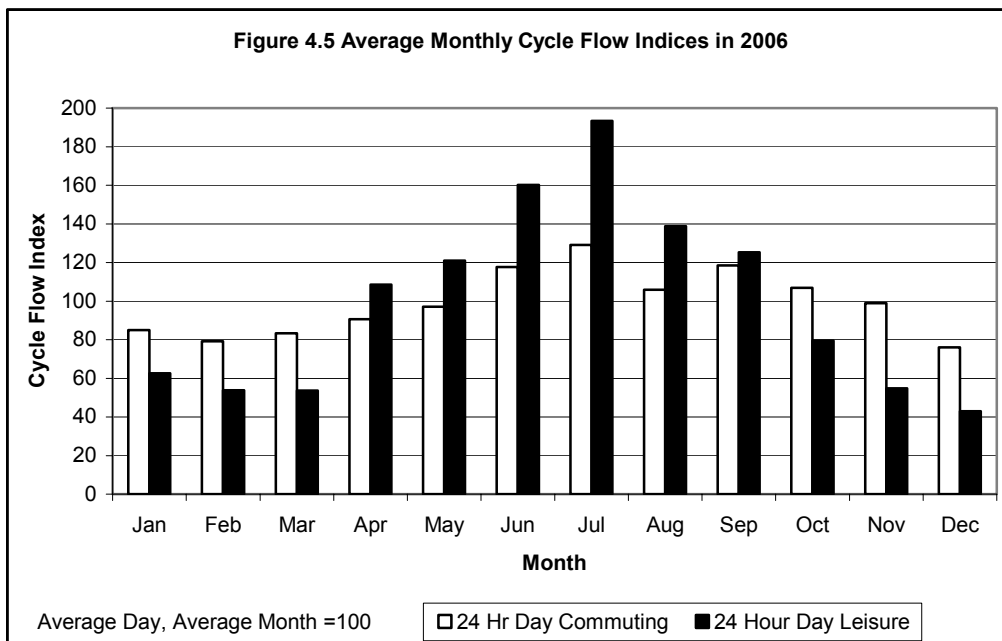


Table 4.14 Monthly Indices at ACC “Leisure” Sites in 2006		
Month	24-hr Ave Weekday Index=100	24-hr Ave Day Index=100
January	50	63
February	49	54
March	50	54
April	113	108
May	132	121
June	161	160
July	202	193
August	156	139
September	124	125
October	70	79
November	51	55
December	45	43

Note: based on 7 sites.

Carriage of Cycles on Trains

4.13 Table 4.15 compares the number of cycles carried on trains in 2003, 2004, 2005 & 2006. 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 4.15 Cycles Carried on Trains (Single Day 07:30 to 13:30) 2003 - 2006									
Corridor	No of Stations	2003		2004		2005		2006	
		B	A	B	A	B	A	B	A
Wigan & Bolton	8	23	14	30	26	28	27	23	24
Rochdale & Oldham	4	6	14	7	12	10	8	4	16
Ashton	4	12	2	6	5	3	3	5	3
Marple & Glossop	10	21	18	31	18	28	11	25	10
Stockport	8	31	26	23	21	32	21	44	34
Styal/Airport	5	5	2	5	5	5	3	8	8
Irlam	2	4	4	6	7	8	3	8	3
Eccles	1	1	0	1	1	0	1	0	3
Total	42	103	80	109	95	114	77	117	101

Notes: B = Boarders A = Alighters

Cycle Training in Schools

4.14 Table 4.16 shows the number and proportion of year 6 pupils that received 'on-road' cycle training in 2006/07 by district. Pupils who received their training during 2005/06 while in year 5 are included in these figures.

Table 4.16 On-road cycle training by district				
District	Number of Year 5 children trained in 2005/06	Number of Year 6 children trained in 2006/07	Total number of Year 6 children in 2006/07	Proportion receiving training (%)
Bolton	0	629	3462	18.2
Bury	149	450	2795	21.4
Manchester	0	1714	5205	32.9
Oldham	114	171	2856	10.0
Rochdale	200	800	2800	35.7
Salford	142	460	2629	22.9
Stockport	553	803	3045	44.5
Tameside	0	1185	2600	45.6
Trafford	0	1805	2720	66.4
Wigan	0	454	3580	12.7
GM Total	1158	8471	31692	30.4

4.15 Table 4.17 shows the number and proportion of year 6 pupils that received 'off-road' cycle training in 2006/07 on a district by district level.

Table 4.17 Off-road cycle training by district				
District	Number of Year 5 children trained in 2005/06	Number of Year 6 children trained in 2006/07	Total number of Year 6 children in 2006/07	Proportion receiving training (%)
Bolton	0	629	3462	18.2
Bury	0	0	2795	0.0
Manchester	40	500	5205	10.4
Oldham	0	0	2856	0.0
Rochdale	0	0	2800	0.0
Salford	0	0	2629	0.0
Stockport	30	30	3045	2.0
Tameside	0	1185	2600	45.6
Trafford	0	0	2720	0.0
Wigan	0	253	3580	7.1
GM Total	70	2597	31692	8.4

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 2006 at a sample of stations throughout the county.
- 5.2 A total of 62 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 Wigan and Ashton corridors were surveyed in 2006.
- 5.3 A summary of the results of all rail passenger counts undertaken in 2006 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.

Table 5.1 Boarders and Alighters at 62 Rail Stations Surveyed in 2006								
	AM Peak 07:30-09:30				Off-Peak 09:30-13:30			
	Inbound		Outbound		Inbound		Outbound	
Station	Boarders	Alighters	Boarders	Alighters	Boarders	Alighters	Boarders	Alighters
Appley Bridge	76	0	4	2	60	6	11	16
Ashton	241	21	38	57	162	32	31	88
Atherton	267	12	67	13	132	21	51	37
Blackrod	95	3	21	3	37	4	2	3
Bolton	1196	512	285	401	978	455	371	550
Bramhall	215	6	12	15	80	3	1	15
Bredbury	130	3	2	29	67	0	5	28
Bromley Cross	196	29	15	42	72	10	7	36
Bryn	61	14	20	4	40	10	36	24
Burnage	98	6	18	4	56	4	5	10
Cheadle Hulme	385	50	50	80	157	13	11	65
Daisy Hill	187	2	50	6	58	15	34	16
Davenport	154	41	2	10	60	14	9	13
Eccles	25	15	7	5	21	12	6	6
Farnworth	29	3	3	0	8	4	13	3
Flowery Field	110	28	7	28	39	5	8	19
Gathurst	48	5	4	23	139	5	10	11
Gatley	199	4	10	18	74	2	2	32
Glossop	379	127	0	0	239	119	50	31
Gorton	58	10	5	4	35	5	1	12
Greenfield	190	2	11	6	82	4	10	27
Guide Bridge	102	59	34	12	38	33	16	16
Hadfield	245	0	0	10	110	0	0	49
Hag Fold	21	3	22	7	9	22	23	4
Hall i' th' Wood	43	26	36	8	18	2	4	7
Hazel Grove	482	37	4	11	178	24	3	27
Heald Green	236	7	16	76	144	6	16	52
Heaton Chapel	438	19	75	13	148	12	18	33
Hindley	111	4	84	7	58	27	29	37
Horwich Parkway	237	25	14	92	128	31	11	66
Ince	10	1	9	8	5	1	0	2
Irlam	199	23	17	29	37	11	16	23
Kearsley	27	3	4	2	6	4	5	3
Levenshulme	156	13	31	10	95	10	19	31
Littleborough	160	11	9	9	124	4	8	43
Lostock	222	2	23	2	61	4	0	16

Station	AM Peak 07:30-09:30				Off-Peak 09:30-13:30			
	Inbound		Outbound		Inbound		Outbound	
	Boarders	Alighters	Boarders	Alighters	Boarders	Alighters	Boarders	Alighters
Marple	325	0	3	24	153	2	2	54
Mauldeth Road	154	1	23	9	115	5	14	20
Mcr Airport	0	433	455	0	0	708	930	0
Mills Hill	139	7	17	4	79	2	5	28
Moorside	30	10	3	6	12	6	9	5
Moses Gate	31	4	3	0	8	2	8	2
Mossley	230	3	5	8	89	4	8	23
Oldham Mumps	100	27	32	30	99	22	27	47
Orrell	16	32	9	6	53	7	10	28
Patricroft	17	1	4	1	5	1	2	1
Pemberton	31	2	14	1	41	6	8	7
Reddish North	64	10	14	2	27	11	7	6
Rochdale	486	100	37	106	436	78	51	140
Romiley	252	3	19	10	114	8	12	38
Rose Hill Marple	100	0	0	37	34	0	0	14
Salford Crescent	271	552	138	564	435	387	225	702
Shaw	158	5	9	25	141	18	12	53
Stalybridge	607	49	103	21	249	46	48	62
Stockport	558	836	926	289	383	574	672	399
Swinton	41	27	12	21	19	19	16	17
Urmston	163	27	29	19	74	13	23	21
Walkden	157	32	31	16	91	14	40	37
Westhoughton	137	8	26	25	54	10	18	32
Wigan NW	0	305	564	0	0	523	449	0
Wigan Wallgate	372	74	37	356	611	158	127	433
Woodsmoor	102	9	1	3	42	2	4	13

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 one AM peak train travels inbound to Manchester. This had 25 boarders and 15 alighters. There were no trains outbound from Manchester.

Wigan & Bolton

Rochdale & Oldham

Bury

Ashton

Eccles

Irlam

Styal

Marple & Glossop

Altrincham

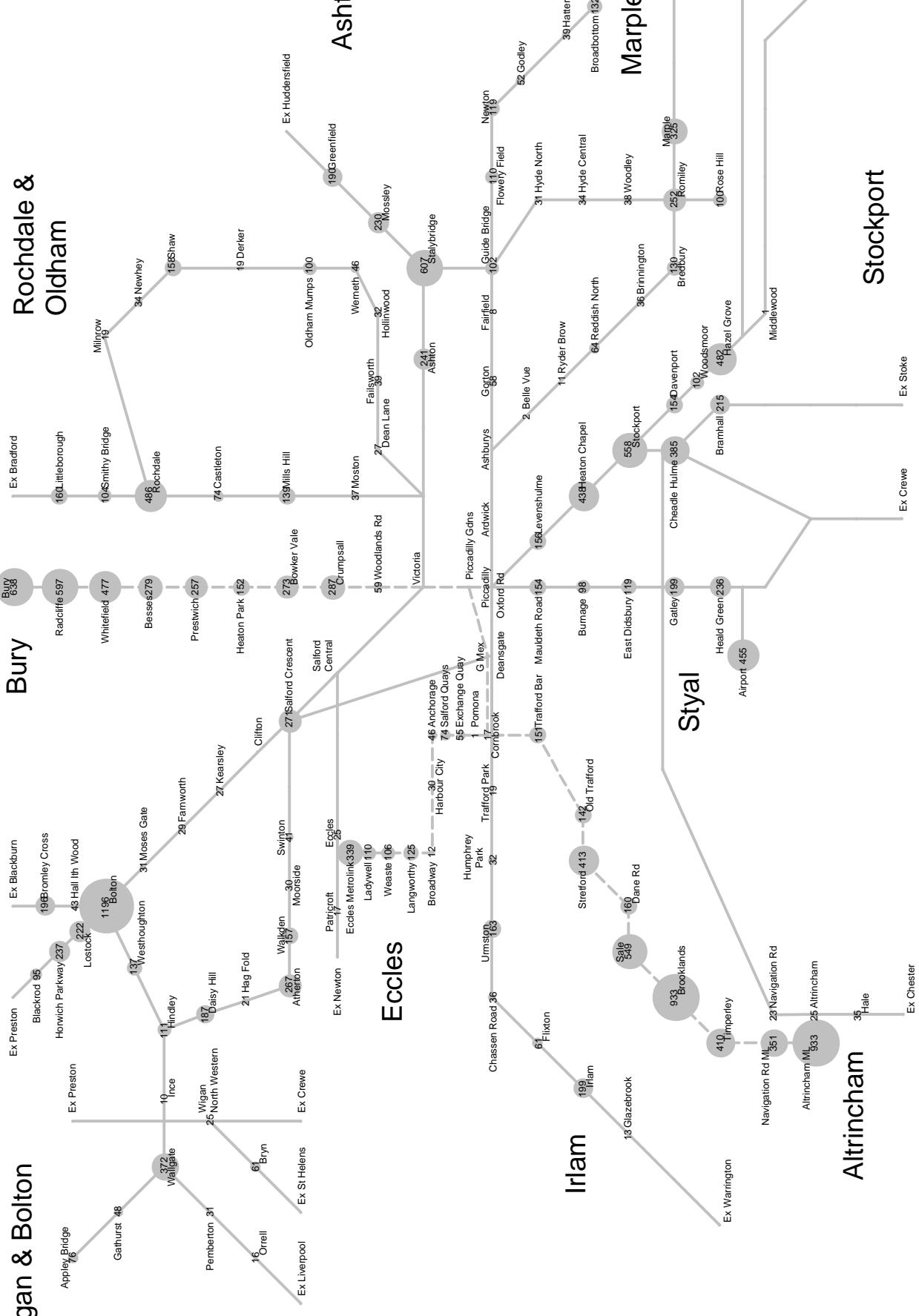
Stockport

Metrolink

--- Metrolink

Inbound Boarders:

- 1200
- 600
- 120



GMTU
 SALISBURY HOUSE
 GRANBY ROW
 MANCHESTER M1 7AH

Rail & Metrolink Peak (07:30-09:30) Inbound Boarders at stations inside the GIMPE Area 2004-2006

Drawn By : Dan Weston

Scale : Not To Scale

Date : 18/07/2007

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 1997 to 2006 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 2006. The information for 1997 to 2006 is also shown graphically in Figures 5.3 and 5.4 by corridor.
- 5.5 Tables 5.4 to 5.7 show numbers of rail boarders travelling towards Manchester City Centre on the Ashton and Bolton/Wigan corridors, where all stations were counted in 2006.

Table 5.2 Inbound Boarders by Corridor 1991 and 1997-2006 (excluding the Eccles Corridor) Peak Period (07:30-09:30)											
Line/Corridor	1991	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Wigan/Bolton	2541	3169	2809	3306	3356	3624	2970	3338	3574	3898	3937
Rochdale/Oldham	1200	1195	1031	1268	1377	1383	1133	1322	1572	1619	1437
Ashton	407	656	762	931	871	930	1046	1061	1230	1273	1268
North Side Total	4148	5020	4602	5505	5604	5937	5149	5721	6376	6790	6642
Patronage Index	100	121	111	133	135	143	124	138	154	164	160
% Total Patronage	42	50	48	50	51	54	51	51	53	52	51
Marple/Glossop	2111	2129	2033	2173	2280	2026	1793	2038	2270	2400	2335
Stockport	2633	2197	2242	2396	2175	2152	2218	2396	2220	2513	2576
Styal Excl. Airport	505	500	499	523	568	550	460	616	709	802	807
Irlam	411	286	305	367	366	369	380	399	399	483	607
South Side Total	5660	5112	5079	5459	5389	5097	4851	5449	5598	6198	6325
Patronage Index	100	90	90	96	95	90	86	96	99	110	112
% Total Patronage	58	50	52	50	49	46	49	49	47	48	49
Grand Total	9808	10132	9681	10964	10993	11034	10000	11170	11974	12988	12967
Patronage Index	100	103	99	112	112	113	102	114	122	132	132

Notes:

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

1997 to 2006 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 Rochdale/Oldham and Irlam lines in 2004 and the Marple/Glossop and Stockport lines in 2005, the Wigan/Bolton line in 2006. All stations on the Ashton line have been counted in 2004, 2005 and 2006.

Passenger counts at Manchester Airport rail station, which opened in 1993, have not been included in the totals for the Styal line. Numbers of peak boarders at Manchester Airport for the years 1997 to 2006 were 193, 196, 213, 178, 256, 222, 282, 429, 298 and 455 respectively.

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.

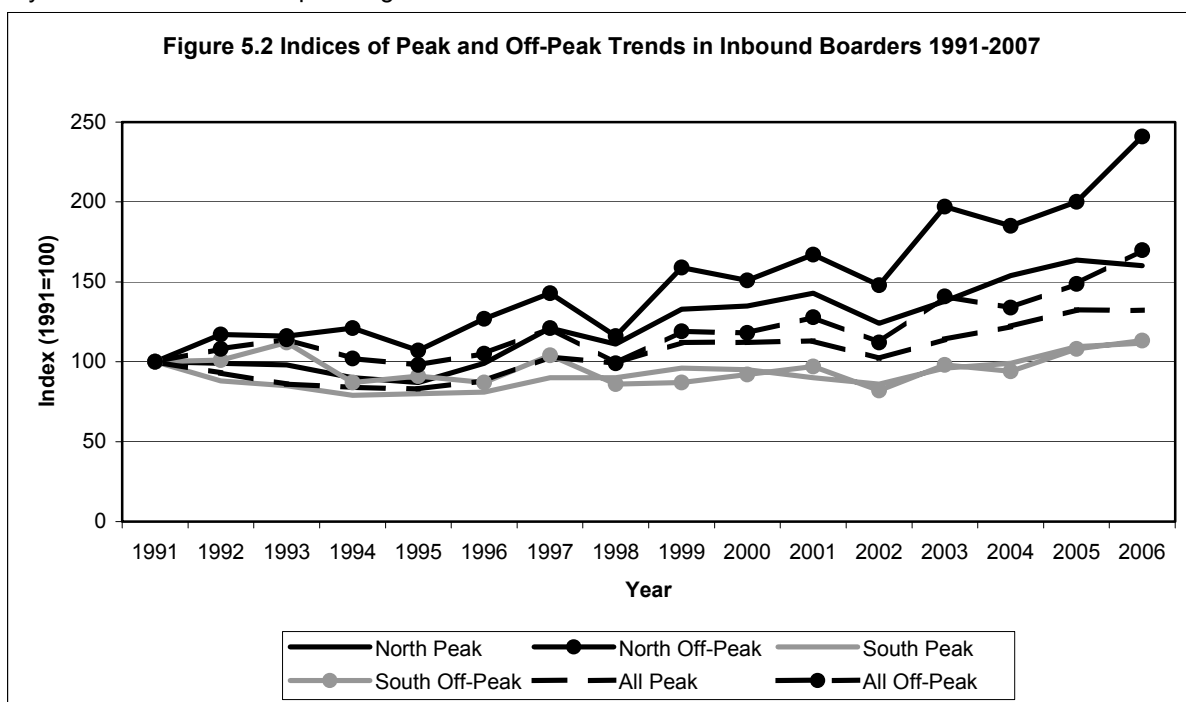
Table 5.3 Inbound Boarders by Corridor 1991 and 1997 to 2006 (excluding the Eccles Corridor) Off-Peak Period (09:30-13:30)											
Line/Corridor	1991	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Wigan/Bolton	1215	1916	1536	2148	1847	2159	1878	2522	2174	2436	3133
Rochdale/Oldham	632	769	586	681	794	881	727	918	986	1023	1120
Ashton	159	191	196	361	395	312	363	506	548	557	582
North Side Total	2006	2876	2318	3190	3036	3352	2968	3946	3708	4015	4835
Patronage Index	100	143	116	159	151	167	148	197	185	200	241
% Total Patronage	44	52	52	59	57	58	59	62	61	60	63
Marple/Glossop	817	1054	827	819	937	981	850	1009	994	1090	1107
Stockport	1305	1093	1033	999	996	1062	857	974	960	1114	1179
Styal Excl. Airport	280	297	220	258	289	265	244	332	320	380	430
Irlam	128	186	90	115	101	134	145	155	109	149	151
South Side Total	2530	2630	2170	2191	2323	2442	2096	2470	2383	2733	2867
Patronage Index	100	104	86	87	92	97	82	98	94	108	113
% Total Patronage	56	48	48	41	43	42	41	38	39	40	37
Grand Total	4536	5506	4488	5381	5359	5794	5064	6416	6091	6748	7701
Patronage Index	100	121	99	119	118	128	112	141	134	149	170

Notes:

Figures for 1991 are based on full counts at every station in each corridor. 1997 to 2006 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 Rochdale/Oldham and Irlam lines in 2004 and the Marple/Glossop and Stockport lines in 2005, the Wigan/Bolton line in 2006. All stations on the Ashton line have been counted in 2004, 2005 and 2006. Passenger counts at Manchester Airport rail station, which opened in 1993, have not been included in the totals for the Styal line. Numbers of off-peak boarders at Manchester Airport for the years 1997 to 2006 were 389, 423, 445, 453, 598, 535, 678, 860, 810 and 930 respectively.

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.



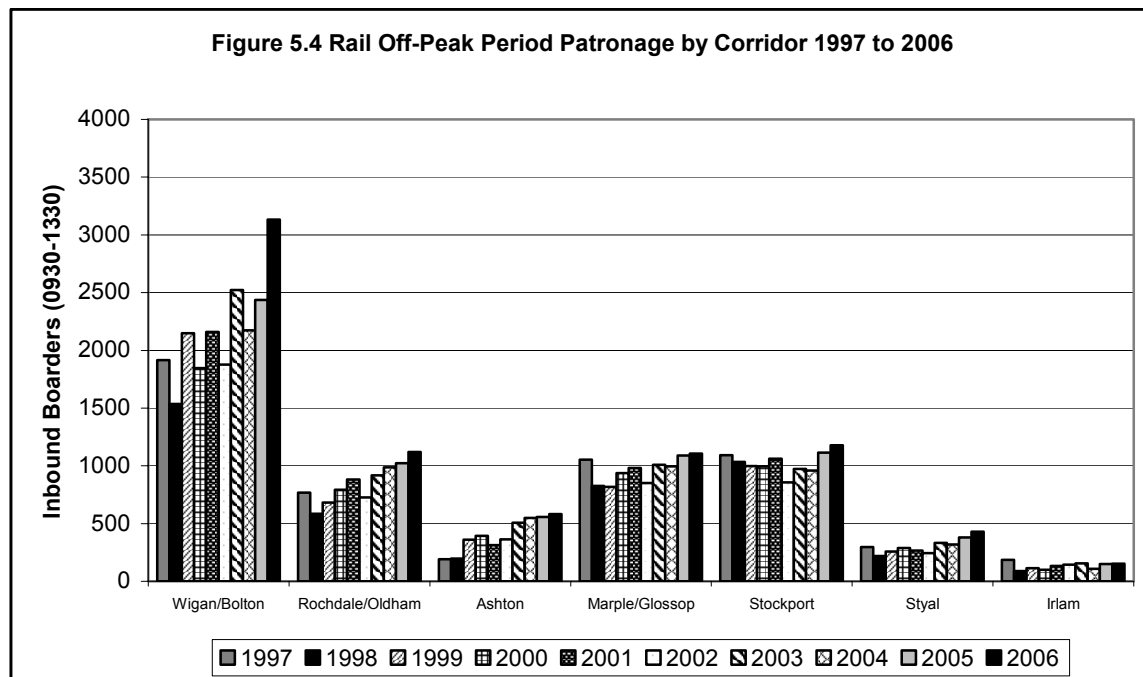
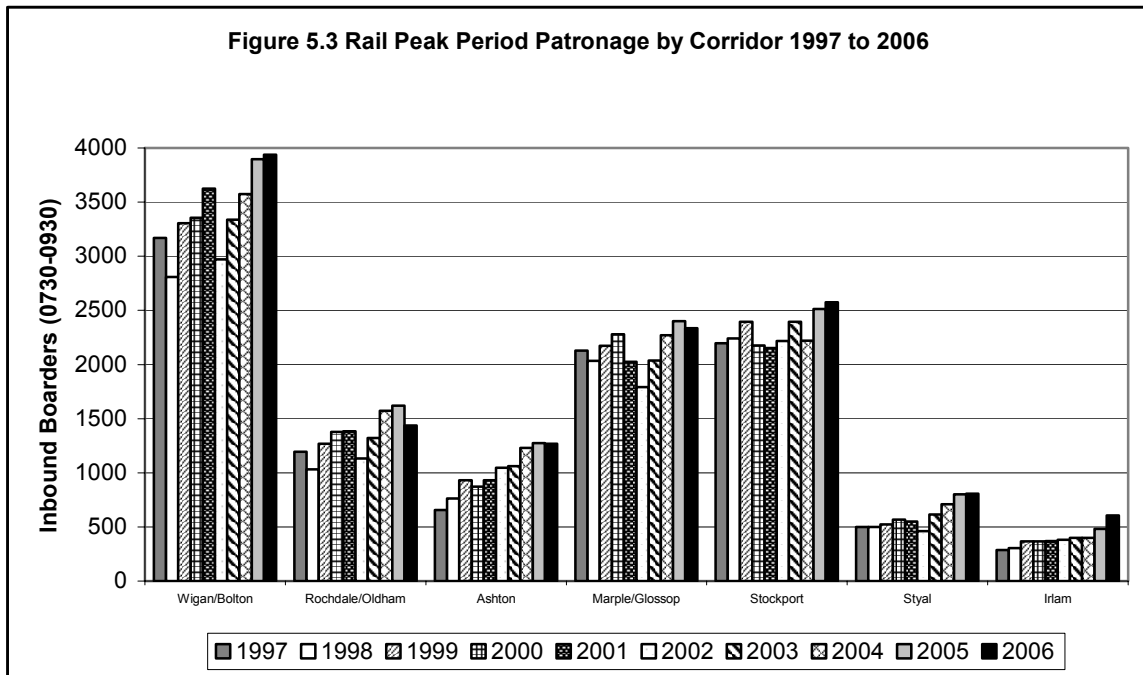


Table 5.4 Inbound Boarders at Ashton-under-Lyne Corridor Stations 1991 and 1997 to 2006 – Peak Period (07:30-09:30)

Station	1991	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Ashton	72		135*	132	178	223	181	210	239	257	241
Greenfield	32		90	154		131	160	167	175	161	190
Mossley	66		132	183	144	183	202	188	214	185	230
Stalybridge	237	382	405	462	405	393	503	496	602	670	607
Total	407		762	931		930	1046	1061	1230	1273	1268
Index	100		187	229		229	257	261	302	313	312

* estimate

Table 5.5 Inbound Boarders at Ashton-under-Lyne Corridor Stations 1991 and 1997 to 2006 – Off-Peak Period (09:30-13:30)

Station	1991	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Ashton	48		59*	119	130	78	111	206	162	185	162
Greenfield	10		24	28		38	62	41	65	64	82
Mossley	16		48	81	51	59	57	79	67	78	89
Stalybridge	85	102	65	133	153	137	133	180	254	230	249
Total	159		196	361		312	363	506	548	557	582
Index	100		123	227		196	228	318	345	350	366

* estimate

Table 5.6 Inbound Boarders at Bolton and Wigan Corridor Stations 1991 and 1997 to 2006 – Peak Period (07:30-09:30)											
Station	1991	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Appley Bridge		56			61			55			76
Atherton	114	220	170	218	237	251	225	231	202	230	267
Blackrod	45	118		87	67			84			95
Bolton	749	951	739	993	938	1134	917	718	1164	1343	1196
Bromley Cross	188	143	114	166	156	174	155	173	224	242	196
Bryn		12			28			21			61
Clifton	7	0			0						0
Daisy Hill	119	125	139	120	143	157		164	163	176	187
Farnworth	24	13			22			18			29
Gathurst	22	34			40			36			48
Hag Fold	23	15			28			21			21
Hall i' th' Wood	45	26			29			32			43
Hindley	43	82	53		88	107		99	68		111
Horwich Parkway					120	148	142	174	149	160	237
Ince	37	19			14			16			10
Kearsley	20	24			15			16			27
Lostock	108	222	236	211	232	233	160	190	190	222	222
Moorside	25	37			18			15			30
Moses Gate	32	15			39			29			31
Orrell	22	0			4			17			16
Pemberton	9	15			29			17			31
Pendleton	5										n/a
Salford Crescent	347	331	338	318	292	248	201	492	253	302	271
Swinton	33	40			23			31			41
Walkden	88	120		110	130	136		111	108	143	157
Westhoughton	60	72	54		74	87		83	86		137
Wigan North Western		92	38	62	34			11	30	36	25
Wigan Wallgate	376	387	446	448	495	467	376	484	500	355	372
Total	2541	3169			3356			3338			3937
Index	100	125			132			131			155

Notes:

Figures for Wigan North Western and Bryn stations refer to Manchester bound trains only.
No Manchester bound trains stop at Clifton between 07:30 and 09:30

Table 5.7 Inbound Boarders at Bolton and Wigan Corridor Stations 1991 and 1997 to 2006 – Off-Peak Period (09:30-13:30)											
Station	1991	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Appley Bridge		20			24			36			60
Atherton	34	53	36	49	74	63	67	107	83	104	132
Blackrod	15	10			14			22			37
Bolton	371	601	444	601	471	687	565	782	664	810	978
Bromley Cross	31	45	44	52	76	83	67	79	60	95	72
Bryn		11			22			31			0
Clifton	2										0
Daisy Hill	17	24	31	35	24	22		37	35	48	58
Farnworth	7	11			8			4			8
Gathurst	3	11			11			20			139
Hag Fold	9	14			16			12			9
Hall i' th' Wood	10	5			11	37		10			18
Hindley	18	21	13		26	34	28	34	38		58
Horwich Parkway				60	28			55	40	62	128
Ince	8	2						7			5
Kearsley	4	3			3			4			6
Lostock	25	47	40	34	27	32	18	55	58	57	61
Moorside	16	9			98			5			12
Moses Gate	4	7			7			6			8
Orrell	21	20			24			37			53
Pemberton	16	30			12			24			41
Pendleton	3										n/a
Salford Crescent	233	453	309	421	390	369	310	549	414	490	435
Swinton	19	27			32			21			19
Walkden	32	38		45	41	43		58	41	65	91
Westhoughton	18	32	28		28	18		32	37		54
Wigan North Western		107									0
Wigan Wallgate	299	315	376	470	473	547	524	495	498	410	611
Total	1215	1916			1847			2522			3133
Index	100	158			152			208			258

Notes:

No Manchester bound trains stop at Wigan North Western, Clifton between 09:30 and 13:30.

Northbound trains from Bryn have been included in this table as it is possible to travel to Manchester by changing in Wigan

METROLINK PATRONAGE

Metrolink Passenger Counts 2006

5.6 Counts of boarding and alighting passengers were undertaken at all Metrolink stations outside the Manchester City Centre 'Central Zone' in 2006. Passengers travelling both inbound towards and outbound away from Manchester were counted. Tables 5.8 to 5.10 give a summary of all Metrolink counts undertaken in Autumn 2006 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 5.8 Boarders and Alighters on the Altrincham Line Surveyed in Autumn 2006							
AM Peak 07:30-09:30	Mcr Bound		Alt Bound		Both Directions		
Station	Boarders	Alighters	Boarders	Alighters	Boarders	Alighters	All
Altrincham	933	0	0	1506	933	1506	2439
Navigation Road	351	14	53	182	404	196	600
Timperley	410	30	343	182	753	212	965
Brooklands	933	41	237	86	1170	127	1297
Sale	549	89	326	194	875	283	1158
Dane Road	160	16	81	36	241	52	293
Stretford	413	164	392	134	805	298	1103
Old Trafford	142	173	120	259	262	432	694
Trafford Bar	151	83	129	265	280	348	628
Cornbrook Alt	38	163	97	59	135	222	357
Total	4080	773	1778	2903	5858	3676	9534
Off-peak 09:30-13:30	Mcr Bound		Alt Bound		Both Directions		
Station	Boarders	Alighters	Boarders	Alighters	Boarders	Alighters	All
Altrincham	993	0	0	731	993	731	1724
Navigation Road	224	67	73	138	297	205	502
Timperley	311	107	118	180	429	287	716
Brooklands	417	51	67	127	484	178	662
Sale	587	233	208	322	795	555	1350
Dane Road	120	37	33	56	153	93	246
Stretford	475	225	251	272	726	497	1223
Old Trafford	204	115	61	196	265	311	576
Trafford Bar	212	90	109	169	321	259	580
Cornbrook Alt	54	131	102	50	156	181	337
Total	3597	1056	1022	2241	4619	3297	7916

Table 5.9 Boarders and Alighters on the Bury Line Surveyed in Autumn 2006							
AM Peak 07:30-09:30	Mcr Bound		Bury Bound		Both Directions		
Station	Boarders	Alighters	Boarders	Alighters	Boarders	Alighters	All
Bury Interchange	638	0	0	815	638	815	1453
Radcliffe	597	26	166	81	763	107	870
Whitefield	477	52	169	55	646	107	753
Besses O'th'Barn	279	16	118	16	397	32	429
Prestwich	257	63	149	191	406	254	660
Heaton Park	152	250	89	28	241	278	519
Bowker Vale	273	8	181	14	454	22	476
Crumpsall	287	57	161	72	448	129	577
Woodlands Road	59	9	68	58	127	67	194
Total	3019	481	1101	1330	4120	1811	5931
Off-peak 09:30-13:30	Mcr Bound		Bury Bound		Both Directions		
Station	Boarders	Alighters	Boarders	Alighters	Boarders	Alighters	All
Bury Interchange	961	0	0	1138	961	1138	2099
Radcliffe	276	97	207	121	483	218	701
Whitefield	305	95	176	114	481	209	690
Besses O'th'Barn	155	58	102	44	257	102	359
Prestwich	304	139	167	176	471	315	786
Heaton Park	130	75	115	57	245	132	377
Bowker Vale	165	42	93	64	258	106	364
Crumpsall	380	76	89	161	469	237	706
Woodlands Road	100	24	50	71	150	95	245
Total	2776	606	999	1946	3775	2552	6327

Table 5.10 Boarders and Alighters on the Eccles Line Surveyed in Autumn 2006							
AM Peak 07:30-09:30	Mcr Bound		Eccles Bound		Both Directions		
Station	Boarders	Alighters	Boarders	Alighters	Boarders	Alighters	All
Eccles MI	339	0	0	95	339	95	434
Ladywell	110	0	16	40	126	40	166
Weaste	106	18	27	66	133	84	217
Langworthy	125	38	14	98	139	136	275
Broadway	12	22	4	77	16	99	115
Harbour City	30	64	1	181	31	245	276
Anchorage	46	42	10	165	56	207	263
Salford Quays	74	32	36	157	110	189	299
Exchange Quay	55	57	21	233	76	290	366
Pomona	1	1	0	6	1	7	8
Cornbrook Ecc	17	57	175	21	192	78	270
Total	915	331	304	1139	1219	1470	2689
Off-peak 09:30-13:30	Mcr Bound		Eccles Bound		Both Directions		
Station	Boarders	Alighters	Boarders	Alighters	Boarders	Alighters	All
Eccles MI	395	0	0	355	395	355	750
Ladywell	142	14	27	94	169	108	277
Weaste	71	38	55	34	126	72	198
Langworthy	100	59	52	76	152	135	287
Broadway	29	39	18	39	47	78	125
Harbour City	65	13	50	168	115	181	296
Anchorage	60	36	15	99	75	135	210
Salford Quays	95	14	18	110	113	124	237
Exchange Quay	95	26	21	103	116	129	245
Pomona	3	2	1	6	4	8	12
Cornbrook Ecc	19	71	126	37	145	108	253
Total	1074	312	383	1121	1457	1433	2890

The Bury Line

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

5.8 Counts of passengers boarding Manchester bound trains in 1992 and 1997 to 2006 are given in Tables 5.11 and 5.12. Figures 5.5 and 5.6 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'.

Table 5.11 Weekday Peak Inbound Boarders on the Bury Metrolink Line (07:30-09:30)												
	Station	Metrolink										
		1992	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Outer Area (Zones A and B)	Bury	497	901	889	874	811	709	756	811	761	671	638
	Radcliffe	305	663	641	675	653	571	531	577	674	572	597
	Whitefield	237	349	383	374	478	390	418	421	402	405	477
	Besses o'th' Barn	178	260	327	282	263	266	282	281	307	284	279
	Prestwich	162	349	365	354	406	279	266	259	289	221	257
	Heaton Park	91	199	218	212	175	181	158	155	242	173	152
	Total	1470	2721	2823	2771	2786	2396	2411	2504	2675	2326	2400
Index	100	185	192	189	190	163	164	170	182	158	163	
Inner Area (Zone C)	Bowker Vale	190	318	318	320	300	292	272	212	293	265	273
	Crumpsall	251	324	359	413	305	292	234	249	228	239	287
	Woodlands Rd	55	101	107	84	75	68	68	73	74	68	59
	Total	496	743	784	817	680	652	574	534	595	572	619
	Index	100	150	158	165	137	131	116	108	120	115	125
All Stations	Total	1966	3464	3607	3588	3466	3048	2985	3038	3270	2898	3019
	Index	100	176	183	183	176	155	152	155	166	147	154

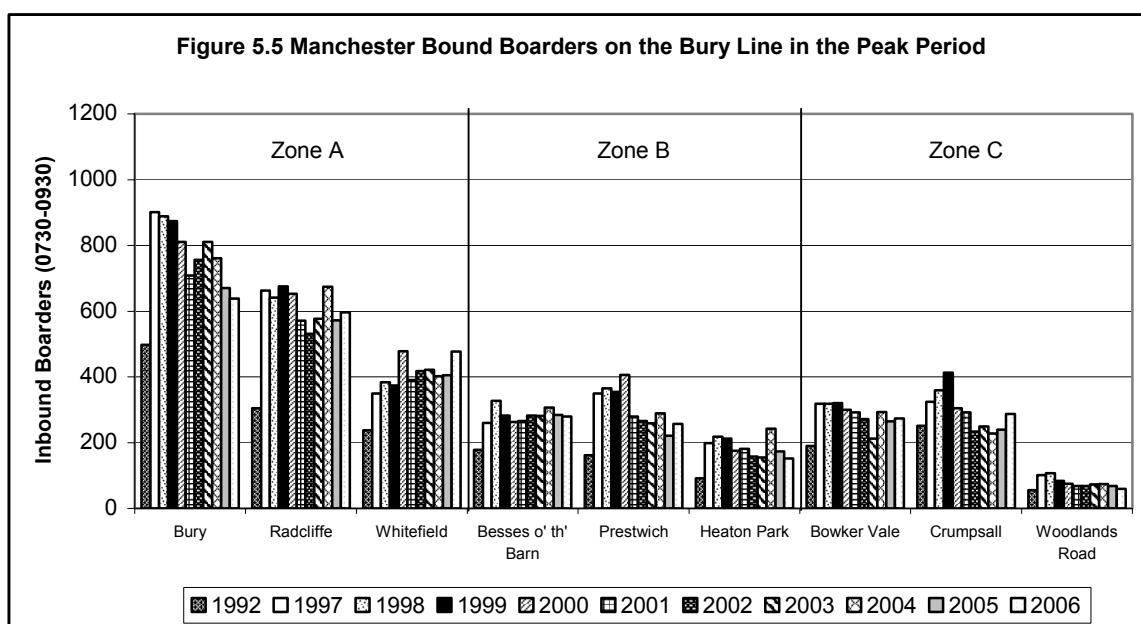
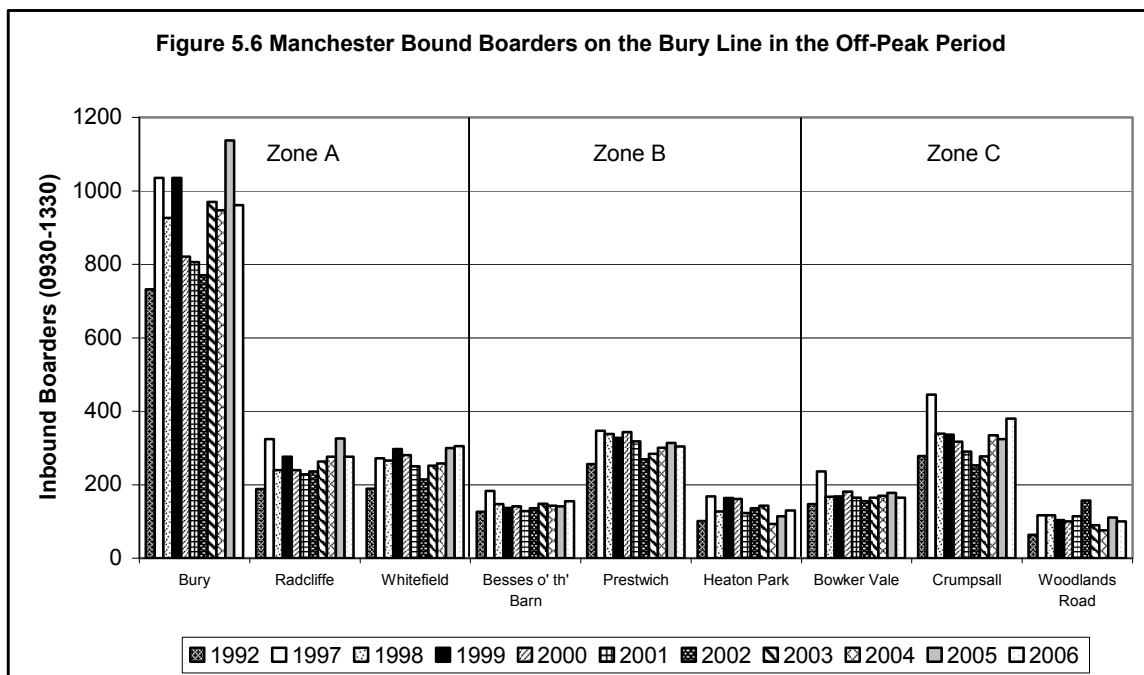


Table 5.12 Weekday Off-Peak Inbound Boarders on the Bury Metrolink Line (09:30-13:30)												
	Station	Metrolink										
		1992	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Outer Area (Zones A and B)	Bury	732	1035	926	1035	821	806	770	970	947	1137	961
	Radcliffe	188	324	240	276	240	228	236	263	276	326	276
	Whitefield	189	272	266	297	281	250	214	252	258	300	305
	Besses o'th' Barn	126	183	147	137	141	128	136	148	143	141	155
	Prestwich	256	347	338	328	343	318	269	284	301	314	304
	Heaton Park	101	168	127	164	161	123	136	143	93	114	130
	Total	1592	2329	2044	2237	1987	1853	1761	2060	2018	2332	2131
	Index	100	146	128	141	125	116	111	129	127	146	134
Inner Area (Zone C)	Bowker Vale	147	236	167	168	181	165	155	165	170	178	165
	Crumpsall	278	445	339	336	317	290	253	277	335	324	380
	Woodlands Rd	64	117	117	104	100	114	157	90	76	111	100
	Total	489	798	623	608	598	569	565	532	581	613	545
Index	100	163	127	124	122	116	116	109	119	125	111	
All Stations	Total	2081	3127	2667	2845	2585	2422	2326	2592	2599	2945	2776
	Index	100	150	128	137	124	116	112	125	125	142	133



The Altrincham Line

5.9 The Altrincham rail line, operated by British Rail, closed in December 1991 and reopened on 15 June 1992 as Metrolink.

5.10 Counts of passengers boarding Manchester bound trains in 1992 and 1997 to 2006 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'.

5.11 Figures 5.7 and 5.8 show trends in peak and off-peak Manchester bound Metrolink patronage at each station.

Table 5.13 Weekday Peak Inbound Boarders on the Altrincham Metrolink Line (07:30-09:30)												
	Station	Metrolink										
		1992	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Outer Area (Zones F and G)	Altrincham	518	849	972	937	988	1000	762	776	831	893	933
	Navigation Rd	172	371	426	435	426	378	376	422	416	262	351
	Timperley	257	366	366	412	401	419	386	422	380	405	410
	Brooklands	403	615	659	636	637	646	676	690	664	746	933
	Sale	331	583	567	545	558	582	579	566	722	453	549
	Dane Rd	98	170	147	163	156	138	176	191	149	120	160
	Total	1779	2954	3137	3128	3166	3163	2955	3067	3162	2879	3336
Index	100	166	176	176	178	178	166	172	178	162	188	
Inner Area (Zone E)	Stretford	141	475	476	404	536	411	393	410	333	383	413
	Old Trafford	88	132	159	128	157	145	122	126	113	102	142
	Trafford Bar	63	175	163	175	149	134	133	170	154	122	151
	Total	292	782	798	707	842	690	648	706	600	607	706
	Index	100	268	273	242	288	236	222	242	205	208	242
All Stations	Total	2071	3736	3935	3835	4008	3853	3603	3773	3762	3486	4042
	Index	100	180	190	185	194	186	174	182	182	168	195

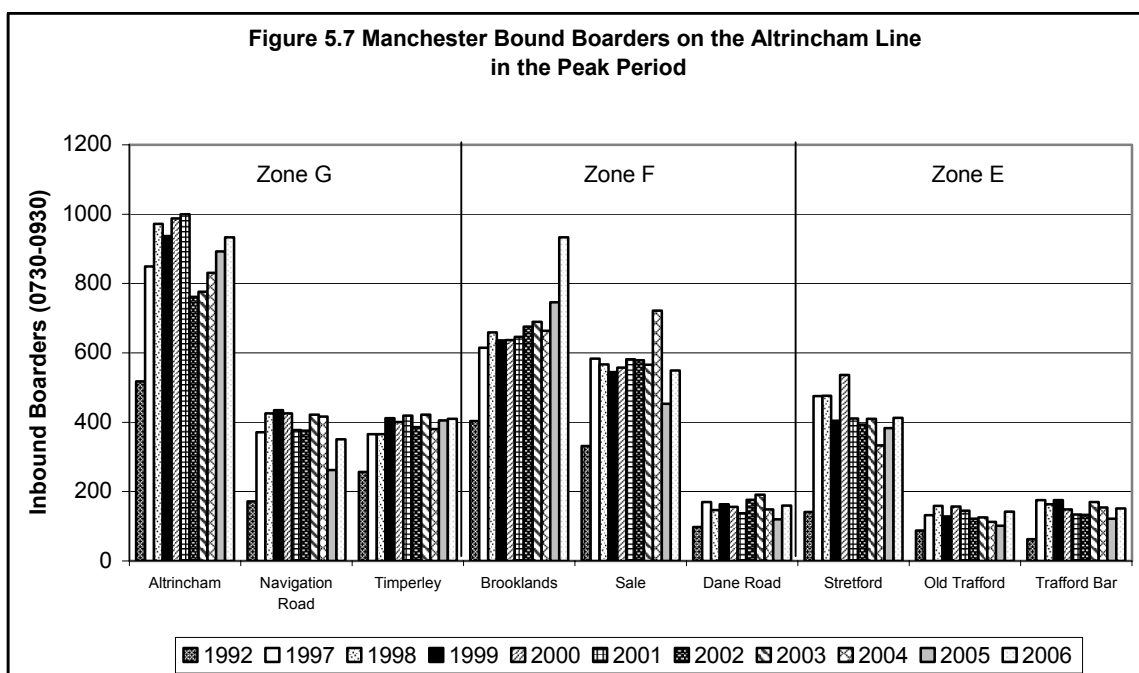
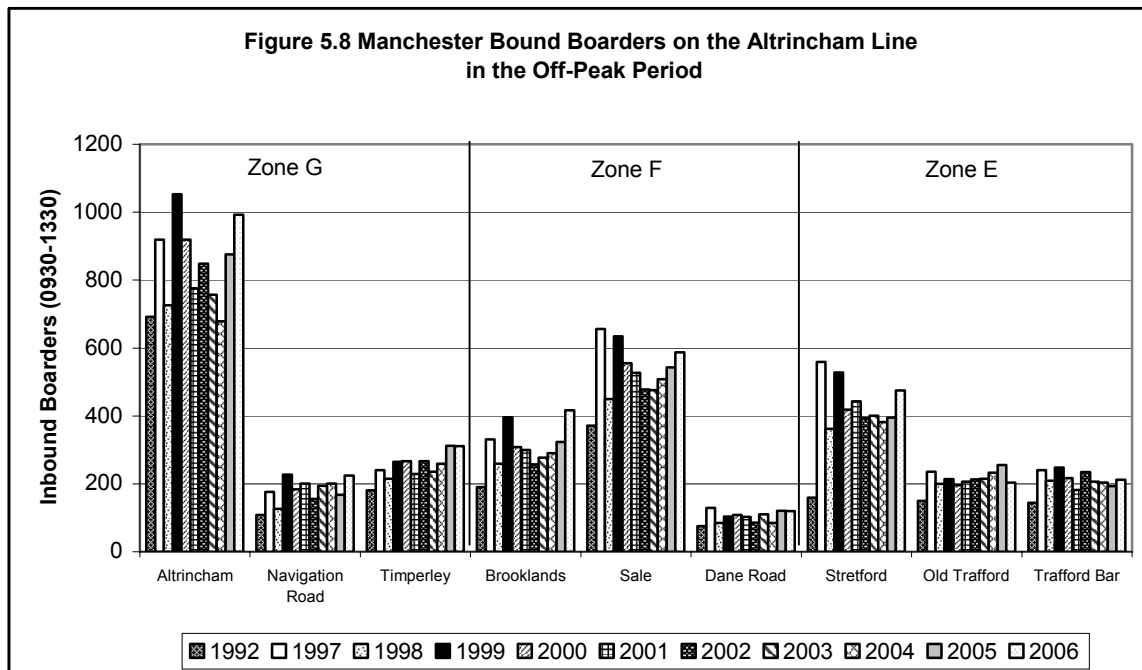


Table 5.14 Weekday Off-Peak Inbound Boarders on the Altrincham Metrolink Line (09:30-13:30)												
	Station	Metrolink										
		1992	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
Outer Area (Zones F and G)	Altrincham	692	919	726	1053	919	776	848	757	679	876	993
	Navigation Rd	108	176	126	227	184	201	156	194	201	168	224
	Timperley	181	240	215	265	267	229	267	236	259	312	311
	Brooklands	190	331	259	396	308	300	257	277	290	323	417
	Sale	371	656	450	634	555	527	478	476	508	543	587
	Dane Rd	75	129	85	104	108	103	86	110	85	121	120
	Total	1617	2451	1861	2679	2341	2136	2092	2050	2022	2343	2652
Index	100	152	115	166	145	132	129	127	125	145	164	
Inner Area (Zone E)	Stretford	159	559	362	528	419	443	394	401	382	395	475
	Old Trafford	150	236	200	214	196	206	213	215	233	255	204
	Trafford Bar	144	240	209	248	217	182	235	206	204	193	212
	Total	453	1035	771	990	832	831	842	822	819	843	891
	Index	100	228	170	219	184	183	186	181	181	186	197
All Stations	Total	2070	3486	2632	3669	3173	2967	2934	2872	2841	3186	3543
	Index	100	168	127	177	153	143	142	139	137	154	171



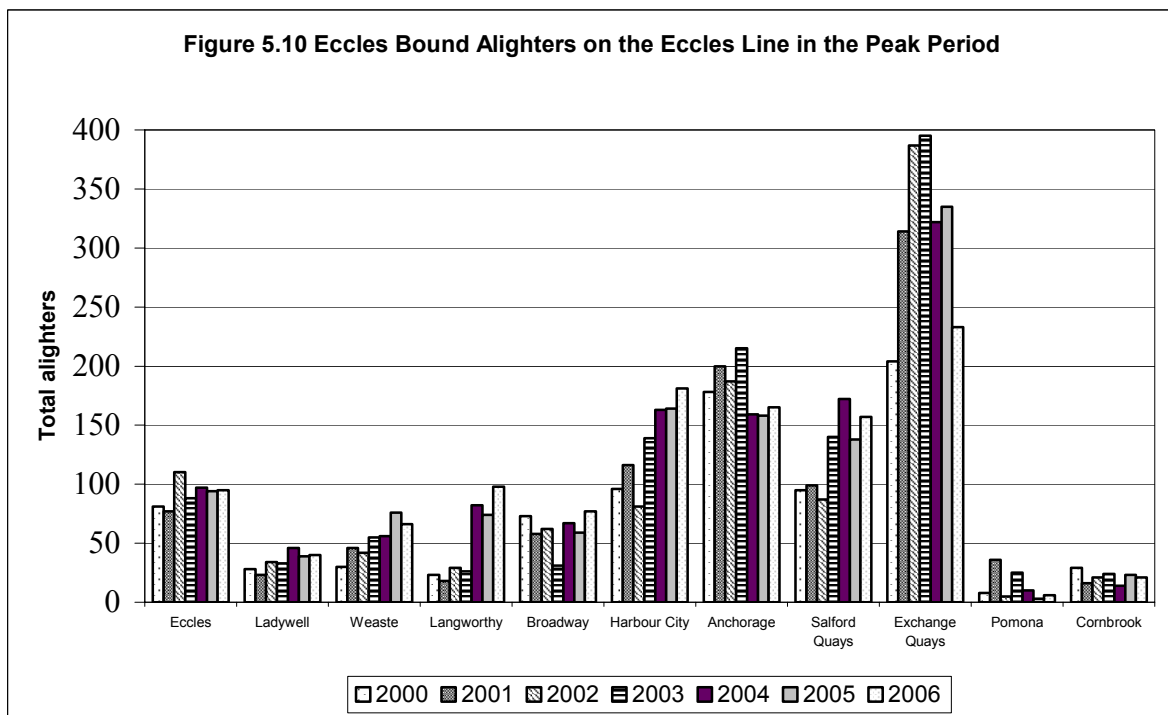
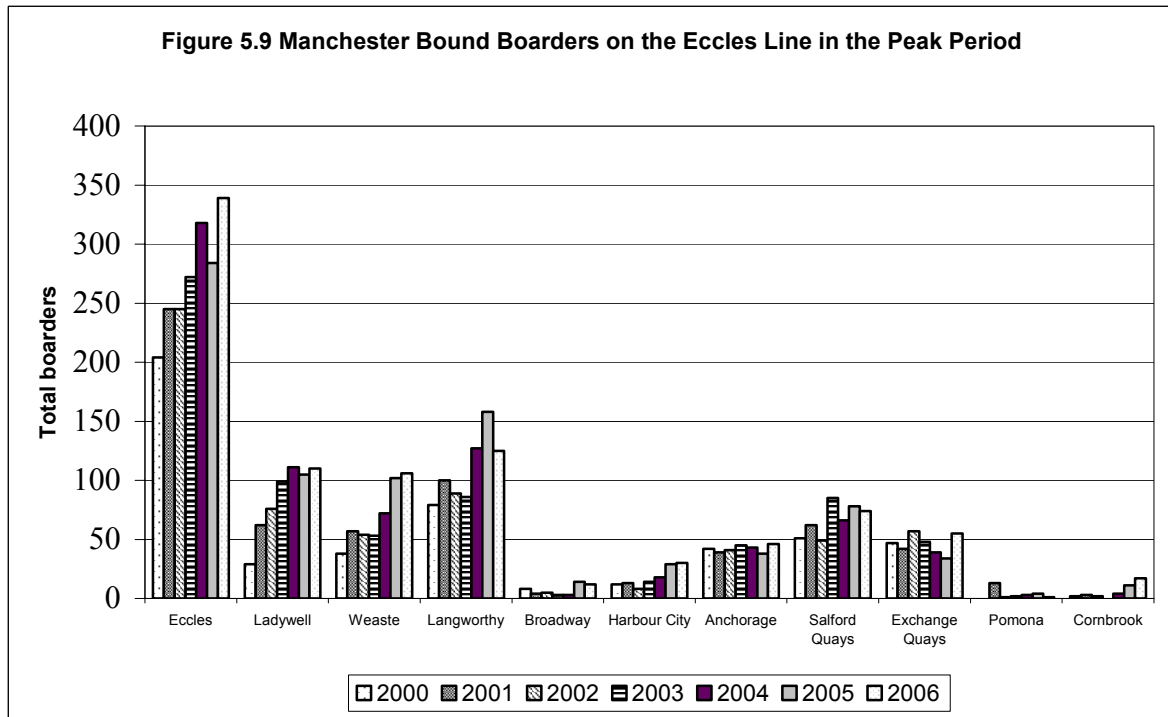
The Eccles Line

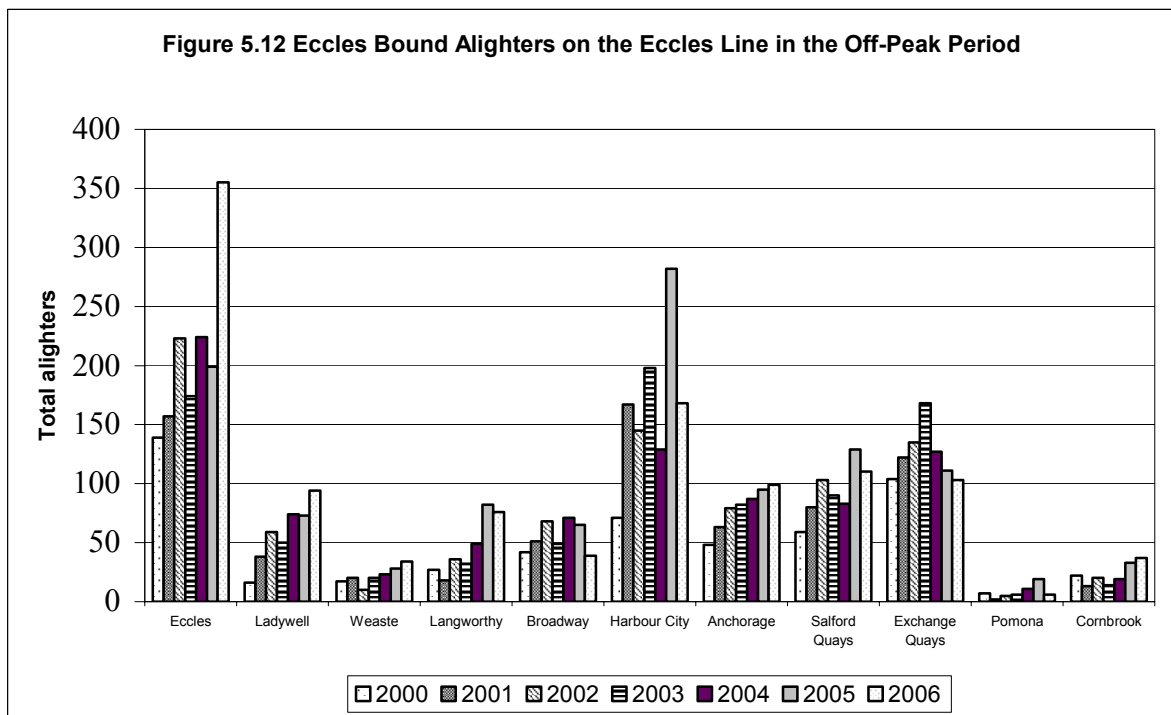
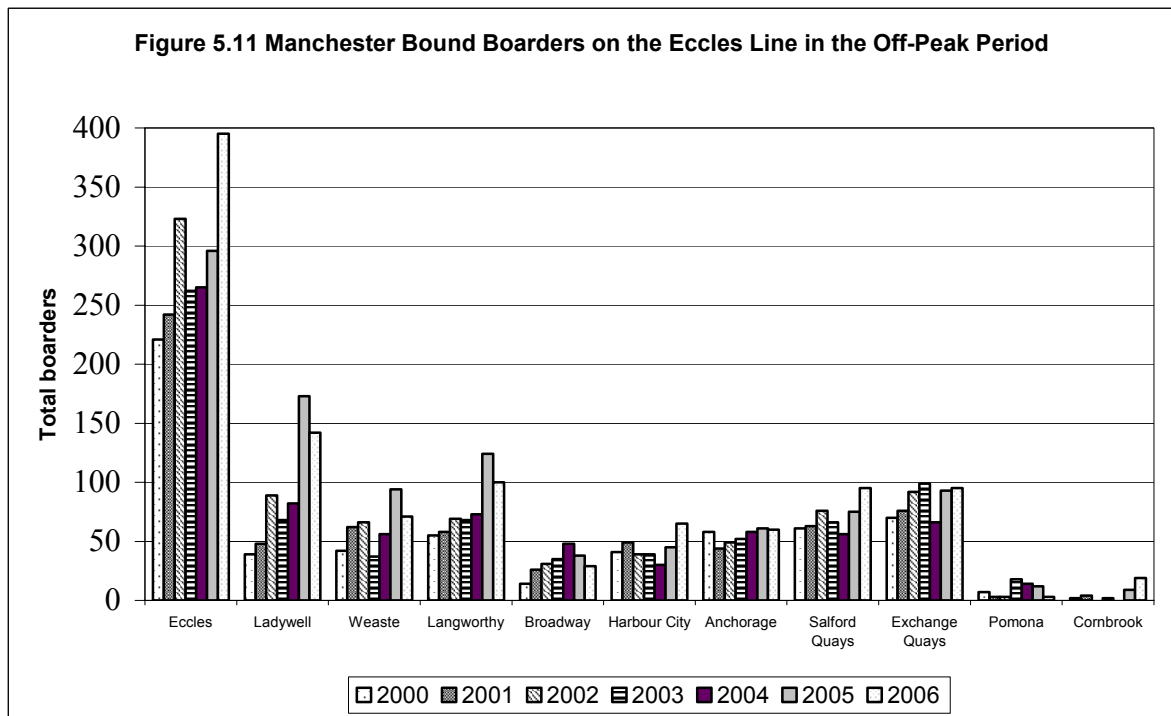
- 5.12 The Metrolink extension to Salford Quays and Eccles opened in two stages. The first section to Broadway opened on 6 December 1999. The second section from Broadway to Eccles opened on 21 July 2000.
- 5.13 The Eccles line joins the Altrincham line at Cornbrook which up until September 2005 was 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 the main passenger flows to 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 inbound boarders to Manchester and outbound alighters from Manchester can easily be identified.
- 5.15 Line totals are summarised in table 5.15 with individual station counts given in the following two tables.
- 5.16 Table 5.16 summarises weekday peak period counts of passengers undertaken by GMTU from November 2000 to November 2006. Figures 5.9 and 5.10 show trends in peak Metrolink patronage at each station for inbound boarders and outbound alighters respectively.
- 5.17 Table 5.17 summarises weekday off-peak period counts of passengers undertaken by GMTU from November 2000 and November 2006. Figure 5.11 and 5.12 show trends in off-peak patronage at each station for inbound boarders and outbound alighters respectively.

Table 5.15 Summary of Eccles Line Eccles Line Patronage - November 2000 - 2006								
		2000	2001	2002	2003	2004	2005	2006
All Stations Peak Period 07:30-09:30	Mcr bound Boarders	512	640	627	707	804	857	915
	Index	100	125	122	138	157	167	179
	Eccles bound Alighters	845	1003	1045	1171	1188	1163	1139
	Index	100	119	124	139	141	138	135
	Total Patronage	1684	2177	2135	2448	2510	2635	2689
	Index	100	129	127	145	149	156	160
All Stations Off-Peak Period 09:30-13:30	Mcr bound Boarders	610	675	837	746	748	1020	1074
	Index	100	111	137	122	123	167	176
	Eccles bound Alighters	552	731	883	883	897	1116	1121
	Index	100	132	160	160	163	202	203
	Total Patronage	1486	1865	2303	2119	2199	2714	2890
	Index	100	126	155	143	148	183	194

Table 5.16 Eccles Line Peak Period (07:30-09:30) Patronage - November 2000 - 2006								
		2000	2001	2002	2003	2004	2005	2006
Eccles	Mcr bound Boarders	204	245	245	272	318	284	339
	Mcr bound Alighters	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	Eccles bound Boarders	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	Eccles bound Alighters	81	77	110	88	97	94	95
	Total	285	322	355	360	415	378	434
Ladywell	Mcr bound Boarders	29	62	76	99	111	105	110
	Mcr bound Alighters	0	1	2	1	2	1	0
	Eccles bound Boarders	0	4	1	8	4	20	16
	Eccles bound Alighters	28	23	34	33	46	39	40
	Total	57	90	113	141	163	165	166
Weaste	Mcr bound Boarders	38	57	54	53	72	102	106
	Mcr bound Alighters	4	6	6	16	15	14	18
	Eccles bound Boarders	3	6	15	26	22	23	27
	Eccles bound Alighters	30	46	42	55	56	76	66
	Total	75	115	117	150	165	215	217
Langworthy	Mcr bound Boarders	79	100	89	86	127	158	125
	Mcr bound Alighters	2	14	13	23	32	32	38
	Eccles bound Boarders	9	18	13	17	16	23	14
	Eccles bound Alighters	23	18	29	26	82	74	98
	Total	113	150	144	152	257	287	275
Broadway	Mcr bound Boarders	8	4	5	3	3	14	12
	Mcr bound Alighters	11	15	16	27	18	20	22
	Eccles bound Boarders	0	2	5	2	1	2	4
	Eccles bound Alighters	73	58	62	31	67	59	77
	Total	92	79	88	63	89	95	115
Harbour City	Mcr bound Boarders	12	13	8	14	18	29	30
	Mcr bound Alighters	11	15	16	27	26	12	64
	Eccles bound Boarders	1	1	3	5	3	1	1
	Eccles bound Alighters	96	116	81	139	163	164	181
	Total	120	145	108	185	210	306	276
Anchorage	Mcr bound Boarders	42	39	41	45	43	38	46
	Mcr bound Alighters	25	37	34	29	28	37	42
	Eccles bound Boarders	9	21	15	11	8	14	10
	Eccles bound Alighters	178	200	187	215	159	158	165
	Total	254	297	277	300	238	247	263
Salford Quays	Mcr bound Boarders	51	62	49	85	66	78	74
	Mcr bound Alighters	8	19	22	36	32	43	32
	Eccles bound Boarders	8	6	7	20	19	25	36
	Eccles bound Alighters	95	99	87	140	172	138	157
	Total	162	186	165	281	289	284	299
Exchange Quays	Mcr bound Boarders	47	42	57	48	39	34	55
	Mcr bound Alighters	40	65	61	59	67	63	57
	Eccles bound Boarders	10	15	14	23	36	27	21
	Eccles bound Alighters	204	314	387	395	322	335	233
	Total	301	436	519	525	464	459	366
Pomona	Mcr bound Boarders	0	13	1	2	3	4	1
	Mcr bound Alighters	2	13	4	1	2	5	1
	Eccles bound Boarders	1	21	1	3	1	1	0
	Eccles bound Alighters	8	36	5	25	10	3	6
	Total	11	83	11	31	16	13	8
Cornbrook	Mcr bound Boarders	2	3	2	0	4	11	17
	Mcr bound Alighters	59	66	45	57	67	78	57
	Eccles bound Boarders	124	189	170	179	119	74	175
	Eccles bound Alighters	29	16	21	24	14	23	21
	Total	214	274	238	260	204	186	270

Table 5.17 Eccles Line Off-Peak Period (09:30-13:30) Patronage - November 2000 - 2006								
		2000	2001	2002	2003	2004	2005	2006
Eccles	Mcr bound Boarders	221	242	323	262	265	296	395
	Mcr bound Alighters	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	Eccles bound Boarders	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	Eccles bound Alighters	139	157	223	174	224	199	355
	Total	360	399	546	436	489	495	750
Ladywell	Mcr bound Boarders	39	48	89	68	82	173	142
	Mcr bound Alighters	7	13	7	7	4	4	14
	Eccles bound Boarders	4	2	10	6	10	6	27
	Eccles bound Alighters	16	38	59	50	74	73	94
	Total	66	101	165	131	170	256	277
Weaste	Mcr bound Boarders	42	62	66	37	56	94	71
	Mcr bound Alighters	26	27	11	18	26	38	38
	Eccles bound Boarders	30	29	40	29	52	60	55
	Eccles bound Alighters	17	20	10	20	23	28	34
	Total	115	138	127	104	157	220	198
Langworthy	Mcr bound Boarders	55	58	69	68	73	124	100
	Mcr bound Alighters	17	17	38	23	35	39	59
	Eccles bound Boarders	12	20	42	39	31	32	52
	Eccles bound Alighters	27	18	36	32	49	82	76
	Total	111	113	185	162	188	277	287
Broadway	Mcr bound Boarders	14	26	31	35	48	38	29
	Mcr bound Alighters	11	22	39	5	24	38	39
	Eccles bound Boarders	9	9	12	15	13	16	18
	Eccles bound Alighters	42	51	68	49	71	65	39
	Total	76	108	150	104	156	157	125
Harbour City	Mcr bound Boarders	41	49	39	39	30	45	65
	Mcr bound Alighters	6	21	14	28	14	10	13
	Eccles bound Boarders	2	5	2	7	5	8	50
	Eccles bound Alighters	71	167	145	198	129	282	168
	Total	120	242	200	272	178	345	296
Anchorage	Mcr bound Boarders	58	44	49	52	58	61	60
	Mcr bound Alighters	10	12	19	13	14	22	36
	Eccles bound Boarders	6	11	17	15	19	13	15
	Eccles bound Alighters	48	63	79	82	87	95	99
	Total	122	130	164	162	178	191	210
Salford Quays	Mcr bound Boarders	61	63	76	66	56	75	95
	Mcr bound Alighters	27	28	41	24	33	28	14
	Eccles bound Boarders	6	18	10	34	27	18	18
	Eccles bound Alighters	59	80	103	90	83	129	110
	Total	153	189	230	214	199	250	237
Exchange Quays	Mcr bound Boarders	70	76	92	99	66	93	95
	Mcr bound Alighters	23	21	30	19	20	50	26
	Eccles bound Boarders	7	17	59	23	17	21	21
	Eccles bound Alighters	104	122	135	168	127	111	103
	Total	204	236	316	309	230	275	245
Pomona	Mcr bound Boarders	7	3	3	18	14	12	3
	Mcr bound Alighters	0	4	1	3	10	5	2
	Eccles bound Boarders	0	0	1	6	0	6	1
	Eccles bound Alighters	7	2	5	6	11	19	6
	Total	14	9	10	33	35	42	12
Cornbrook	Mcr bound Boarders	2	4	0	2	0	9	19
	Mcr bound Alighters	31	50	44	44	65	71	71
	Eccles bound Boarders	90	133	146	132	135	93	126
	Eccles bound Alighters	22	13	20	14	19	33	37
	Total	145	200	210	192	219	206	253



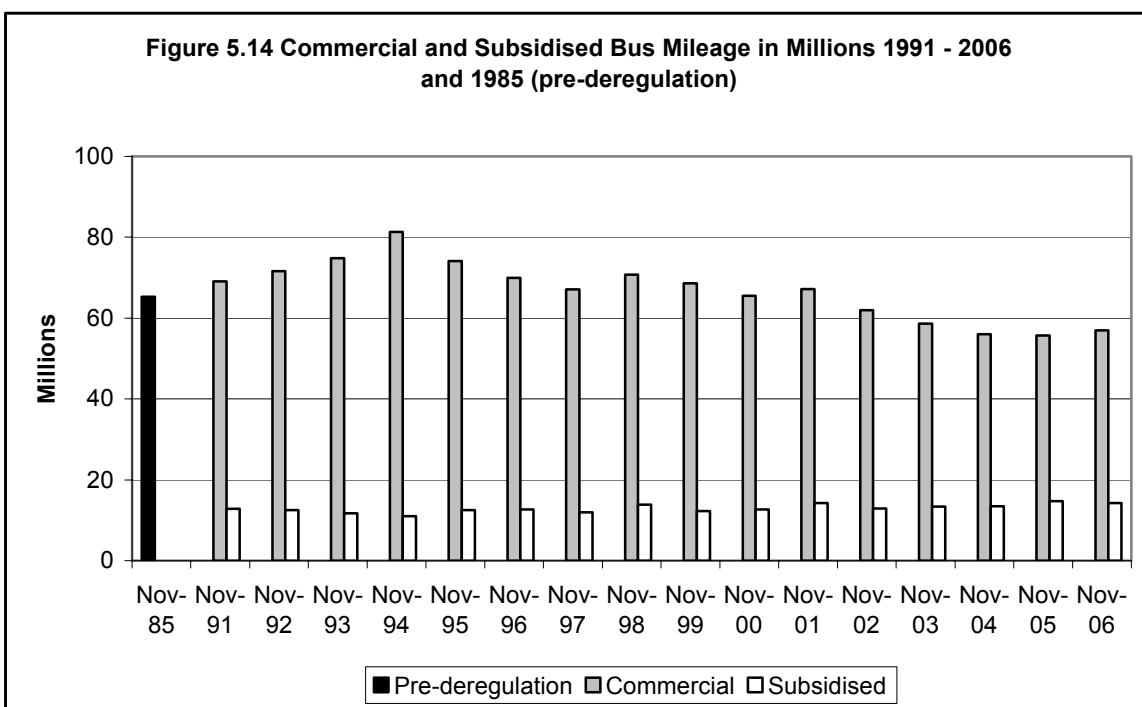
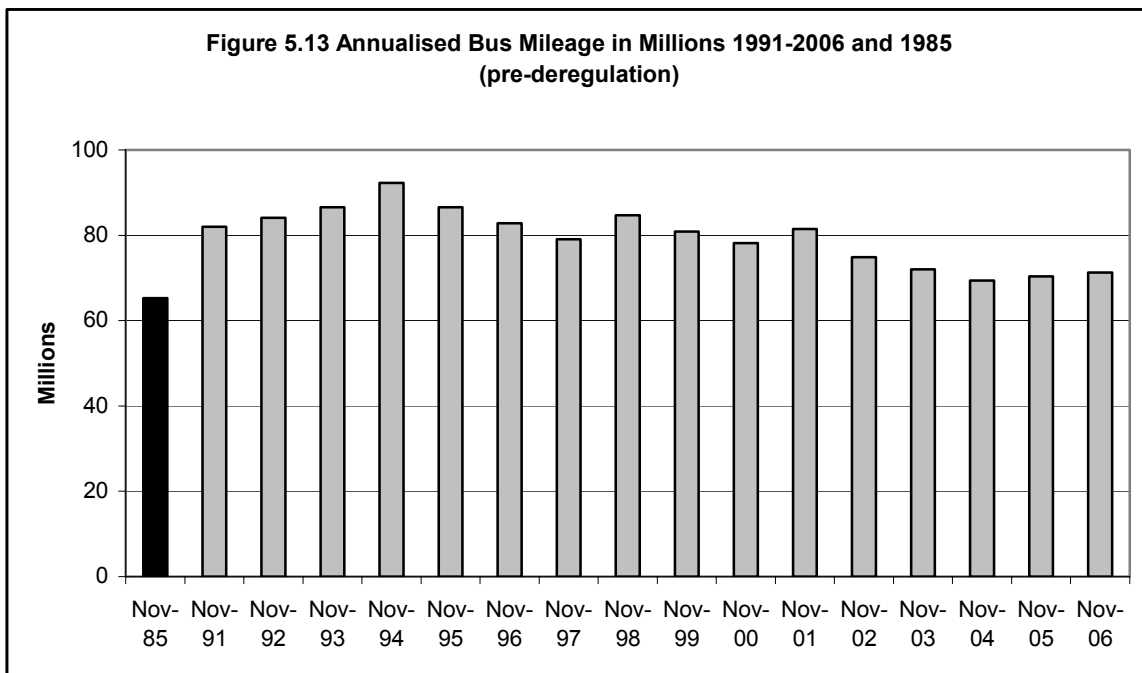


BUS SERVICE SUPPLY

Annualised Bus Mileage

- 5.18 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 have worked closely to ensure that information from the two databases is consistent. **N.B. - Data from 2001 onwards has been revised from previous editions of this report.**
- 5.19 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.
- 5.20 Table 5.18 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 5.18 Total Greater Manchester Annualised Bus Mileage in Millions, 1985 to 2006			
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



Annualised Bus Mileage by District

5.21 Table 5.19 shows the annualised bus mileage in each district for each November between 2001 and 2006, and for 1985.

Table 5.19 Annualised Bus Mileage in Millions, 2001 to 2006, and 1985 (pre-deregulation year)							
District	Nov 85	Nov 01	Nov 02	Nov 03	Nov 04	Nov 05	Nov 06
Bolton	6.2	8.3	7.8	6.8	6.8	6.8	6.8
Bury	4.2	5.5	5.3	4.3	4.7	4.8	4.6
Manchester	18.5	21.4	20.2	19.8	19.2	19.5	20.5
Oldham	5.1	6.2	4.7	6.0	5.1	5.8	5.7
Rochdale	3.9	6.2	5.1	5.4	3.9	4.7	4.7
Salford	6.9	6.4	6.7	5.9	6.2	6.1	5.9
Stockport	5.1	6.8	6.5	6.2	6.2	5.8	6.7
Tameside	4.5	7.1	5.8	5.5	5.3	4.8	4.7
Trafford	4.5	5.4	5.1	4.9	4.7	4.7	4.7
Wigan	6.4	8.3	7.7	7.2	7.4	7.2	7.0
Total	65.3	81.5	74.9	72.0	69.4	70.4	71.3

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

Commercial and Subsidised Bus Mileage

5.22 Table 5.20 shows the commercial and subsidised mileage in each Greater Manchester district for the years 2001 to 2006 and the total mileage operated in 1985.

Table 5.20 Commercial and Subsidised Bus Mileage in Millions, 2001 to 2006, and 1985 (pre-deregulation year)													
District	Nov 85	Nov 01		Nov 02		Nov 03		Nov 04		Nov 05		Nov 06	
		Com	Sub	Com	Sub	Com	Sub	Com	Sub	Com	Sub	Com	Sub
Bolton	6.2	7.1	1.2	6.8	1.0	5.7	1.1	5.6	1.2	5.5	1.3	5.6	1.2
Bury	4.2	4.5	1.0	4.4	0.9	3.7	0.6	3.8	0.9	3.9	0.9	3.7	0.9
Manchester	18.5	17.9	3.5	17.0	3.2	16.2	3.6	15.9	3.2	16.2	3.4	17.3	3.2
Oldham	5.1	4.7	1.4	3.3	1.4	4.7	1.3	3.8	1.3	4.3	1.5	4.2	1.5
Rochdale	3.9	5.0	1.2	4.3	0.8	4.6	0.8	3.0	0.8	3.4	1.3	3.6	1.1
Salford	6.9	5.5	0.9	5.7	1.0	4.8	1.1	5.0	1.2	5.0	1.1	4.7	1.2
Stockport	5.1	5.9	1.0	5.7	0.8	5.2	1.0	5.0	1.2	4.4	1.4	5.3	1.4
Tameside	4.5	6.0	1.2	4.6	1.2	4.4	1.1	4.1	1.1	3.7	1.2	3.5	1.2
Trafford	4.5	3.9	1.4	3.8	1.4	3.5	1.3	3.5	1.2	3.5	1.2	3.5	1.2
Wigan	6.4	6.7	1.6	6.5	1.2	5.8	1.4	6.0	1.4	5.8	1.4	5.7	1.4
Total Com/Sub	65.3	67.2	14.3	62.0	12.9	58.6	13.4	56.0	13.5	55.7	14.7	57.0	14.3
Total Mileage	65.3	81.5		74.9		72.0		69.4		70.4		71.3	

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

5.23 Tables 5.21 to 5.25 and Figure 5.15 show an analysis of bus mileage at different times of day and on different days of the week.

Table 5.21 Weekday Peak (07:00–09:00) Bus Mileage by District								
District	Nov 85	Nov 01	Nov 02	Nov 03	Nov 04	Nov 05	Nov 06	Index 06
Bolton	2960	3960	3680	3220	3390	3200	3190 (88)	108
Bury	2060	2530	2430	2010	2150	2180	2000 (86)	97
Manchester	9850	9290	8810	8660	8290	8610	8620 (87)	88
Oldham	2570	3050	2310	2940	2480	2770	2620 (78)	102
Rochdale	1860	3100	2470	2650	2100	2420	2210 (80)	119
Salford	3230	2830	3020	2610	2860	2690	2470 (86)	76
Stockport	2630	3380	3090	2910	2890	2830	3060 (76)	116
Tameside	2290	3450	2850	2670	2570	2400	2280 (82)	100
Trafford	2350	2670	2530	2350	2420	2240	2100 (74)	89
Wigan	3000	3960	3500	3270	3590	3490	3220 (87)	107
Total	32800	38220	34670	33280	32720	32820	31770	-
Index	100	117	106	101	100	100	97	-
% Commercial Mileage	-	84	86	86	83	82	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 2006.

Table 5.22 Weekday Off-Peak (10:00–15:00) Bus Mileage by District								
District	Nov 85	Nov 01	Nov 02	Nov 03	Nov 04	Nov 05	Nov 06	Index 06
Bolton	5440	9960	9470	8160	8040	8000	8050 (86)	148
Bury	3970	6270	6190	5160	5510	5550	5390 (81)	136
Manchester	14600	22920	21690	21480	20690	21330	21910 (87)	150
Oldham	4120	7140	5450	6920	6050	6800	6810 (75)	165
Rochdale	3360	7790	6450	6640	4780	5650	5510 (79)	164
Salford	5910	7350	7720	6870	7110	6880	6480 (81)	110
Stockport	4370	7710	7250	6810	6740	6290	7060 (80)	162
Tameside	3700	8610	6620	6400	6020	5370	5260 (80)	142
Trafford	3870	5860	5610	5260	5100	5280	5090 (85)	132
Wigan	5750	10170	9460	9020	9050	8720	8630 (87)	150
Total	55090	93790	85900	82730	79090	79870	80180	-
Index	100	170	156	150	144	145	146	-
% Commercial Mileage	-	87	87	86	84	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 2006.

Table 5.23 Weekday Evening (20:00–22:00) Bus Mileage by District								
District	Nov 85	Nov 01	Nov 02	Nov 03	Nov 04	Nov 05	Nov 06	Index 06
Bolton	1250	900	840	750	730	770	790 (37)	63
Bury	740	630	580	460	500	540	500 (43)	68
Manchester	3860	3460	3290	2930	2810	2860	3090 (64)	80
Oldham	1120	740	570	740	620	720	710 (47)	63
Rochdale	730	610	500	560	360	540	540 (47)	74
Salford	1560	750	730	660	710	730	790 (49)	51
Stockport	1180	820	890	800	840	780	910 (63)	77
Tameside	930	810	790	680	670	650	650 (30)	70
Trafford	850	690	670	700	690	680	620 (29)	73
Wigan	1420	1000	920	780	810	820	740 (21)	52
Total	13640	10430	9780	9070	8740	9090	9350	-
Index	100	76	72	66	64	67	69	-
% Commercial Mileage	-	56	55	49	51	46	49	-

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 2006.

Table 5.24 Saturday Bus Mileage by District								
District	Nov 85	Nov 01	Nov 02	Nov 03	Nov 04	Nov 05	Nov 06	Index 06
Bolton	17830	22890	21610	18730	18670	18510	18760 (84)	105
Bury	12010	15040	14420	11520	12240	12690	12100 (82)	101
Manchester	48770	56360	53880	52880	51170	50770	54060 (84)	111
Oldham	14500	16620	12770	15980	13630	15750	15420 (73)	106
Rochdale	10630	16000	13030	14160	10010	12380	12380 (77)	116
Salford	18380	17890	18740	16670	17450	17210	16470 (81)	90
Stockport	13740	18320	17620	16750	16430	14890	17400 (80)	127
Tameside	12480	19430	15440	14690	13820	12710	12380 (75)	99
Trafford	12130	14060	13540	13150	12240	12460	12220 (78)	101
Wigan	17660	22710	21770	20390	20500	20350	19670 (82)	111
Total	178130	219320	202830	194920	186170	187740	190880	-
Index	100	123	114	109	105	105	107	-
% Commercial Mileage	-	84	84	83	82	80	81	-

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 2006.

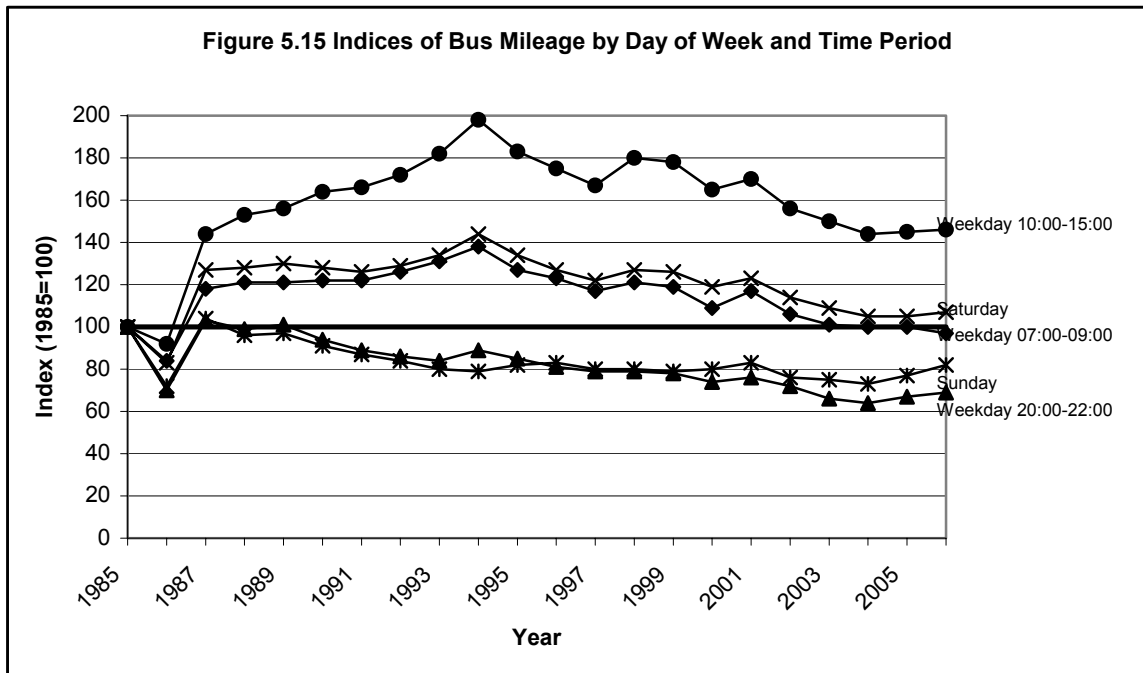
Table 5.25 Sunday Bus Mileage by District								
District	Nov 85	Nov 01	Nov 02	Nov 03	Nov 04	Nov 05	Nov 06	Index 06
Bolton	8220	7160	6690	6400	6160	6730	6790 (66)	83
Bury	5360	5590	5020	4380	4780	5120	4880 (68)	91
Manchester	30530	25690	24380	23700	23570	24080	26860 (75)	88
Oldham	7890	5820	4280	5700	4950	5880	5940 (54)	75
Rochdale	5560	4770	4120	4730	3040	4510	4720 (63)	85
Salford	11750	6630	6510	6000	6230	6980	7200 (75)	61
Stockport	7500	7310	6880	6570	6780	6430	8190 (73)	109
Tameside	6970	6190	5620	5580	5330	5280	5190 (49)	74
Trafford	6410	6750	5970	5980	5850	5570	5970 (56)	93
Wigan	9460	6930	6240	5890	5840	6290	5990 (51)	63
Total	99650	82850	75710	74920	72540	76870	81740	-
Index	100	83	76	75	73	77	82	-
% Commercial Mileage	-	61	63	62	65	62	67	-

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 2006.



Bus Mileage by Operator

5.24 Table 5.26 shows the trends in the bus mileage of the 10 companies operating more than one million miles per annum in Greater Manchester in 2006 (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 5.26.

Table 5.26 Bus Mileage of Operators 2001 to 2006, and 1985 (pre-deregulation year)							
Operator	Annualised mileage (million vehicle miles)						
	Nov 85	Nov 01	Nov 02	Nov 03	Nov 04	Nov 05	Nov 06
GM Buses	63.4	-	-	-	-	-	-
First Manchester	-	32.8	30.3	29.5	29.3	28.9	27.9
Stagecoach Manchester	-	21.7	19.9	18.5	18.6	18.5	18.8
Arriva Manchester	-	3.6	3.5	3.2	3.0	4.3	4.4
Arriva Liverpool	-	-	-	-	-	2.1	2.4
UK North/GM Buses	-	1.2	1.4	0.8	0.8	1.0	2.0
South Lancs. Travel	-	1.2	1.2	1.2	1.3	1.8	1.9
Rossendale Transport	-	2.1	1.8	1.7	1.4	1.8	1.7
Bluebird	-	1.2	1.3	1.4	1.5	1.4	1.6
First Pioneer	-	1.1	1.1	1.6	-	0.8	1.2
Maynes	0.4	1.2	1.1	1.2	1.1	1.1	1.1
Others	1.5	15.4	13.2	13.0	12.5	8.5	8.3
GM Total	65.3	81.5	74.9	72.0	69.4	70.4	71.3

Note: UK North ceased operating in December 2006

Market Share of Operating Groups

5.25 Table 5.27 and Figure 5.16 show the change in market share of bus mileage between 2005 and 2006 for all groups with more than 2% 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 in 2006 are:

First - First Manchester, First Yorkshire West and First Pioneer

Stagecoach - Stagecoach Manchester and Stagecoach In Lancashire

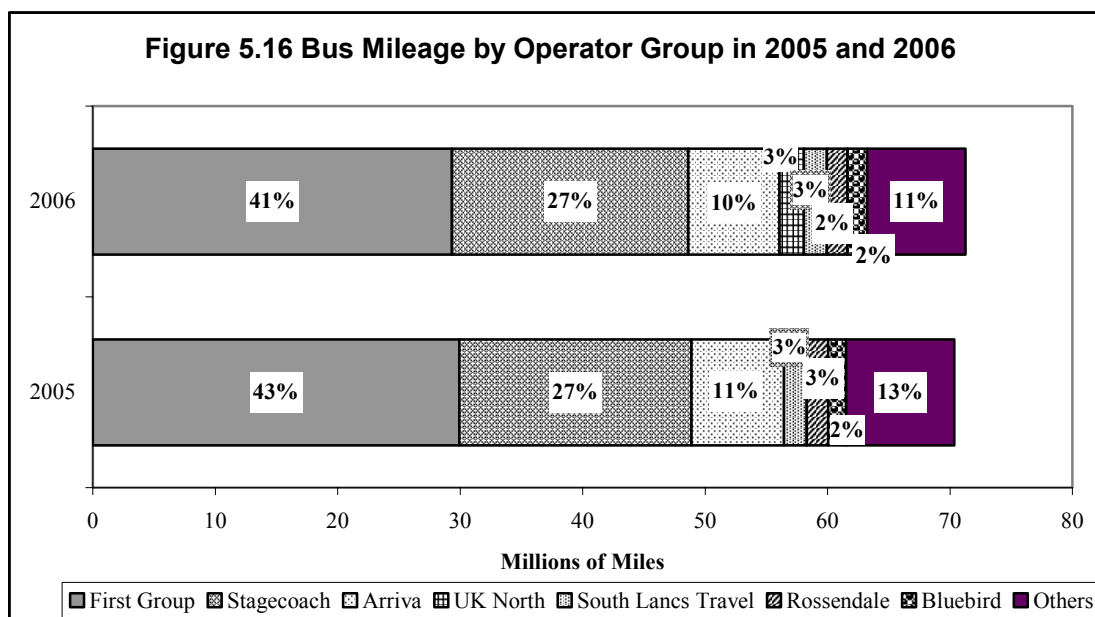
Arriva - Arriva Manchester, Arriva North West, Arriva Liverpool and Arriva Merseyside

Table 5.27 Market Share of Bus Mileage of Operating Groups with more than 2% of Market Share in either 2005 or 2006							
	Operating Group	Commercial		Subsidised		Total	
		Mileage	% Share	Mileage	% Share	Mileage	% Share
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
	South Lancs Travel	1.0	2	0.9	6	1.9	3
	Rosendale	0.9	2	0.8	6	1.7	2
	Bluebird	0.9	2	0.7	5	1.6	2
	Others	4.6	8	3.4	24	8.0	11
2005	First	26.1	47	3.8	26	29.9	43
	Stagecoach	16.5	30	2.4	17	19.0	27
	Arriva	5.1	9	2.4	16	7.5	11
	Rosendale	0.9	2	1.0	7	1.8	3
	South Lancs Travel	0.9	2	0.9	6	1.8	3
	Bluebird	0.6	1	0.8	6	1.4	2
	Others	5.5	8	3.3	23	8.9	13

Notes:

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

Mileage: millions of miles



Bus Registration Changes 2000-2006

5.26 Table 5.28 shows the number of bus registration changes each year from November 2001 to October 2006.

Table 5.28 Bus Registration Changes November 2001 – October 2006					
	Nov 2001 to Oct 2002	Nov 2002 to Oct 2003	Nov 2003 to Oct 2004	Nov 2004 to Oct 2005	Nov 2005 to Oct 2006
November	108	43	79	67	22
December	50	49	26	77	26
January	146	166	95	180	222
February	165	208	87	97	17
March	111	61	91	27	22
April	110	80	65	77	94
May	73	88	17	24	40
June	141	96	352	72	25
July	117	49	105	116	108
August	90	140	117	127	14
September	547	316	388	258	429
October	128	47	86	148	73
Total	1786	1343	1508	1270	1092

Note:

Figures include cancellations and amendments as well as new registrations.

6 BACKGROUND INFORMATION

Retail Price Index

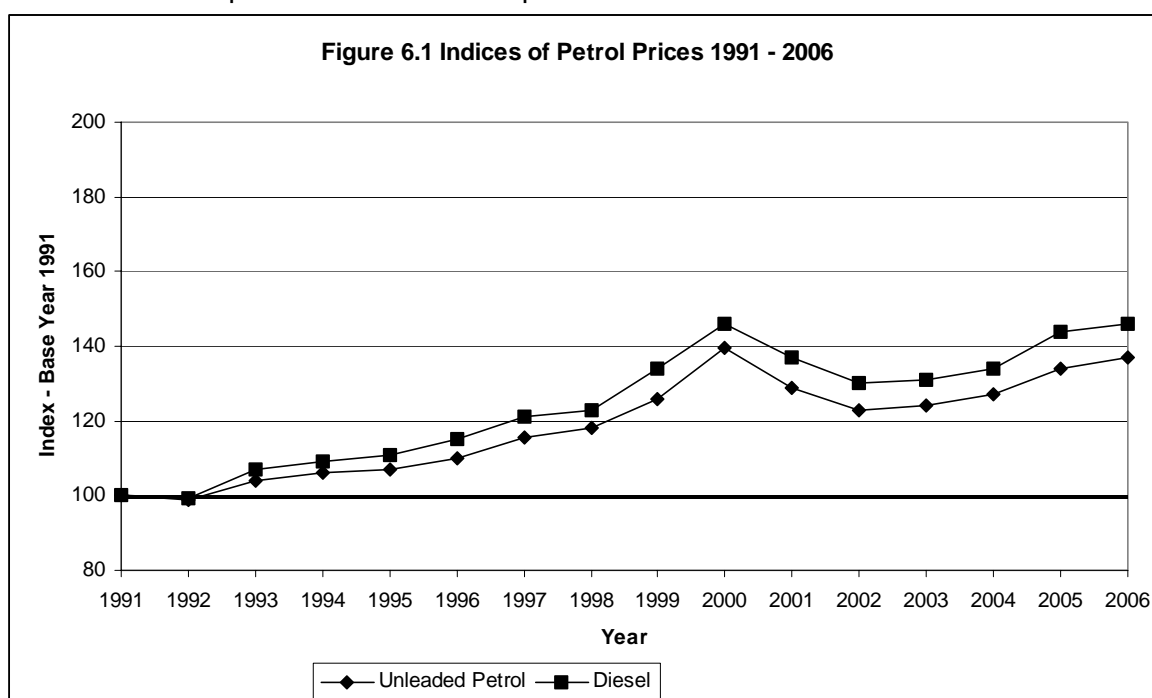
Table 6.1 Retail Price Index (All Items) 1987-2006 – Base Jan 1987 = 100							
Year and Index		Quarterly RPI		Year and Index		Quarterly RPI	
1987	101.9	100.3		1997	157.5	154.9	
		101.9				156.9	
		102.1				158.4	
		103.2				159.7	
1988	106.8	103.7		1998	162.9	160.2	
		106.2				163.2	
		107.4				163.7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

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.

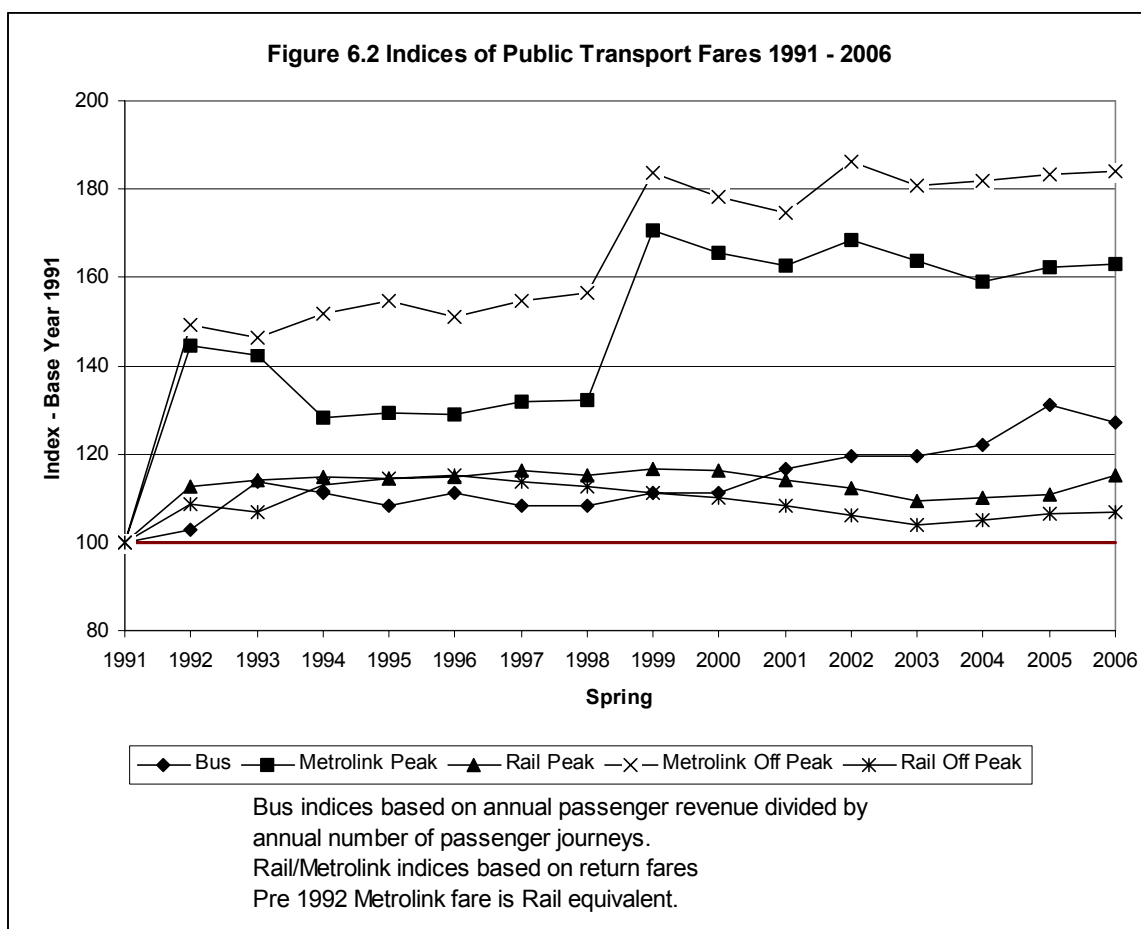
Table 6.2 The Cost of Fuel per Litre 1991-2006						
Year	Unleaded Petrol			Diesel		
	Cost (p)	Cost at 1991 Prices (p)	Index	Cost (p)	Cost at 1991 Prices (p)	Index
1991	45.07	45.07	100	43.82	43.82	100
1992	46.07	44.41	99	45.01	43.39	99
1993	49.44	46.91	104	49.20	46.68	107
1994	51.58	47.75	106	51.53	47.71	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

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)	2.94	163	4.45	3.11	115

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

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 GMPTE 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 in other sources. Figures shown for local authority car parks include partnerships with private operators, eg 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. Rates for eight hour parking periods are available on request. 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	17 ¹	1400	20	4081	37	5481
Bury	15 ²	2005	1	542	16	2547
Manchester	36	14121	46	8077	82	22198
Oldham	11 ³	1358	6	2075	17	3433
Rochdale	15 ⁴	1295	3	1156	18	2451
Eccles	4	355	2	418	6	773
Stockport	13	2724	7	2107	20	4831
Ashton-under-Lyne	10	901	5	911	15	1812
Altrincham	3 ⁵	415	4	1173	7	1588
Wigan	4	1563	6	515	10	2078
All 10 Key Centres	128	26137	100	21055	228	47192

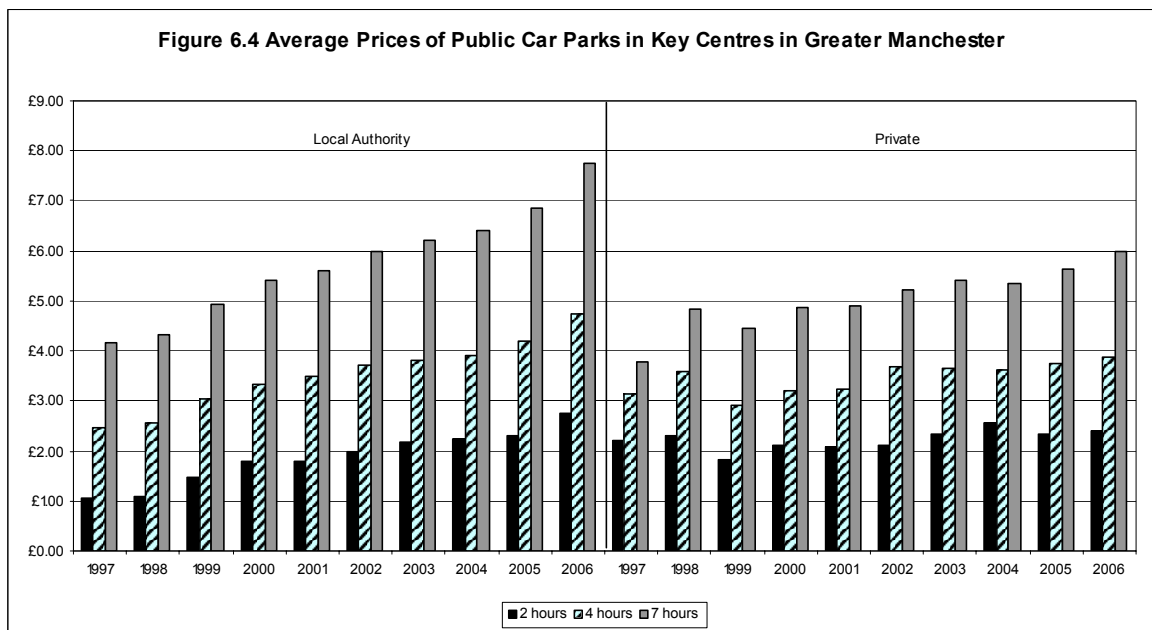
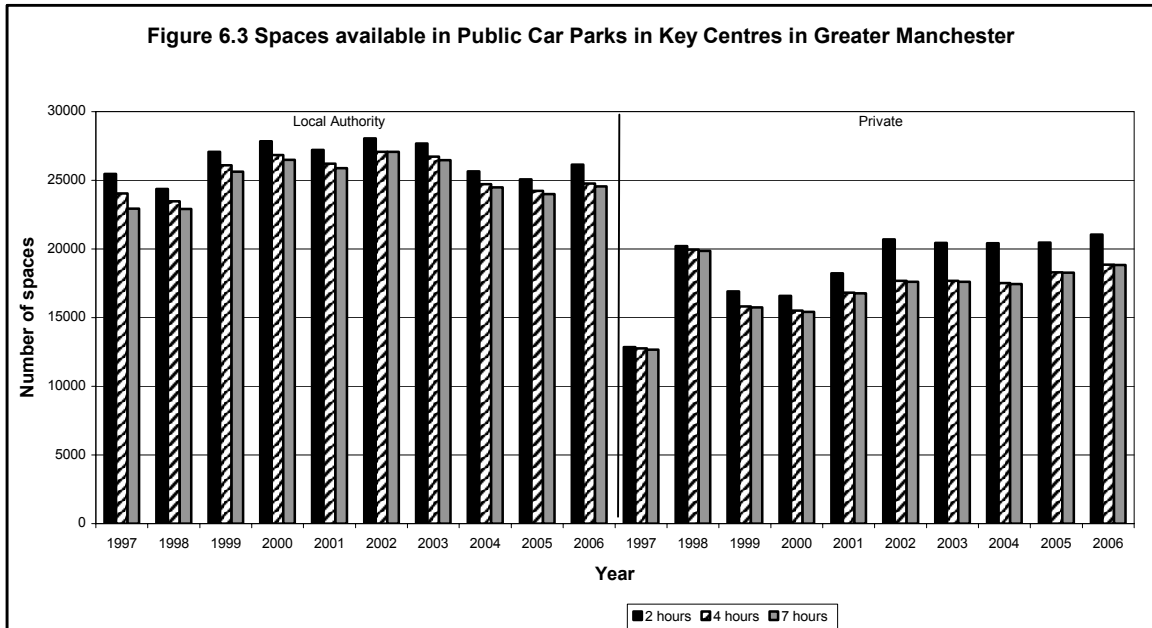
Notes:

1. Includes one car park (12 spaces) for disabled only.
2. Includes one car park (8 spaces) for disabled only.
3. Includes one car park (27 spaces) for disabled only.
4. Includes two car parks (26 spaces) for disabled only
5. Includes one car park (4 spaces) for disabled only.

Table 6.6 Number of Spaces Available in Public Car Parks by Key Centre 2001 to 2006													
Key Centre	Length of Stay	2001		2002		2003		2004		2005		2006	
		Local Authority	Private	Local Authority	Private	Local Authority	Private	Local Authority	Private	Local Authority	Private	Local Authority	Private
Bolton	2 hours	1696	3308	1576	3405	1535	3704	1446	3746	1407	3634	1400	4081
	4 hours	1601	3202	1440	3301	1440	3600	1351	3642	1312	3634	1323	4081
	7 hours	1277	3202	1128	3301	1205	3600	1116	3642	1077	3634	1100	4081
Bury	2 hours	2113	572	2116	572	2106	572	2153	572	2137	542	2005	542
	4 hours	2113	572	2116	572	2106	572	2153	572	2137	542	2005	542
	7 hours	2113	572	2116	572	2106	572	2153	572	2137	542	2005	542
Manchester	2 hours	12814	8136	13072	7946	13003	7974	12073	7586	11951	8219	14121	8077
	4 hours	12814	7886	13072	7778	13003	7926	12073	7486	11951	8219	14121	8077
	7 hours	12814	7886	13072	7778	13003	7926	12073	7486	11951	8219	14121	8077
Oldham	2 hours	1648	1505	1903	1530	1823	1530	1780	1937	1574	1910	1358	2075
	4 hours	1613	1505	1843	1530	1763	1530	1641	1937	1435	1910	1219	2075
	7 hours	1613	1470	1843	1495	1763	1495	1641	1902	1435	1875	1219	2040
Rochdale	2 hours	1428	1213	1476	1714	1445	1158	1429	1158	1412	1088	1295	1156
	4 hours	1428	1129	1476	1714	1445	1158	1429	1158	1429	1088	826	1156
	7 hours	1428	1129	1476	1714	1445	1158	1429	1158	1429	1088	826	1156
Eccles	2 hours	357	30	355	379	355	416	355	398	355	407	355	418
	4 hours	357	30	355	29	355	29	355	29	355	29	355	29
	7 hours	357	30	355	29	355	29	355	29	355	29	355	29
Stockport	2 hours	2992	1506	3197	2331	3061	2235	3100	2019	3118	2107	2724	2107
	4 hours	2992	525	3197	740	3061	814	3100	600	3118	545	2724	545
	7 hours	2992	525	3197	740	3061	814	3100	600	3118	545	2724	545
Ashton-under-Lyne	2 hours	1163	788	1056	1000	1056	1000	901	1000	904	891	901	911
	4 hours	384	788	324	805	324	805	276	805	286	678	223	678
	7 hours	384	768	324	773	324	773	276	773	286	678	223	678
Altrincham	2 hours	955	717	906	1347	906	1347	906	1498	651	1133	415	1173
	4 hours	872	717	836	722	836	722	836	778	651	1133	415	1173
	7 hours	872	717	836	722	836	722	836	778	651	1133	415	1173
Wigan	2 hours	2037	466	2397	475	2377	509	1511	509	1563	525	1563	515
	4 hours	2037	466	2397	475	2377	509	1511	509	1563	525	1563	515
	7 hours	2037	466	2397	475	2377	509	1511	509	1563	525	1563	515
TOTAL GM	2 hours	27203	18241	28054	20699	27667	20445	25654	20423	25072	20456	26137	21055
	4 hours	26211	16820	27056	17666	26710	17665	24725	17516	24237	18303	24774	18871
	7 hours	25887	16765	26744	17599	26475	17598	24490	17449	24002	18268	24551	18836

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

Table 6.9 Average Prices in Public Car Parks by Key Centre 2001 to 2006													
Key Centre	Length of Stay	2001		2002		2003		2004		2005		2006	
		Local Authority	Private	Local Authority	Private	Local Authority	Private	Local Authority	Private	Local Authority	Private	Local Authority	Private
Bolton	2 hours	£1.34	£1.71	£1.33	£1.71	£1.35	£1.90	£1.35	£2.26	£1.36	£2.33	£1.46	£1.91
	4 hours	£2.44	£2.95	£2.34	£2.95	£2.30	£2.79	£2.32	£3.13	£2.30	£3.12	£2.37	£2.76
	7 hours	£2.56	£3.85	£2.51	£3.85	£2.62	£3.92	£2.59	£4.42	£2.69	£4.42	£2.77	£3.91
Bury	2 hours	£0.70	£1.00	£0.70	£1.00	£0.80	£1.30	£0.90	£1.00	£1.10	£1.50	£1.29	£1.70
	4 hours	£2.28	£2.50	£2.56	£2.50	£2.77	£2.50	£2.87	£2.00	£3.31	£2.00	£3.73	£2.20
	7 hours	£2.38	£10.00	£2.66	£10.00	£2.87	£10.00	£2.94	£10.00	£3.44	£10.00	£3.82	£10.00
Manchester	2 hours	£2.69	£3.09	£3.09	£3.09	£3.44	£3.67	£3.54	£4.03	£3.59	£3.45	£3.97	£3.83
	4 hours	£4.60	£3.57	£5.13	£3.57	£5.28	£4.33	£5.43	£4.62	£5.87	£4.53	£6.19	£4.97
	7 hours	£6.99	£4.58	£7.96	£4.58	£8.10	£5.31	£8.51	£5.51	£9.01	£6.02	£9.68	£6.92
Oldham	2 hours	£1.18	£1.29	£1.18	£1.29	£1.14	£1.30	£1.18	£1.15	£1.38	£1.28	£1.57	£1.15
	4 hours	£2.10	£2.24	£2.05	£2.24	£2.09	£2.23	£2.09	£2.02	£2.39	£2.15	£2.77	£1.94
	7 hours	£4.60	£5.86	£4.39	£5.86	£4.49	£5.80	£4.58	£5.02	£4.91	£5.04	£5.04	£4.62
Rochdale	2 hours	£0.78	£0.50	£0.76	£0.50	£0.76	£1.00	£0.77	£1.00	£0.96	£1.00	£0.95	£1.06
	4 hours	£2.54	£2.22	£2.40	£2.22	£2.32	£1.95	£2.34	£2.01	£1.72	£2.01	£1.73	£2.01
	7 hours	£4.23	£5.00	£4.06	£5.00	£4.01	£6.75	£4.05	£6.81	£4.85	£7.12	£5.23	£6.83
Eccles	2 hours	£0.50	£2.00	£0.50	£2.00	£0.70	£1.07	£0.70	£1.07	£0.70	£1.06	£0.70	£1.09
	4 hours	£1.19	£2.00	£1.19	£2.00	£1.69	£2.00	£1.69	£1.79	£1.69	£1.79	£1.69	£2.55
	7 hours	£3.69	£2.00	£3.68	£2.00	£3.87	£2.00	£3.87	£1.79	£3.87	£1.79	£3.87	£2.55
Stockport	2 hours	£1.00	£0.54	£1.00	£0.54	£1.04	£0.80	£0.96	£0.78	£0.93	£0.70	£1.37	£0.70
	4 hours	£2.60	£4.00	£2.53	£4.00	£2.56	£6.32	£2.54	£5.50	£2.89	£6.00	£3.02	£7.00
	7 hours	£4.98	£4.00	£5.06	£4.00	£5.13	£6.32	£5.09	£5.50	£5.87	£6.00	£6.57	£7.00
Ashton-under-Lyne	2 hours	£1.00	£1.02	£1.00	£1.02	£1.20	£1.33	£1.85	£1.35	£1.78	£1.72	£1.88	£1.78
	4 hours	£1.50	£1.76	£1.50	£1.76	£2.00	£2.48	£2.50	£2.49	£1.98	£3.79	£2.50	£3.91
	7 hours	£2.00	£2.86	£2.00	£2.86	£2.50	£2.92	£3.50	£2.94	£2.77	£7.04	£3.50	£7.27
Altrincham	2 hours	£1.05	£1.26	£1.06	£1.26	£1.06	£1.65	£0.78	£2.62	£0.73	£1.13	£0.86	£1.38
	4 hours	£3.05	£5.36	£3.07	£5.36	£2.77	£5.29	£2.48	£3.38	£2.31	£3.54	£2.76	£4.14
	7 hours	£5.11	£10.00	£5.17	£10.00	£5.17	£10.00	£5.17	£6.22	£3.86	£3.85	£4.89	£5.83
Wigan	2 hours	£1.20	£3.40	£1.15	£3.40	£1.20	£3.48	£1.20	£3.53	£1.20	£3.84	£1.28	£3.97
	4 hours	£2.73	£4.21	£2.62	£4.21	£2.50	£4.20	£2.50	£4.23	£2.50	£4.86	£2.66	£4.99
	7 hours	£6.00	£4.21	£6.00	£4.21	£6.00	£4.27	£6.00	£4.31	£6.00	£4.42	£6.40	£4.54
TOTAL GM	2 hours	£1.80	£2.09	£1.98	£2.12	£2.17	£2.33	£2.23	£2.55	£2.31	£2.34	£2.76	£2.40
	4 hours	£3.50	£3.23	£3.73	£3.68	£3.83	£3.66	£3.91	£3.62	£4.20	£3.74	£4.75	£3.86
	7 hours	£5.60	£4.89	£6.00	£5.21	£6.22	£5.41	£6.40	£5.34	£6.84	£5.63	£7.74	£5.97



Personal Travel –Metropolitan Area Statistics 2006

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

6.9 Table 6.10 shows the usual method of travel to work by region of workplace.

Table 6.10 Usual method of travel to work by region of workplace – Metropolitan Areas: Autumn 2005 (%)								
Met Area	Car	(% as Driver)	P/C	Bus	Rail¹	Walk	M/C	No. employed ('000s)
GM	76	(88)	1	8	3	9	* ²	1,093
M	74	(83)	*	11	4	8	*	501
SY	73	(85)	*	10	*	12	*	507
TW	67	(83)	*	15	5	10	*	452
WM	74	(86)	2	11	3	9	1	1,104
WY	72	(85)	*	11	3	11	*	874

Source DfT Regional Transport Statistics 2006, 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

² too small to measure

6.10 Table 6.11 shows the time taken to travel to work by metropolitan area.

Table 6.11 Time taken to travel to work by region of workplace – Metropolitan Areas: Autumn 2005							
Met Area	Cumulative Percentage				Mean Time (mins)		
	<20 min	<40 min	<60 min	<90 min	Men	Women	All
GM	40	77	90	97	30	24	27
M	44	83	94	99	25	22	23
SY	44	82	94	99	26	21	24
TW	39	81	92	98	26	24	25
WM	40	79	91	98	28	24	26
WY	40	78	91	98	27	24	26

Source DfT Regional Transport Statistics 2006, 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 6.12 shows the average time taken to travel to work by mode and metropolitan area.

Table 6.12 Average time taken to travel to work by mode – Metropolitan Areas: Autumn 2005							
Met Area	Car	P/C	Bus	Rail¹	Walk	M/C	All Modes
GM	27	23	37	53	13	*	27
M	23	*	30	41	11	*	23
SY	23	*	38	*	13	*	24
TW	23	*	35	43	14	*	25
WM	25	18	37	52	15	19	26
WY	25	*	34	54	13	*	26

Source DfT Regional Transport Statistics 2006, 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

² too small to measure

- 6.12 Table 6.13 shows the average number of trips per person by main mode of travel by metropolitan area for 2003/05.

Table 6.13 Trips 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).

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

- 6.13 Table 6.14 shows average distance travelled by mode and metropolitan area for 2003/05.

Table 6.14 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).

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

6.14 Table 6.15 details trips by purpose by metropolitan area for 2003/05.

Table 6.15 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 6.16 shows trips to and from school by main mode and region of residence for 2003/05.

Table 6.16 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).

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

Road Vehicles

6.16 Table 6.17 shows motor vehicles licensed by taxation class in 2005.

Table 6.17 Motor vehicles licensed by taxation class – Metropolitan Areas: 2003/2005							
Met Area	Cars	Vans	M/C¹	Goods	Other²	All	(Body Type Car)
GM	1,094.7	138.4	30.3	27.2	82.3	1,372.9	(1,158.5)
M	465.5	47.3	15.9	5.7	60.7	595.1	(516.9)
SY	484.5	52.4	20.6	9.7	51.8	619.0	(523.5)
TW	355.5	37.9	12.5	5.0	36.3	447.2	(384.1)
WM	1,241.7	188.5	32.2	21.6	79.4	1,563.3	(1,299.2)
WY	834.9	89.7	30.8	21.1	66.6	1,043.1	(881.2)

Source DfT Regional Transport Statistics 2006, 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 6.18 shows mean gross weekly earnings by metropolitan area: 1999-2005.

Table 6.18 Mean gross weekly earnings – Metropolitan Area: 1999-2005							
Met Area	Pounds						
	1999	2000	2001	2002	2003	2004	2005
GM	384.7	397.9	418.4	434.4	442.9	473.7	483.0
M	378.3	393.9	419.2	433.8	452.6	451.1	476.1
SY	353.9	367.9	383.6	402.0	441.9	445.2	448.7
TW	359.5	379.5	391.7	404.7	429.5	443.6	466.8
WM	395.2	403.7	436.5	450.8	459.2	475.4	489.1
WY	375.1	389.6	409.1	426.1	462.5	467.7	485.3

Source DfT Regional Transport Statistics 2006, Table 9.6. (Annual Survey of Hours and Earnings – Office for National Statistics).

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

Air Transport

6.18 Table 6.19 shows landing and take-offs, passenger arrivals and departures and cargo handled for Manchester Airport and all UK airports, between 1995 and 2005. Figure 6.5 illustrates these as indices.

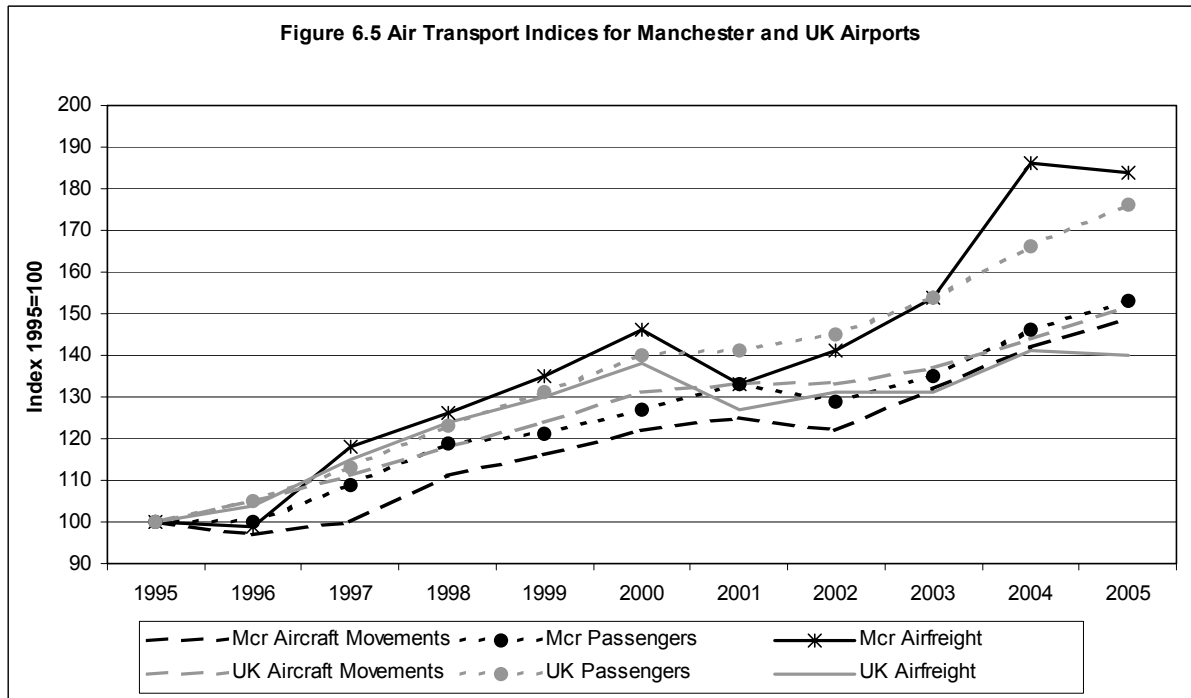


Table 6.19 Air Transport Statistics – Comparisons of Manchester and UK Trends												
		1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
Landings and take-offs (Thousands)	Manchester Total	146	141	146	162	169	178	182	178	192	208	218
	Manchester Index	100	97	100	111	116	122	125	122	132	142	149
	UK Total	1251	1317	1385	1476	1556	1635	1666	1660	1711	1804	1905
	UK Index	100	105	111	118	124	131	133	133	137	144	152
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
	Manchester Index	100	100	109	119	121	127	133	129	135	146	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
	UK Index	100	105	113	123	131	140	141	145	154	166	176
Cargo handled (Thousand tonnes)	Manchester Total	80	79	94	101	108	117	106	113	123	149	147
	Manchester Index	100	99	118	126	135	146	133	141	154	186	184
	UK Total	1640	1711	1891	2032	2138	2260	2089	2142	2149	2309	2294
	UK Index	100	104	115	124	130	138	127	131	131	141	140

Source is CAA via Transport Statistics GB 2006

Road Lengths in Greater Manchester 2006

Table 6.20 Road Lengths in Greater Manchester 2006 (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	13.4	34.8	26.7	20.2	64.9	731.7	1011.4
Bury	20.7	0.0	0.0	0.0	6.0	49.1	7.3	25.4	5.2	32.4	27.3	445.8	619.2
Manchester	17.4	0.0	2.2	3.2	2.0	109.5	0.7	37.4	0.0	84.1	15.2	1102.6	1374.3
Oldham	6.6	0.2	4.0	0.0	39.5	54.6	7.7	23.5	3.4	28.2	93.1	560.7	821.5
Rochdale	24.2	0.0	0.0	0.0	15.5	64.1	5.9	17.8	23.7	10.6	47.7	567.6	777.1
Salford	30.1	0.0	0.0	0.0	3.3	83.7	0.3	29.0	25.3	3.3	0.0	625.5	800.5
Stockport	12.4	0.0	0.0	0.0	10.1	74.0	3.9	33.7	15.7	27.7	53.5	753.3	984.3
Tameside	15.3	2.1	1.1	0.0	3.5	58.5	2.7	29.2	2.3	35.1	53.7	551.9	755.4
Trafford	9.5	0.0	0.0	0.0	6.9	51.5	7.8	45.5	10.6	37.9	33.4	599.9	803.0
Wigan	16.7	0.0	0.0	0.0	30.0	87.1	19.4	36.5	36.8	30.9	79.5	786.6	1123.5
Greater Manchester	171.2	2.3	7.3	3.2	144.0	706.3	69.1	312.8	149.7	310.4	468.3	6725.6	9070.2
		9.6			850.3		381.9		460.1		7193.9		

Notes:

NB: The Trunk Motorway figures shown above are based on GMTU calculations. All other figures are based on road lengths published on the DfT website in October 2006.

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 1997-2005 are given in Table 6.21. The estimates for 1981 to 2003 have been recently revised by the Office for National Statistics and are available on their website along with the 2004 and 2005 estimates. An estimate of household numbers from 1997 to 2003 is also given. Table 6.22 shows indices of population over time.

Table 6.21 The Registrar General's Mid-Year Estimates of Population (Thousands)													
	1971	1981	1991	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
Bolton	260.9	262.1	261.6	260.1	259.7	260.9	260.4	260.2	261.3	262.3	263.8	264.8	265.4
Bury	175.7	177.1	178.3	179.7	179.7	180.6	181.0	180.9	180.7	181.3	181.9	182.1	183.5
Manchester	553.6	459.2	432.7	422.6	417.7	417.7	416.4	421.8	422.9	428.5	432.5	437.0	441.2
Oldham	224.9	221.4	218.5	219.2	218.9	218.7	218.4	218.1	218.5	218.2	218.1	218.3	219.2
Rochdale	204.3	208.2	203.9	204.7	204.0	204.5	204.9	206.1	206.4	206.3	206.6	206.5	206.4
Salford	281.5	249.2	230.8	225.6	223.9	221.6	220.0	218.7	217.0	216.3	216.5	216.4	216.4
Stockport	294.1	292.6	288.6	286.4	286.3	287.2	285.8	284.4	284.6	283.5	282.5	282.2	281.6
Tameside	222.0	218.6	218.0	216.0	216.1	214.9	213.6	212.9	213.1	213.2	213.4	213.7	214.1
Trafford	229.8	222.9	215.8	214.6	213.5	214.2	213.0	211.3	210.2	210.5	211.8	212.7	213.2
Wigan	303.3	307.0	305.6	302.6	302.1	301.7	302.0	302.0	301.5	302.2	303.8	305.4	306.7
Greater Manchester	2750.1	2618.2	2553.6	2531.4	2521.9	2521.9	2515.5	2516.3	2516.1	2522.5	2531.0	2539.0	2548.0

Source: Population Estimates Unit, ONS: Crown Copyright.

Greater Manchester household numbers (thousands) *	1,060	1,067	1,071	1,081	1,054	1,060	1,068	-	-
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* DfT Regional Transport Statistics 2006, Table 9.4 (Source: Dept. for Communities and Local Government).

Table 6.22 Indices of Population Change (1971-2005)													
	1971	1981	1991	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
Bolton	100	100	100	100	100	100	100	100	100	101	101	101	102
Bury	100	101	101	102	102	103	103	103	103	103	104	104	104
Manchester	100	83	78	76	75	75	75	76	76	77	78	79	80
Oldham	100	98	97	97	97	97	97	97	97	97	97	97	97
Rochdale	100	102	100	100	100	100	100	101	101	101	101	101	101
Salford	100	89	82	80	80	79	78	78	77	77	77	77	77
Stockport	100	99	98	97	97	98	97	97	97	96	96	96	96
Tameside	100	98	98	97	97	97	96	96	96	96	96	96	96
Trafford	100	97	94	93	93	93	93	92	91	92	92	93	93
Wigan	100	101	101	100	100	99	100	100	99	100	100	101	101
Greater Manchester	100	95	93	92	92	92	91	91	91	92	92	92	93

Note: Figures may not sum due to rounding

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

Table 6.23 Total Capital Provision to Individual Districts 1997/8 to 2007/8 £ million											
	1997/¹ 1998	1998/ 1999	1999/ 2000	2000/ 2001	2001/ 2002	2002/^{3&4} 2003	2003/⁵ 2004	2004/⁶ 2005	2005/⁷ 2006	2006/⁸ 2007	2007/⁸ 2008
Bolton	1.893	1.931	4.446	2.895	6.498	6.818	10.062	7.822	6.171	6.753	6.247
Bury	1.857	1.061	1.683	1.834	2.956	3.613	4.964	3.931	3.177	3.191	2.748
Manchester	12.461	10.110	9.761	5.143	16.037	17.472	21.269	20.109	15.653	10.374	8.96
Oldham	3.961	5.715	4.022	2.420	3.476	8.969	8.893	8.771	8.056	6.876	4.597
Rochdale	1.912	1.179	1.387	2.189	3.880	3.394	4.069	3.839	3.142	3.624	4.276
Salford	6.923	2.514	1.537	5.409	13.660	16.791	14.856	20.318	7.589	3.979	4.41
Stockport	3.283	1.716	2.041	1.914	3.211	4.897	7.595	11.013	11.180	6.204	10.928
Tameside	1.807	1.587	1.519	1.811	3.467	3.309	5.828	10.325	4.486	4.486	4.688
Trafford	12.374	3.537	4.725 ²	4.917 ²	8.074 ²	2.861	3.932	3.049	2.651	2.575	2.811
Wigan	1.631	1.545	1.873	2.218	4.847	6.154	4.548	9.341	4.109	4.031	3.853
Total	48.102	30.894	32.994	30.750	66.106	74.278	86.016	98.517	66.214	52.093	53.518

Notes:

- ¹ The column for 1997/98 has been amended from that in "Transport Statistics Greater Manchester 1996" (GMTU Report 456) for consistency of treatment. Capital Challenge has been excluded (£0.700 million to Wigan in 1997/98) and credit approvals for the rebuilding of Manchester City Centre have been included (£7.150 million in 1997/98 and £7.200 million in 1998/99).
- ² The figures for Trafford include £2.938 million as lead authority for Quality Bus Corridors and Site Specific Bus Priority Schemes in 1999/2000, £3.355 million in 2000/2001 and £5.769 million in 2001/2.
- ³ The 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.
- ⁴ 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.
- ⁵ Totals include funding (£13.49 million) that was held back pending the submission of further information to the DfT.
- ⁶ Total includes funding (£8.225 million) that was held back pending the submission of further information to the DfT.
- ⁷ Does not include £5.114 million for MSIRR allocated as TSG.
- ⁸ Major scheme allocation no longer part of LTP process and not included.

Authority	Integrated Transport			Maintenance	Total
	Other	SEMMMS	Total		
Bolton	1.757	0.000	1.757	4.490	6.247
Bury	1.207	0.000	1.207	1.541	2.748
Manchester	3.866	1.576	5.442	3.518	8.960
Oldham	1.852	0.000	1.852	2.745	4.597
Rochdale	1.433	0.000	1.433	2.843	4.276
Salford	2.261	0.000	2.261	2.149	4.410
Stockport	1.698	3.139	4.837	6.091	10.928
Tameside	1.422	1.184	2.606	2.082	4.688
Trafford	1.321	0.000	1.321	1.490	2.811
Wigan	1.881	0.000	1.881	1.972	3.853
GMPTA	20.922	0.866	21.788	-	21.788
Total	39.620	6.765	46.385	28.921	75.306

Notes:

Other consists of Minor Works, Transport Infrastructure, and top-sliced money for Local Safety Schemes, Quality Bus Corridors, the Joint Transport Team (JTT) and GMTU's Service Level Agreement with JTT for LTP Monitoring.

From 2007/8, Major Schemes will be considered independently from the LTP Settlement process.

Highway Schemes

Table 6.25 Highway Schemes over £1 Million completed 1986-2006			
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 1986-2006			
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 1986-2006			
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 Gyrotory Signalised gyrotory 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 1986-2006			
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 1986-2006			
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 1986-2006			
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 1986-2006			
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/Highways Agency	M60 Jns. 5-8 Widening Road improvement/widening/bridge building and replacement	139.5	06/06

Major Public Transport Schemes

Table 6.26 Major Public Transport Schemes over £5 million completed 1993-2006			
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

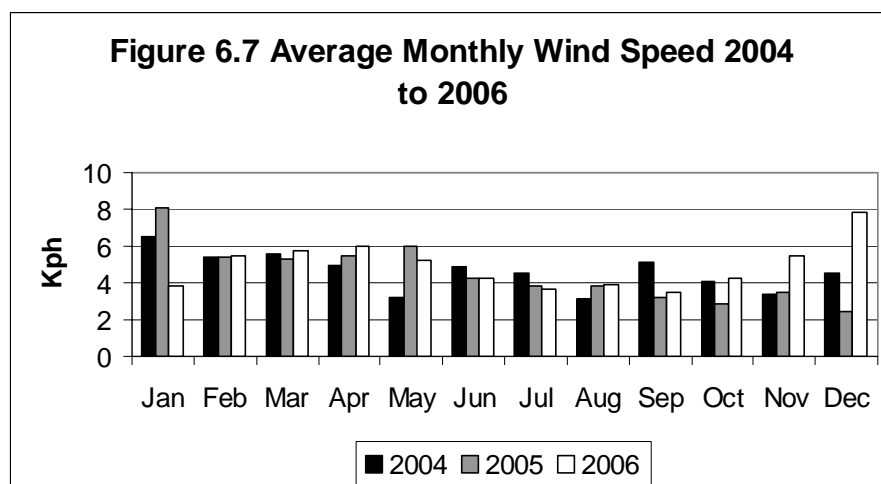
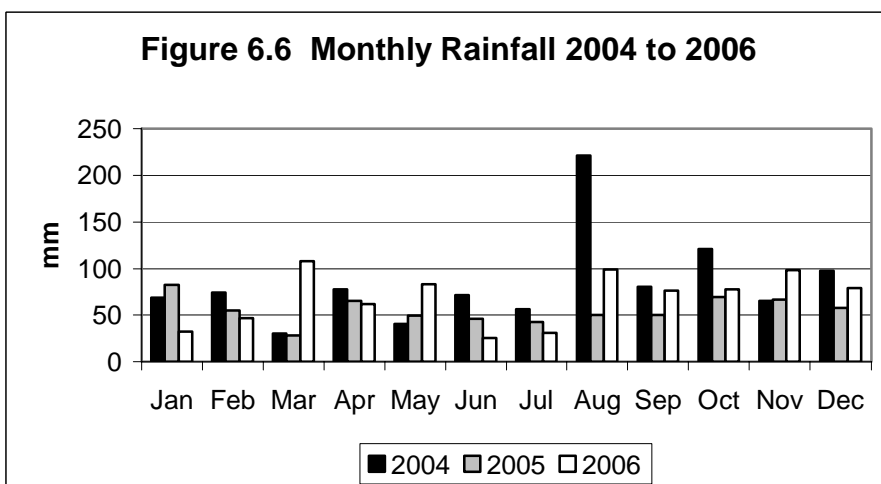
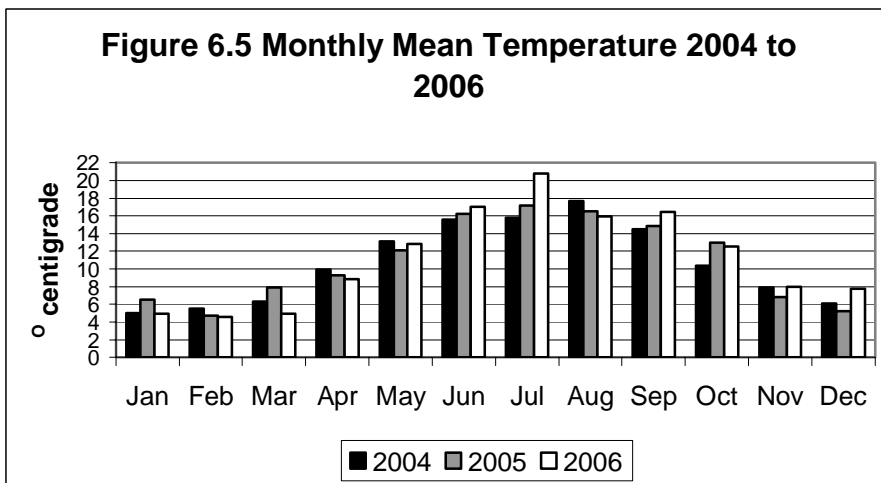
BV 106: New Homes on Previously Developed Land

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	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07
Bolton	60.0	78.0	83.0	82.00	78.0	87.0	96.0
Bury	70.3	76.1	85.5	93.50	91.0	85.0	86.0
Manchester	95.0	91.0	95.0	89.20	93.5	90.0	92.0
Oldham	83.0	80.0	86.6	84.00	84.0	85.0	82.0
Rochdale	57.1	79.0	66.0	77.00	57.0	80.0	87.0
Salford	92.0	97.0	99.0	99.00	94.3	87.8	91.2
Stockport	71.9	93.0	97.2	98.50	92.7	98.9	98.4
Tameside	74.6	69.1	63.9	74.00	79.2	84.9	80.3
Trafford	72.0	78.0	90.5	91.00	92.0	76.0	81.0
Wigan	51.0	75.7	64.6	50.00	67.1	88.0	96.0

Weather Data

6.21 Figures 6.5 to 6.7 present summaries of average temperature, rainfall and windspeed at two sites in Greater Manchester for 2004 to 2006.



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 2004 (split shift) and 2006 (12-hour to longer period) data. These are applied to counts in 2005-2007 and 2007 respectively.

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 37 motorway, 210 A road and 258 B, C or U road sites throughout the county during 2004. 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 2006 Automatic Traffic Count (ATC) data at 24 two-way motorway and 67-two way non-motorway sites throughout the county.

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

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

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

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

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

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

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

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

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

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

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	1.402	1.522	1.563	1.598	1.386		1.432
	A2	10:00-12:00	3.389	3.132	2.928	3.185	3.938		3.267
	A3	12:00-14:00	3.037	3.152	3.002	4.149	3.351		3.049
	A4	16:00-18:00	1.447	1.254	1.316	1.483	1.458		1.416
A Roads	A1	07:30-09:30	1.365	1.460	1.524	1.445	1.450	1.491	1.382
	A2	10:00-12:00	3.452	2.938	2.777	3.407	5.009	4.352	3.308
	A3	12:00-14:00	2.953	3.154	3.189	3.722	3.476	3.597	2.993
	A4	16:00-18:00	1.445	1.281	1.221	1.412	1.420	1.446	1.421
B C U Roads	A1	07:30-09:30	1.313	1.426	1.470	1.330	1.388	1.449	1.327
	A2	10:00-12:00	3.572	3.073	2.844	3.130	4.042	3.732	3.450
	A3	12:00-14:00	3.050	3.277	3.315	3.324	2.736	3.302	3.064
	A4	16:00-18:00	1.432	1.301	1.172	1.259	1.385	1.482	1.414

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	0.059	0.079	0.094	0.255	0.284		0.060
	A2	10:00-12:00	0.344	0.232	0.194	1.140	1.795		0.242
	A3	12:00-14:00	0.174	0.157	0.131	1.798	1.014		0.142
	A4	16:00-18:00	0.074	0.051	0.074	0.374	0.354		0.065
A Roads	A1	07:30-09:30	0.071	0.110	0.195	0.215	0.490	0.472	0.069
	A2	10:00-12:00	0.395	0.295	0.443	1.264	3.363	2.580	0.302
	A3	12:00-14:00	0.167	0.278	0.521	1.421	1.812	2.345	0.147
	A4	16:00-18:00	0.080	0.079	0.139	0.236	0.333	0.604	0.072
B C U Roads	A1	07:30-09:30	0.106	0.235	0.442	0.323	0.510	0.896	0.099
	A2	10:00-12:00	0.496	0.678	1.456	1.533	3.243	2.624	0.453
	A3	12:00-14:00	0.339	1.116	1.527	1.929	1.880	2.254	0.271
	A4	16:00-18:00	0.117	0.212	0.272	0.248	0.462	0.649	0.112

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	1.065	1.069	1.058	1.030	1.020	1.527	1.694	1.047
February	1.047	1.029	1.017	1.008	0.985	1.472	1.632	1.017
March	1.047	1.033	1.013	1.006	0.987	1.449	1.649	1.015
April	1.022	1.018	1.002	0.993	0.972	1.440	1.615	1.002
May	1.047	1.003	1.003	0.990	0.971	1.437	1.563	1.001
June	1.022	1.002	0.985	0.987	0.960	1.449	1.605	0.990
July	1.019	0.999	0.989	0.979	0.961	1.450	1.535	0.992
August	1.043	1.019	1.002	1.011	0.988	1.406	1.563	1.012
September	1.002	0.989	0.973	0.977	0.952	1.321	1.476	0.978
October	1.007	0.998	0.993	0.986	0.962	1.332	1.449	0.989
November	1.016	1.001	0.992	0.981	0.960	1.375	1.518	0.988
December	1.017	1.004	0.992	0.994	0.983	1.390	1.568	0.997
Average Factor	1.025	1.012	1.000	0.993	0.972	1.415	1.560	1.000

2. Standard Deviations Associated with Factors

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
January	0.044	0.055	0.050	0.043	0.040	0.145	0.199
February	0.043	0.042	0.047	0.041	0.037	0.126	0.209
March	0.028	0.031	0.036	0.028	0.028	0.131	0.213
April	0.030	0.034	0.028	0.032	0.037	0.132	0.233
May	0.066	0.041	0.045	0.044	0.056	0.156	0.206
June	0.037	0.031	0.030	0.033	0.044	0.153	0.254
July	0.031	0.024	0.024	0.025	0.046	0.178	0.240
August	0.048	0.036	0.034	0.040	0.071	0.182	0.238
September	0.036	0.029	0.030	0.033	0.038	0.147	0.218
October	0.034	0.027	0.030	0.027	0.038	0.132	0.198
November	0.041	0.041	0.047	0.039	0.036	0.135	0.165
December	0.042	0.042	0.043	0.036	0.030	0.119	0.152

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	1.044	1.033	1.030	1.028	1.009	1.376	1.709	1.029
February	1.027	1.005	1.005	1.002	0.988	1.347	1.710	1.005
March	1.028	1.012	0.997	0.997	0.982	1.320	1.669	1.003
April	1.018	1.001	0.992	0.985	0.972	1.324	1.648	0.993
May	1.033	1.001	0.996	0.991	0.982	1.337	1.597	1.000
June	1.036	1.018	1.008	1.005	0.997	1.363	1.666	1.013
July	1.040	1.022	1.017	1.008	1.004	1.394	1.722	1.018
August	1.104	1.053	1.048	1.041	1.044	1.437	1.769	1.055
September	1.025	1.013	1.007	1.002	0.985	1.313	1.650	1.006
October	1.012	0.997	0.999	0.990	0.973	1.231	1.568	0.994
November	1.005	0.989	0.986	0.980	0.968	1.286	1.571	0.985
December	0.980	0.971	0.969	0.963	0.959	1.297	1.555	0.968
Average Factor	1.021	1.004	0.999	0.994	0.982	1.331	1.635	1.000

2. Standard Deviations Associated with Factors

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
January	0.054	0.055	0.050	0.051	0.046	0.330	0.465
February	0.046	0.045	0.046	0.046	0.044	0.293	0.520
March	0.047	0.047	0.041	0.044	0.048	0.309	0.433
April	0.045	0.042	0.039	0.027	0.040	0.329	0.476
May	0.047	0.031	0.030	0.029	0.029	0.298	0.328
June	0.030	0.027	0.030	0.031	0.035	0.373	0.565
July	0.029	0.031	0.030	0.029	0.038	0.372	0.559
August	0.089	0.045	0.046	0.044	0.053	0.320	0.392
September	0.037	0.040	0.042	0.038	0.037	0.317	0.506
October	0.028	0.029	0.032	0.032	0.032	0.194	0.397
November	0.032	0.034	0.036	0.034	0.037	0.280	0.395
December	0.051	0.046	0.046	0.047	0.048	0.309	0.392

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	1.258	1.263	1.251	1.217	1.205	1.802	1.998	1.237
February	1.236	1.214	1.201	1.190	1.163	1.736	1.923	1.201
March	1.236	1.220	1.196	1.187	1.165	1.709	1.943	1.198
April	1.207	1.202	1.183	1.172	1.147	1.697	1.903	1.182
May	1.236	1.184	1.184	1.169	1.146	1.694	1.842	1.181
June	1.206	1.182	1.162	1.165	1.132	1.708	1.890	1.168
July	1.202	1.180	1.168	1.157	1.135	1.709	1.808	1.171
August	1.232	1.204	1.184	1.194	1.167	1.658	1.844	1.195
September	1.184	1.169	1.150	1.155	1.126	1.560	1.742	1.156
October	1.189	1.178	1.173	1.163	1.136	1.570	1.708	1.167
November	1.198	1.180	1.171	1.158	1.133	1.621	1.788	1.167
December	1.201	1.185	1.171	1.173	1.161	1.639	1.847	1.176
Average Factor	1.210	1.194	1.180	1.172	1.147	1.668	1.837	1.180

2. Standard Deviations Associated with Factors

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
January	0.065	0.075	0.073	0.058	0.057	0.159	0.210
February	0.059	0.059	0.068	0.054	0.051	0.134	0.225
March	0.041	0.046	0.053	0.039	0.039	0.141	0.229
April	0.041	0.043	0.041	0.042	0.050	0.139	0.254
May	0.080	0.053	0.059	0.057	0.070	0.166	0.222
June	0.046	0.041	0.038	0.042	0.052	0.160	0.279
July	0.032	0.031	0.031	0.030	0.051	0.191	0.264
August	0.050	0.040	0.035	0.044	0.079	0.196	0.259
September	0.035	0.030	0.031	0.033	0.038	0.153	0.234
October	0.044	0.041	0.045	0.038	0.049	0.139	0.211
November	0.059	0.060	0.069	0.057	0.053	0.149	0.173
December	0.061	0.062	0.062	0.052	0.046	0.129	0.157

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	1.225	1.212	1.209	1.206	1.184	1.610	1.999	1.207
February	1.205	1.180	1.181	1.177	1.160	1.578	1.999	1.180
March	1.207	1.189	1.170	1.170	1.153	1.545	1.952	1.177
April	1.195	1.175	1.164	1.157	1.141	1.550	1.927	1.165
May	1.213	1.175	1.169	1.164	1.152	1.566	1.872	1.174
June	1.216	1.195	1.183	1.179	1.169	1.593	1.946	1.189
July	1.221	1.199	1.194	1.182	1.178	1.630	2.011	1.195
August	1.296	1.236	1.229	1.222	1.225	1.682	2.072	1.238
September	1.202	1.189	1.181	1.176	1.155	1.536	1.928	1.180
October	1.188	1.171	1.173	1.162	1.142	1.446	1.832	1.167
November	1.179	1.160	1.157	1.149	1.136	1.505	1.836	1.156
December	1.151	1.139	1.138	1.131	1.125	1.517	1.819	1.136
Average Factor	1.198	1.179	1.173	1.167	1.153	1.557	1.911	1.174

2. Standard Deviations Associated with Factors

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
January	0.067	0.069	0.064	0.063	0.055	0.352	0.497
February	0.058	0.060	0.060	0.059	0.052	0.315	0.561
March	0.060	0.064	0.055	0.060	0.059	0.332	0.462
April	0.058	0.054	0.050	0.039	0.048	0.353	0.511
May	0.066	0.047	0.050	0.047	0.042	0.321	0.361
June	0.043	0.044	0.043	0.043	0.043	0.399	0.608
July	0.041	0.043	0.041	0.042	0.045	0.399	0.601
August	0.111	0.057	0.058	0.055	0.060	0.344	0.433
September	0.050	0.053	0.055	0.052	0.046	0.338	0.544
October	0.044	0.047	0.050	0.052	0.047	0.215	0.425
November	0.049	0.053	0.054	0.053	0.050	0.297	0.422
December	0.068	0.065	0.065	0.066	0.063	0.329	0.417

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	1.300	1.306	1.294	1.258	1.246	1.863	2.065	1.279
February	1.278	1.256	1.242	1.231	1.203	1.794	1.988	1.242
March	1.278	1.261	1.237	1.227	1.205	1.766	2.008	1.238
April	1.247	1.242	1.223	1.211	1.186	1.754	1.967	1.222
May	1.278	1.224	1.225	1.208	1.185	1.751	1.904	1.221
June	1.246	1.222	1.202	1.204	1.171	1.765	1.954	1.208
July	1.243	1.221	1.207	1.196	1.173	1.766	1.869	1.210
August	1.274	1.245	1.224	1.235	1.207	1.715	1.906	1.236
September	1.224	1.210	1.190	1.195	1.164	1.613	1.801	1.196
October	1.229	1.217	1.212	1.202	1.173	1.622	1.764	1.207
November	1.239	1.221	1.211	1.197	1.172	1.676	1.848	1.206
December	1.241	1.226	1.211	1.212	1.200	1.695	1.909	1.216
Average Factor	1.250	1.235	1.220	1.211	1.186	1.724	1.899	1.220

2. Standard Deviations Associated with Factors

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
January	0.071	0.080	0.080	0.064	0.062	0.164	0.213
February	0.066	0.065	0.074	0.059	0.056	0.138	0.230
March	0.047	0.052	0.060	0.044	0.044	0.146	0.233
April	0.047	0.048	0.047	0.047	0.055	0.144	0.261
May	0.085	0.059	0.064	0.063	0.074	0.172	0.229
June	0.050	0.046	0.042	0.046	0.055	0.165	0.288
July	0.034	0.034	0.034	0.033	0.052	0.195	0.272
August	0.049	0.041	0.039	0.046	0.081	0.201	0.265
September	0.035	0.030	0.032	0.033	0.039	0.157	0.239
October	0.048	0.047	0.051	0.044	0.052	0.141	0.214
November	0.067	0.067	0.077	0.064	0.060	0.156	0.179
December	0.069	0.070	0.070	0.059	0.053	0.135	0.160

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	1.271	1.257	1.254	1.251	1.228	1.669	2.071	1.252
February	1.250	1.224	1.225	1.221	1.203	1.637	2.071	1.224
March	1.252	1.233	1.214	1.214	1.196	1.602	2.023	1.221
April	1.240	1.219	1.207	1.200	1.184	1.607	1.997	1.209
May	1.258	1.219	1.213	1.207	1.195	1.623	1.942	1.218
June	1.261	1.240	1.227	1.223	1.213	1.650	2.016	1.233
July	1.265	1.243	1.237	1.225	1.221	1.689	2.083	1.239
August	1.344	1.282	1.275	1.267	1.271	1.744	2.148	1.284
September	1.247	1.232	1.225	1.219	1.198	1.592	1.997	1.224
October	1.232	1.214	1.216	1.205	1.184	1.499	1.898	1.210
November	1.223	1.203	1.200	1.192	1.177	1.559	1.902	1.198
December	1.193	1.182	1.180	1.173	1.167	1.572	1.884	1.179
Average Factor	1.243	1.223	1.217	1.211	1.196	1.614	1.981	1.218

2. Standard Deviations Associated with Factors

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
January	0.073	0.075	0.072	0.069	0.061	0.358	0.504
February	0.065	0.067	0.067	0.066	0.059	0.322	0.568
March	0.067	0.072	0.063	0.068	0.066	0.338	0.468
April	0.066	0.061	0.057	0.048	0.057	0.360	0.517
May	0.075	0.056	0.060	0.056	0.050	0.328	0.371
June	0.053	0.054	0.052	0.052	0.051	0.405	0.615
July	0.048	0.050	0.048	0.051	0.052	0.405	0.609
August	0.124	0.066	0.067	0.064	0.068	0.352	0.448
September	0.058	0.061	0.063	0.060	0.053	0.343	0.552
October	0.053	0.056	0.059	0.061	0.056	0.221	0.431
November	0.057	0.062	0.064	0.062	0.058	0.302	0.427
December	0.077	0.073	0.075	0.075	0.071	0.334	0.421

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	1.362	1.368	1.356	1.318	1.305	1.950	2.158	1.340
February	1.338	1.315	1.301	1.288	1.259	1.877	2.077	1.300
March	1.338	1.321	1.294	1.284	1.260	1.848	2.098	1.296
April	1.305	1.299	1.279	1.267	1.240	1.834	2.054	1.278
May	1.337	1.280	1.281	1.264	1.239	1.831	1.989	1.278
June	1.303	1.278	1.257	1.259	1.224	1.844	2.039	1.263
July	1.300	1.277	1.264	1.252	1.228	1.845	1.951	1.266
August	1.333	1.303	1.282	1.293	1.263	1.793	1.992	1.293
September	1.282	1.267	1.246	1.251	1.219	1.688	1.883	1.252
October	1.287	1.274	1.269	1.259	1.228	1.696	1.844	1.262
November	1.297	1.277	1.267	1.253	1.226	1.753	1.931	1.262
December	1.298	1.282	1.266	1.268	1.256	1.771	1.994	1.272
Average Factor	1.308	1.292	1.276	1.267	1.240	1.802	1.983	1.276

2. Standard Deviations Associated with Factors

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
January	0.097	0.103	0.109	0.083	0.084	0.178	0.204
February	0.088	0.087	0.099	0.076	0.075	0.147	0.221
March	0.067	0.074	0.082	0.060	0.062	0.155	0.223
April	0.063	0.062	0.065	0.064	0.067	0.146	0.253
May	0.093	0.070	0.076	0.073	0.081	0.170	0.219
June	0.056	0.056	0.052	0.056	0.059	0.155	0.280
July	0.038	0.047	0.046	0.044	0.055	0.189	0.263
August	0.054	0.055	0.050	0.057	0.088	0.198	0.258
September	0.038	0.043	0.044	0.043	0.043	0.149	0.229
October	0.069	0.070	0.073	0.064	0.069	0.143	0.208
November	0.091	0.092	0.104	0.088	0.084	0.175	0.178
December	0.095	0.098	0.095	0.082	0.078	0.154	0.158

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	1.306	1.293	1.290	1.287	1.263	1.717	2.131	1.288
February	1.286	1.258	1.260	1.255	1.237	1.684	2.130	1.258
March	1.287	1.268	1.248	1.248	1.230	1.648	2.080	1.255
April	1.275	1.254	1.242	1.234	1.217	1.654	2.053	1.243
May	1.294	1.253	1.247	1.242	1.230	1.670	1.997	1.252
June	1.296	1.275	1.261	1.257	1.247	1.697	2.073	1.268
July	1.301	1.279	1.272	1.260	1.256	1.737	2.142	1.274
August	1.383	1.319	1.312	1.303	1.307	1.795	2.210	1.321
September	1.282	1.266	1.260	1.254	1.232	1.638	2.054	1.259
October	1.267	1.248	1.250	1.239	1.217	1.541	1.951	1.244
November	1.257	1.237	1.234	1.226	1.211	1.604	1.956	1.232
December	1.227	1.215	1.214	1.206	1.200	1.618	1.938	1.212
Average Factor	1.278	1.258	1.251	1.245	1.230	1.661	2.038	1.252

2. Standard Deviations Associated with Factors

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
January	0.074	0.077	0.075	0.072	0.064	0.372	0.522
February	0.068	0.070	0.069	0.068	0.062	0.337	0.589
March	0.070	0.076	0.067	0.072	0.070	0.352	0.485
April	0.071	0.065	0.062	0.055	0.063	0.375	0.536
May	0.082	0.063	0.068	0.063	0.059	0.343	0.389
June	0.060	0.062	0.060	0.058	0.059	0.420	0.638
July	0.055	0.057	0.054	0.056	0.059	0.420	0.630
August	0.129	0.071	0.072	0.070	0.074	0.366	0.463
September	0.064	0.066	0.069	0.066	0.060	0.357	0.572
October	0.059	0.062	0.065	0.068	0.062	0.235	0.447
November	0.063	0.068	0.071	0.069	0.066	0.315	0.443
December	0.084	0.080	0.082	0.082	0.078	0.347	0.437

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	1.246	1.251	1.242	1.206	1.193	1.781	1.969	1.226
February	1.224	1.203	1.191	1.179	1.153	1.715	1.896	1.190
March	1.224	1.209	1.184	1.176	1.154	1.689	1.916	1.186
April	1.194	1.189	1.171	1.159	1.134	1.675	1.874	1.170
May	1.224	1.173	1.173	1.158	1.134	1.673	1.816	1.170
June	1.192	1.169	1.150	1.152	1.120	1.684	1.860	1.156
July	1.190	1.170	1.158	1.147	1.124	1.685	1.781	1.159
August	1.221	1.194	1.174	1.185	1.158	1.640	1.820	1.185
September	1.174	1.160	1.141	1.145	1.116	1.542	1.719	1.146
October	1.179	1.166	1.163	1.153	1.126	1.551	1.684	1.155
November	1.187	1.170	1.160	1.147	1.122	1.602	1.763	1.156
December	1.188	1.176	1.159	1.159	1.152	1.618	1.820	1.163
Average Factor	1.197	1.182	1.168	1.159	1.135	1.646	1.810	1.168

2. Standard Deviations Associated with Factors

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
January	0.110	0.113	0.121	0.095	0.096	0.156	0.154
February	0.098	0.098	0.110	0.086	0.086	0.125	0.169
March	0.082	0.088	0.094	0.073	0.074	0.133	0.170
April	0.075	0.073	0.078	0.076	0.078	0.117	0.200
May	0.100	0.082	0.087	0.085	0.088	0.137	0.170
June	0.070	0.071	0.067	0.071	0.068	0.117	0.225
July	0.055	0.065	0.065	0.063	0.064	0.150	0.210
August	0.062	0.067	0.064	0.068	0.089	0.161	0.206
September	0.051	0.059	0.060	0.056	0.054	0.113	0.180
October	0.083	0.086	0.089	0.080	0.081	0.115	0.161
November	0.106	0.107	0.118	0.102	0.096	0.162	0.141
December	0.109	0.112	0.109	0.096	0.092	0.141	0.122

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	1.211	1.198	1.195	1.192	1.170	1.579	1.957	1.193
February	1.191	1.166	1.169	1.163	1.146	1.552	1.956	1.166
March	1.193	1.175	1.156	1.156	1.139	1.517	1.913	1.163
April	1.182	1.162	1.150	1.144	1.128	1.521	1.887	1.152
May	1.199	1.161	1.156	1.150	1.139	1.537	1.844	1.160
June	1.201	1.181	1.168	1.164	1.155	1.559	1.901	1.174
July	1.205	1.184	1.178	1.167	1.162	1.596	1.965	1.180
August	1.281	1.222	1.215	1.207	1.210	1.652	2.035	1.223
September	1.187	1.173	1.167	1.161	1.140	1.506	1.885	1.165
October	1.173	1.156	1.158	1.148	1.127	1.433	1.792	1.153
November	1.164	1.145	1.142	1.135	1.121	1.474	1.796	1.141
December	1.137	1.125	1.124	1.117	1.111	1.488	1.781	1.122
Average Factor	1.184	1.165	1.159	1.154	1.139	1.528	1.872	1.160

2. Standard Deviations Associated with Factors

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
January	0.092	0.093	0.092	0.088	0.077	0.277	0.387
February	0.083	0.089	0.087	0.086	0.076	0.254	0.442
March	0.086	0.092	0.085	0.087	0.080	0.265	0.358
April	0.086	0.081	0.078	0.075	0.074	0.283	0.400
May	0.100	0.084	0.089	0.083	0.074	0.259	0.307
June	0.080	0.081	0.079	0.076	0.070	0.313	0.486
July	0.076	0.076	0.075	0.076	0.069	0.313	0.476
August	0.135	0.087	0.089	0.086	0.081	0.278	0.373
September	0.081	0.084	0.087	0.085	0.073	0.264	0.434
October	0.079	0.082	0.085	0.087	0.079	0.179	0.331
November	0.082	0.087	0.088	0.086	0.079	0.229	0.326
December	0.095	0.093	0.094	0.095	0.088	0.258	0.321

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

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
1983	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

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	Peter Bearon	April 2006
1134	Analysis of GMATS data to assess the potential for P&R from East Manchester	Peter Bearon	April 2006
1136	Analysis of GMATS data to assess the potential for P&R in the Oldham/Rochdale corridor	Peter Bearon	May 2006
1137	Road Casualty Statistics Greater Manchester 2005	D Chiu	June 2006
1138	Transport Statistics Greater Manchester 2005	E Ellis et al	June 2006
1139	Transport Statistics Bolton 2005	E Ellis et al	July 2006
1140	Transport Statistics Bury 2005	E Ellis et al	July 2006
1141	Transport Statistics Manchester 2005	E Ellis et al	July 2006
1142	Transport Statistics Oldham 2005	E Ellis et al	July 2006
1143	Transport Statistics Rochdale 2005	E Ellis et al	July 2006
1144	Transport Statistics Salford 2005	E Ellis et al	July 2006
1145	Transport Statistics Stockport 2005	E Ellis et al	July 2006
1146	Transport Statistics Tameside 2005	E Ellis et al	July 2006
1147	Transport Statistics Trafford 2005	E Ellis et al	July 2006
1148	Transport Statistics Wigan 2005	E Ellis et al	July 2006
1153	Analysis of GMATS data to assess the potential for P&R in the Leigh/Wigan corridor	P Bearon	July 2006
1158	Chorlton QBC After Monitoring – Report of Surveys	Paul Howarth	Aug 2006
1183	Bus Lane Enforcement Monitoring - Report of Before Study	John C Mayoh	Aug 2006
1192	Wigan Congestion Study	Peter Bearon Riccardo Boncinelli	Sept 2006
1205	Bolton Casualty Research Project – Road Accident Casualty Trends Since 1994	Diane 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)	Mark White	Jan 2007

No	Title	Author(s)	Date
1255	Results of Consultation on the Greater Manchester Cycling Strategy	Ann Castle	Jan 2007
1257	A Before and After Analysis of Accidents at Puffin Crossings and at Signalised Junctions with Nearside Indicators	Diane Chiu	Jan 2007
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