

**ASSOCIATION OF GREATER MANCHESTER AUTHORITIES**

**GREATER MANCHESTER TRANSPORTATION UNIT**

**Transport Statistics Manchester 2008**

**GMTU Report 1479      November 2009**

**SUMMARY**

This report complements GMTU Reports 1476, 'Transport Statistics Greater Manchester 2008' and 1517, 'Road Casualty Statistics Greater Manchester 2008'. It focuses on the statistics for the City of Manchester and compares them to those for Greater Manchester where appropriate.

It includes:

- lists and diagrams of traffic flows on major road links
- summaries of traffic profiles at automatic traffic counter sites
- diagrams showing road accident locations by type of accident

Version No.	Purpose/ Changes	Author	Date Changed	Date Issued	To Whom
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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.

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

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## 1. INTRODUCTION AND SUMMARY

- 1.1 This report has been written to complement GMTU Reports 1476, 'Transport Statistics Greater Manchester 2008' and 1517 'Road Casualty Statistics Greater Manchester 2008'. Whereas those reports present statistics for Greater Manchester, this report focuses on the City of Manchester and compares it to Greater Manchester where appropriate.
- 1.2 The key points from the report are summarised below.

### Key Facts

- Manchester has a population of 458,100 and covers an area of 116 square kilometres.
- There are 1,368 kilometres (km) of road consisting of 17 km trunk motorway, 3 km principal motorway, 2 km trunk A road, 112 km principal A road, 37 km B road, 84 km other classified road and 1112 km unclassified road.
- The average daily flow per kilometre is 95,600 vehicles on motorways, 23,600 on A roads and 12,900 on B roads.
- There were 1756 injury collisions in Manchester during 2008 resulting in 2428 casualties. There were 190 killed or seriously injured (KSI) casualties.
- Manchester was awarded an allocation of £10.55 million through the LTP process in 2009/10, £5.20 million for integrated transport; £1.50 million of which was allocated for the South East Manchester Multi-Modal Study (SEMMMS) minor works, and £5.35 million for maintenance.

### Traffic Flows

- The busiest motorway section was on the M56 between Junctions 3 and 4 where the 24-hour Annual Average Weekday Traffic (AAWT) flow reached an estimated 154,000 vehicles.
- The busiest non-trunk (maintained by the local authority) road was on the A57(M) Mancunian Way between Upper Brook Street and Cambridge Street where the 24-hour AAWT flow reached an estimated 84,900 vehicles.
- The road with the highest 12-hour weekday pedal cycle flow was the A34 Oxford Road within Manchester City Centre with 981 pedal cycles between 07:00 and 19:00.
- The average 12-hour weekday pedal cycle flows on A and B roads in Manchester were 166 and 251 respectively. These are much higher than the averages for all districts of 89 and 90 pedal cycles respectively.

### Traffic Growth

- 24-hour weekday flows on motorways in both Manchester and Greater Manchester as a whole saw a 1% decrease between 2007 and 2008.
- 12-hour weekday flows on A and B roads showed a 2% decrease in both Manchester and Greater Manchester as a whole.

- Since 1993, traffic flows on A and B roads in Manchester have decreased by 13% compared to no change in Greater Manchester and a 3% increase nationally.

### **Annual Vehicle Kilometres**

- 593 million vehicle kilometres were travelled on motorways, 1000 million on A roads and 170 million on B roads.
- Motorways, A roads and B roads in Manchester carried 13% of the major road traffic in Greater Manchester on 12% of the major road network.

### **Traffic Composition**

- Motorways: 77% cars, 14% light goods vehicles (LGVs), 9% other goods vehicles (OGVs) and 0.5% other vehicles.
- A roads: 82% cars, 11% LGVs, 3% OGVs and 4% other vehicles.
- B roads: 82% cars, 11% LGVs, 2% OGVs and 5% other vehicles.
- Minor roads: 83% cars, 10% LGVs, 2% OGVs and 5% other vehicles.
- Traffic composition on Manchester's major road network was broadly similar to Greater Manchester.

### **Rail and Metrolink Patronage**

- The number of boarders travelling inbound to Manchester on the Styal corridor (excluding Manchester Airport) in 2008 was 966 in the peak (07:30-09:30) and 423 in the off-peak (09:30-13:30). These figures represent increases of 9% and 10% respectively since 2007, and increases of 91% and 51% respectively since 1991.

### **Bus Mileage**

- 17.9 million bus miles were operated in Manchester in 2007. This was a 13% decrease on 2006 (20.5 million) and a 3% decrease on the pre-deregulation level (18.5 million). Bus mileage in Manchester was below the pre-deregulation level for the first time.
- Manchester accounted for 27% of Greater Manchester bus mileage. 17% of Manchester's bus miles were subsidised as opposed to 20% across Greater Manchester.

### **Key Centre Monitoring**

- Traffic flows have decreased substantially in the morning and off-peak between 1997 and 2009. The car parking strategy and the completion of the Inner Relief Route and have both contributed to the increase in non-car mode share for Manchester.
  - All trips increased by 3% between 2002 and 2009. Car trips decreased by 15% and bus trips decreased by 3% in the morning peak while rail trips increased by 25%, Metrolink by 7%, walk by 57% and cycle trips more than doubled.
  - The number of vehicles crossing the cordon into Manchester city centre in 2009 was about 26,500 in the morning peak and 16,000 in the off-peak,
-

representing decreases of 19% and 15% respectively from vehicle numbers in 1997.

- The inbound modal share in 2009 was 30% car and 70% non-car in the morning peak and 31% car and 69% non-car in the off peak.

### **Automatic Traffic Counts at Manchester Key Centre Cordon Sites**

- Morning weekday peak flows and 24-hour average weekday flows decreased by 10% and 7% respectively between the base year (2006/07) and 2008/09.

### **Road Traffic Casualties**

- The total number of injury reported accidents in Manchester was 1576 in 2008, 41% lower than the average from the base years (1994-1998) and 14% lower than the 1832 in 2007.
- The total number of casualties in Manchester was 2428, 34% lower than the average from the base years (1994 – 1998) and 8% lower than the 2643 in 2007.
- There were 190 killed or seriously injured (KSI) in 2008 compared with an average of 294 KSI in the base years.
- The 2006-2008 three-year average used for monitoring KSI GMLTP2 targets was 28% below the average from the base years (1994 – 1998).
- The 2006-2008 three-year average for child KSI casualties was 55% below the baseline average and matched the 2010 GMLTP2 target.
- Slight casualties in 2008 were 33% below the base years' average and 5% below the 2010 GMLTP2 target.

### **Congestion**

- On weekdays, A and B road speeds were slower than the Greater Manchester average in all time periods. The average road speed in the morning and evening peak hours was 13mph.
- Average journey time rates in Manchester have fallen slightly in peak time periods since 2006/07, but all remain above the Greater Manchester averages.
- The lowest speeds in the morning peak hour (08:00 – 09:00) were on roads in and around the city centre. Some district centres, such as Chorlton and Longsight, and radial routes and approach roads to the south and east of the city centre had sections under 10 mph.

## 2. ROAD TRAFFIC

### Traffic Flows 2008

2.1 Road traffic figures and traffic growth for Manchester must be treated with caution since the sample size for a single district is smaller than for the county as a whole. Appendix 1 gives 24-hour AAWT flows and the most recent 12-hour (07:00-19:00) weekday pedal cycle flow information for all major road links in Manchester.

- The busiest motorway section was on the M56 between Junctions 3 and 4 where the 24-hour AAWT flow reached an estimated 154,000 vehicles.
- The busiest non-trunk (maintained by the local authority) road was on the A57(M) Mancunian Way between Upper Brook Street and Cambridge Street where the 24-hour AAWT flow reached an estimated 84,900 vehicles.
- The second list in Appendix 1 shows that the road with the highest recorded pedal cycle flow was the A34 Oxford Road, within Manchester City Centre, with 981 pedal cycles between 07:00 and 19:00. This was also the highest cycle flow anywhere in Greater Manchester.
- The average 12-hour weekday pedal cycle flows on A and B roads in Manchester were 166 and 251 respectively. These are much higher than the averages for all districts of 89 and 90 pedal cycles respectively.

### Motorway Traffic Growth 2007-2008

2.2 Due to insufficient reliable manual count data, motorway traffic growth has been calculated using a combination of manual counts and 24-hour average weekday ATC data supplied by the Highways Agency. ATC data is unclassified and goods vehicle estimates are based on the most recent manual counts factored to 2007 or 2008. Combined goods vehicle flow differences are thought to be more reliable than LGV and OGV differences.

2.3 Table 1 gives 24-hour annual average weekday traffic flows on the ten motorway sections in Manchester for which ATC or manual data was available in both 2007 and 2008 together with percentage changes in flow since 2007. Countywide figures based on 43 motorway sections are also given.

- The average traffic flow for the surveyed sites fell by 1% between 2007 and 2008, reflecting the wider trend in Greater Manchester as a whole.

<b>Table 1 Average 24-Hour Weekday Motorway Flows in 2008 with Percentage Changes Since 2007</b>									
		<b>LGV</b>	<b>%</b>	<b>OGV</b>	<b>%</b>	<b>Goods</b>	<b>%</b>	<b>All Motors</b>	<b>%</b>
M56	Airport Link	2800	(-5)	500	(-5)	3300	(-5)	62500	(-6)
M56	Bet Jns 2 & 3	8200	(-5)	6200	(2)	14300	(-2)	67100	(2)
M56	Bet Jns 3 & 4	15700	(0)	10500	(-1)	26200	(-0)	154000	(-2)
M56	Bet Jns 4 & 5	16700	(1)	11000	(1)	27700	(1)	143500	(-1)
M56	Bet Jns 5 & 6	16700	(0)	10400	(0)	27100	(-0)	131800	(-2)
M60	Bet Jns 5 & 6	15300	(0)	8700	(3)	24000	(1)	123200	(0)
M56	Bet Jns 6 & 7	13800	(4)	10300	(10)	24100	(6)	118400	(-2)
M60	Bet Jns 4 & 5	10700	(1)	6600	(57)	17400	(15)	83300	(4)
M60	Bet Jns 19 & 20	16600	(4)	8100	(-6)	24700	(0)	90200	(-7)
M60	Bet Jns 20 & 21	12500	(-12)	8800	(32)	21300	(2)	84000	(0)
<b>Manchester Sample</b>		<b>12900</b>	<b>(-1)</b>	<b>8100</b>	<b>(7)</b>	<b>21000</b>	<b>(2)</b>	<b>105800</b>	<b>(-1)</b>
GM 43 links		14900	(-2)	11100	(6)	26000	(1)	107500	(-1)

### A and B Road Traffic Growth 2007-2008

2.4 Table 2 gives average 12-hour traffic flows in Manchester in 2008 together with percentage changes since 2007. The figures for A and B road growth are based on counts on 22 of the 154 A and B road links in Manchester.

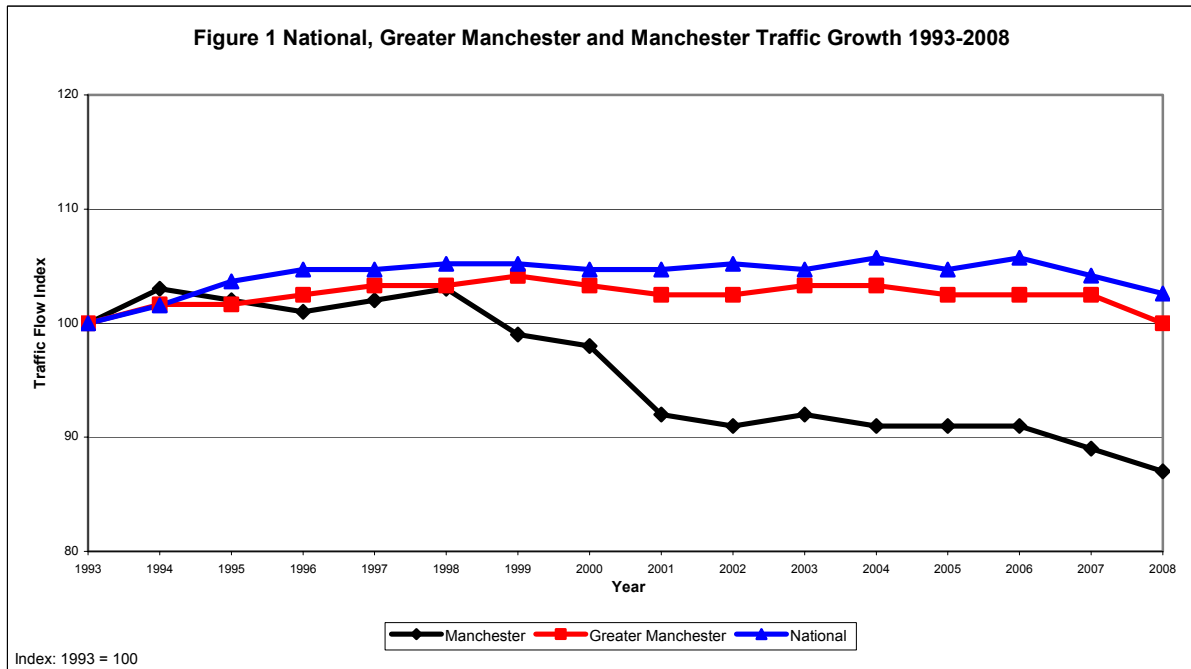
- All motor traffic flows showed a 2% decrease in both Manchester and Greater Manchester as a whole.

<b>Table 2 Average 12-Hour Weekday A and B Traffic Flows in 2008 with Percentage Changes Since 2007</b>					
	<b>No. of Sites</b>	<b>Cars (%)</b>	<b>LGV (%)</b>	<b>OGV (%)</b>	<b>All Motors (%)</b>
Manchester	22	13253 (-2)	1850 (-1)	445 (-5)	16125 (-2)
Greater Manchester	166	12080 (-1)	1841 (-2)	483 (-2)	14739 (-2)

### Traffic Growth Since 1993

2.5 Table 3 and Figure 1 illustrate local and national traffic growth since 1993. Traffic growth for Manchester and Greater Manchester is based on 12-hour average weekday flows on a sample of A and B links throughout Manchester and Greater Manchester. National growth is based on average 24-hour daily traffic flow data for major urban A roads published in Table 3.3 Road Statistics 2008: Traffic, Speeds and Congestion DfT.

- The completion of the M60 in October 2000 reduced traffic on inner radial routes resulting in lower traffic flows on Manchester's roads.
- Since 1993 traffic has decreased by 13% on A and B roads in Manchester, remained unchanged in Greater Manchester and grown by 3% nationally.



**Table 3 National, Greater Manchester and Manchester Traffic Growth 1993- 2008**

	Manchester	Greater Manchester	National
1993	100	100	100
1994	103	102	102
1995	102	102	104
1996	101	102	105
1997	102	103	105
1998	103	103	105
1999	99	104	105
2000	98	103	105
2001	92	102	105
2002	91	102	105
2003	92	103	105
2004	91	103	106
2005	91	102	105
2006	91	102	106
2007	89	102	104
2008	87	100	103

**Index: 1993 = 100**

**Notes:** Traffic growth for Manchester and Greater Manchester has been based on 12-hour average weekday flows on a sample of A and B road links throughout Manchester and Greater Manchester. 1993 – 2008 National growth is based on average 24-hour daily traffic flow data for major urban A Roads published in Table 3.3 Road Traffic Statistics 2008: Traffic, Speeds and Congestion DfT.

### Annual Vehicle Kilometres 2008

2.6 Table 4 shows annual vehicle kilometres on major roads in Manchester and Greater Manchester in 2008:

- Motorways made up 10% of Manchester's major road network and carried 34% of major road traffic. These figures are lower than for the county as a whole where motorways made up 12% of the major road network and carried 45% of major road traffic.
- Motorways carried 48% of all goods traffic on major roads in Manchester. This is much lower than for Greater Manchester as a whole where motorways carried 62% of all major road goods traffic.
- A roads (including the A57(M)) made up 69% of Manchester's network and carried 57% of the traffic. These figures are higher than for Greater Manchester as a whole where A roads formed 61% of the major road network and carried 44% of the traffic.
- B roads made up 21% of Manchester's major road network and carried 10% of the traffic. In contrast, B roads formed 27% of Greater Manchester's network and carried 11% of the traffic.
- Motorways, A roads and B roads in Manchester carried 13% of the major road traffic in Greater Manchester on 12% of the major road network.

Table 4 Vehicle Kilometres in 2008								
	Road Type	Length (km)	Vehicle Kilometres (millions)					Av. Daily Flow per km
			Cars	LGV	OGV	All Goods	All Motors	
Manchester	Motorway	17	471	73	45	119	593	95600
	A Roads	116	862	87	27	114	1000	23600
	B Roads	36	148	14	2	16	170	12900
	All Roads	169	1481	174	74	249	1763	28600
Greater Manchester	Motorway	171	4373	822	651	1472	5882	94200
	A Roads	863	4967	561	184	745	5819	18500
	B Roads	375	1289	134	27	160	1479	10800
	All Roads	1409	10629	1517	862	2377	13180	25600

**Notes:** Figures may not sum due to rounding. 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.

### Traffic Composition 2008

2.7 Table 5 shows the percentage composition of traffic in Manchester in 2008 compared to Greater Manchester as a whole.

- Traffic composition on Manchester's major road network was broadly similar to Greater Manchester.
- There was a similar proportion of both cars and goods vehicles on Manchester's major road network compared to Greater Manchester as a whole.
- Buses make up notably more of the traffic on A, B and minor roads than the countywide average.
- Pedal cycles formed a higher proportion of the total traffic in Manchester compared to Greater Manchester as a whole.

		<b>Cars</b>	<b>LGV</b>	<b>OGV1</b>		<b>OGV2</b>		<b>Buses and Coaches</b>	<b>Motor Cycles</b>	<b>Pedal Cycles</b>
Manchester	Motorways	76.5	13.9	4.5	(49)	4.6	(51)	0.3	0.3	0.0
	A Roads	82.4	10.5	2.4	(70)	1.0	(30)	2.4	0.5	0.8
	B Roads	82.3	10.8	1.5	(81)	0.4	(19)	2.8	0.5	1.8
	Minor Roads	82.9	10.4	1.7	(86)	0.3	(14)	2.6	0.5	1.7
Greater Manchester	Motorways	75.0	13.7	5.2	(49)	5.5	(51)	0.3	0.3	0.0
	A Roads	80.9	12.2	2.9	(67)	1.4	(33)	1.6	0.6	0.5
	B Roads	82.8	11.7	1.6	(73)	0.6	(27)	1.8	0.5	0.9
	Minor Roads	83.8	11.0	1.5	(76)	0.5	(24)	1.7	0.5	1.0

**Notes:** LGV = Commercial Vehicles with 2 axles and up to 6 wheels without a side bar.  
 OGV1 = Medium Goods Vehicles with 2 axles and up to 6 wheels with a side bar and Heavy Goods Vehicles with 3 axles.  
 OGV2 = Heavy Goods Vehicles with 4 or more axles.  
 Figures in parentheses are the percentage split between OGV1 and OGV2.  
 Figures may not sum due to rounding.

### 3. PUBLIC TRANSPORT

#### Rail and Metrolink Patronage

3.1 Tables 6 and 7 compare rail patronage in the Styal corridor and Greater Manchester as a whole in the years 1991 and 1998-2008. Figures for the Styal line, excluding Manchester Airport, and Greater Manchester are based on boarders of trains inbound towards Manchester. Figures for the Styal line, including the Airport, include all boarders at Manchester Airport.

- If Manchester Airport is excluded, the increase in peak patronage on the Styal line was 9% between 2007 and 2008. This compares with a 2% increase on the Greater Manchester rail network as a whole in the same period.
- In the off-peak period, Styal line (excluding Manchester Airport) patronage has increased by 10% between 2007 and 2008. For the same period, Greater Manchester as a whole has increased by 4%.

Line	1991	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Styal (excl. M/cr Airport)	505	499	523	568	550	460	616	709	802	807	884	966
Index	100	99	104	112	109	91	122	140	159	160	175	191
Styal (incl. M/cr Airport)	505	695	736	746	806	682	898	1138	1100	1262	1291	1401
Index	100	138	146	148	160	135	178	225	218	250	256	277
Greater Manchester	9808	9877	11177	11171	11290	10222	11454	12399	13286	13422	14400	14635
Index	100	101	114	114	115	104	117	126	135	137	147	149

Line	1991	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Styal (excl. M/cr Airport)	280	220	258	288	265	244	332	320	380	430	383	423
Index	100	79	92	103	95	87	119	114	136	153	137	151
Styal (incl. M/cr Airport)	280	643	703	741	863	779	1010	1180	1190	1360	1231	1249
Index	100	230	251	265	308	278	361	421	425	486	440	446
Greater Manchester	4536	4911	5826	5779	6392	5599	7095	6959	7558	8631	9243	9650
Index	100	108	128	127	141	123	156	153	167	190	204	213

**Notes:**

Greater Manchester figures for 1991 are based on full counts at every station in each corridor. Styal line figures for 1991, 1999, 2002, 2005 and 2008 are also based on full counts each year. All other figures are estimates based on all available counts each year.

**Industrial Action:**

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

3.2 Tables 8 and 9 show passengers at Manchester rail and Metrolink stations boarding and alighting inbound trains/trams to Manchester City Centre in the morning peak (07:30-09:30) and off-peak (09:30-13:30) respectively. All stations in Manchester are shown together with patronage details where available.

<b>Table 8 Numbers of Passengers Boarding and Alighting Manchester Bound Trains/Trams in Manchester District 1991 &amp; 1998-2008 Peak (07:30-09:30)</b>													
Station		1991	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Ardwick	B	1	-	0	-	-	-	-	-	-	-	-	0
	A	-	-	9	-	-	-	-	-	-	-	-	5
Ashburys	B	12	-	8	-	-	7	-	-	-	-	-	0
	A	-	-	50	-	-	69	-	-	-	-	-	5
Belle Vue	B	7	-	2	-	-	4	-	-	2	-	-	1
	A	-	-	-	-	-	3	-	-	1	-	-	2
Bowker Vale*	B	91	318	320	300	292	272	212	293	265	273	267	315
	A	-	-	-	12	16	11	17	18	16	8	13	20
Burnage	B	86	81	60	75	79	64	84	107	104	98	131	122
	A	-	-	1	1	3	9	1	1	1	6	0	0
Cornbrook***	B	N/A	N/A	N/A	11	7	6	2	7	28	55	75	84
	A	N/A	N/A	N/A	158	224	203	222	185	209	220	189	190
Crumpsall*	B	178	359	413	305	292	234	249	228	239	287	250	335
	A	-	-	-	63	51	60	53	58	56	57	60	57
Dean Lane	B	22	6	-	-	15	-	-	27	-	-	11	18
	A	-	3	-	-	1	-	-	2	-	-	0	2
East Didsbury	B	77	-	56	-	-	59	-	-	119	-	-	153
	A	-	-	22	-2	-	14	-	-	33	-	-	46
Gorton	B	69	33	49	58	29	30	44	33	53	58	58	71
	A	-	13	10	9	12	8	10	8	8	10	15	9
Levenshulme	B	198	131	144	134	99	101	135	137	172	156	209	209
	A	-	14	10	7	13	8	10	12	7	13	18	19
Mcr Airport**	B	-	196	213	178	256	222	282	429	298	455	407	435
	A	-	180	351	331	373	326	353	565	381	433	544	441
Mauldeth Road	B	102	50	74	98	44	57	91	113	117	154	161	179
	A	-	5	8	4	2	3	5	3	5	1	4	3
Moston	B	38	29	-	-	23	-	-	37	-	-	28	21
	A	-	2	-	-	2	-	-	0	-	-	1	3
Ryder Brow	B	-	-	12	-	-	10	-	-	11	-	-	18
	A	-	-	5	-	-	0	-	-	0	-	-	1
Woodlands Road*	B	18	107	84	75	68	68	73	74	68	59	71	126
	A	-	-	-	21	15	15	23	18	19	9	14	23

**Notes:**

B = Boarders A = Alighters

\* These stations are Metrolink stations from 1992.

\*\* Manchester Airport figures are all boarders and alighters at the Airport and include passengers to and from Wilmslow and Crewe in 1998-2007

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

<b>Table 9 Numbers of Passengers Boarding and Alighting Manchester Bound Trains in Manchester District 1991 &amp; 1998-2008 Off-Peak (09:30-13:30)</b>													
<b>Station</b>		<b>1991</b>	<b>1998</b>	<b>1999</b>	<b>2000</b>	<b>2001</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>
Ardwick	B	0	-	0	-	-	-	-	-	-	-	-	0
	A	-	-	0	-	-	-	-	-	-	-	-	0
Ashburys	B	9	-	-	8	-	9	-	-	-	-	-	0
	A	-	-	-	8	-	9	-	-	-	-	-	0
Belle Vue	B	9	-	-	5	-	2	-	-	2	-	-	3
	A	-	-	-	-	-	1	-	-	1	-	-	0
Bowker Vale*	B	50	167	181	168	165	155	165	170	178	165	184	204
	A	-	-	40	-	56	68	46	40	75	42	45	103
Burnage	B	48	11	24	30	23	34	39	26	45	56	53	48
	A	-	3	2	5	3	5	4	4	2	4	5	1
Cornbrook***	B	N/A	N/A	N/A	23	17	9	13	17	41	73	70	122
	A	N/A	N/A	N/A	113	161	151	132	172	172	202	187	209
Crumpsall*	B	144	339	317	336	290	253	277	335	324	380	371	354
	A	-	-	72	-	54	65	50	72	102	76	62	95
Dean Lane	B	18	13	-	-	21	-	-	13	-	-	25	24
	A	-	2	-	-	1	-	-	0	-	-	1	1
East Didsbury	B	43	-	-	29	-	31	-	-	36	-	-	51
	A	-	-	-	9	-	6	-	-	9	-	-	16
Gorton	B	55	27	44	35	32	22	29	21	24	35	41	46
	A	-	5	4	7	2	6	8	7	5	5	10	4
Levenshulme	B	220	92	84	94	69	56	93	88	99	95	84	139
	A	-	8	9	4	24	9	20	7	9	10	13	14
Mcr Airport**	B	-	423	445	453	598	535	678	860	810	930	848	826
	A	-	370	458	394	520	360	601	620	799	708	920	816
Mauldeth Road	B	87	43	39	40	45	27	62	71	113	115	113	121
	A	-	1	5	2	6	5	6	5	3	5	3	5
Moston	B	29	13	-	-	19	-	-	15	-	-	39	33
	A	-	4	-	-	3	-	-	2	-	-	5	4
Ryder Brow	B	-	-	8	-	-	9	-	-	9	-	-	20
	A	-	-	0	-	-	0	-	-	0	-	-	0
Woodlands Road*	B	13	117	100	104	114	157	90	76	111	100	86	138
	A	-	-	36	-	26	22	17	33	29	24	24	29

**Notes:**

B = Boarders A = Alighters

\* These stations are Metrolink stations from 1992.

\*\* Manchester Airport figures are all boarders and alighters at the Airport and include passengers to and from Wilmslow and Crewe in 1998-2007

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

3.3 Table 10 shows all passengers boarding and alighting trains inbound and outbound from Manchester City Centre for the most recent year for which data has been collected.

Station	Year of Count	AM Peak 07:30-09:30					Off-Peak 09:30-13:30				
		Inbound		Outbound		AM Peak Total	Inbound		Outbound		Off Peak Total
		B	A	B	A		B	A	B	A	
Ardwick	2008	0	5	0	0	5	0	0	0	0	0
Ashburys	2008	0	5	2	13	20	0	0	12	8	20
Belle Vue	2008	1	2	1	1	5	3	0	1	3	7
Bowker Vale*	2008	315	20	124	15	474	204	103	178	63	548
Burnage	2008	122	0	26	3	151	48	1	7	10	66
Cornbrook***	2008	84	190	288	78	640	122	209	243	82	656
Crumpsall*	2008	335	57	96	103	591	354	95	152	124	725
Dean Lane	2008	18	2	5	14	39	24	1	7	4	36
East Didsbury	2008	153	46	37	88	324	51	16	20	40	127
Gorton	2008	71	9	13	1	94	46	4	10	8	68
Levenshulme	2008	209	19	52	14	294	139	14	22	43	218
Manchester Airport**	2008	0	441	435	0	876	0	816	826	0	1642
Mauldeth Road	2008	179	3	21	11	214	121	5	13	29	168
Moston	2008	21	3	5	7	36	33	4	9	7	53
Ryder Brow	2008	18	1	2	0	21	20	0	0	6	26
Woodlands Road*	2008	126	23	71	72	292	138	29	82	99	348

**Notes:**

B = Boarders A = Alighters

\* These stations are Metrolink stations

\*\* Manchester Airport patronage refers to patronage to and from Manchester Airport

\*\*\* Cornbrook patronage includes passengers interchanging between Eccles and Altrincham lines. A survey of passengers entering and leaving Cornbrook station was undertaken in November 2007. 148 people entered Cornbrook station in the peak and 59 left. 93 people entered in the off-peak and 57 left. Assuming they all either boarded or alighters a tram it can be estimated that approximately two thirds of the patronage in the peak and three-quarters in the off-peak were interchanging. Approximately half of the people who started their Metrolink journey at Cornbrook travelled towards Manchester in the peak. This rose to three-quarters in the off-peak.

### Bus Mileage

- 3.4 Information on bus mileage is based on a bus registration database maintained by GMPTE. These figures reflect the services as registered by bus operators.
- 3.5 GMPTE have revised this database and data for 2008 are not presently available in a form comparable with previous years' data. Therefore the latest data shown in the trend tables in this report are for 2007.
- 3.6 GMTU does not currently undertake bus patronage monitoring, except for scheme-specific monitoring. Any information on trends in bus patronage should be obtained from GMPTE.
- 3.7 Table 11 shows commercial and subsidised annualised bus mileage from 2002 to 2007 and in 1985 (pre-deregulation year).
- Total bus mileage in Manchester has fallen by 13% since 2006 compared to a 6% decrease in Greater Manchester as a whole.
  - The proportion of subsidised mileage operated in Manchester is 17% compared to 20% in Greater Manchester as a whole.
  - 27% of Greater Manchester's total bus mileage is operated in Manchester.

<b>Table 11 Commercial and Subsidised Annualised Bus Mileage in Millions, 2002-2007 and 1985 (pre-deregulation year)</b>							
	<b>Nov 85</b>	<b>Nov 02</b>	<b>Nov 03</b>	<b>Nov 04</b>	<b>Nov 05</b>	<b>Nov 06</b>	<b>Nov-07</b>
<b>Manchester</b>							
Commercial Mileage	-	17.0 (84)	16.2 (82)	15.9 (83)	16.2 (83)	17.3 (84)	14.8 (83)
Subsidised Mileage	-	3.2 (16)	3.6 (18)	3.2 (17)	3.4 (17)	3.2 (16)	3.1 (17)
<b>Total Mileage</b>	<b>18.5</b>	<b>20.2</b>	<b>19.8</b>	<b>19.2</b>	<b>19.5</b>	<b>20.5</b>	<b>17.9</b>
<b>Greater Manchester</b>							
Commercial Mileage	-	62.0 (83)	58.6 (81)	56.0 (81)	55.7 (79)	57.0 (80)	53.3 (80)
Subsidised Mileage	-	12.9 (17)	13.4 (19)	13.5 (19)	14.7 (21)	14.3 (20)	13.7 (20)
<b>Total Mileage</b>	<b>65.3</b>	<b>74.9</b>	<b>72.0</b>	<b>69.4</b>	<b>70.4</b>	<b>71.3</b>	<b>66.9</b>

**Notes:** Sum of commercial and subsidised mileage may not equal the total mileage due to rounding. Figures in parentheses are the percentage of the total mileage.

3.8 Table 12 shows bus mileage by time of day and day of week in Manchester and Greater Manchester.

- Bus mileage in Manchester has fallen in all time periods since 2006.
- Weekday AM peak, weekday evening, Saturday and Sunday bus mileage was below pre-deregulation levels in 2007.
- Over a quarter of Greater Manchester's bus mileage on weekdays and Saturday is operated in Manchester. On Sunday, Manchester's share rises to almost one third of the countywide bus mileage.
- Since 1985, weekday AM peak mileage has fallen by 22% in Manchester, compared to a 10% fall across Greater Manchester. For other day/time periods the trends are broadly similar between the two.

Table 12 Bus Mileage by Time of Day and Day of Week in Manchester and Greater Manchester								
Year	1985	2002	2003	2004	2005	2006	2007	Index 2007
Day/Time Period								
<b>Manchester</b>								
Weekday 07:00-09:00	9850	8810	8660	8290	8610	8620	7710 (87)	78
Weekday 10:00-15:00	14600	21690	21480	20690	21330	21910	19490 (86)	134
Weekday 20:00-22:00	3860	3290	2930	2810	2860	3090	2520 (56)	65
Saturday	48770	53880	52880	51170	50770	54060	46080 (82)	94
Sunday	30530	24380	23700	23570	24080	26860	22970 (72)	75
<b>Greater Manchester</b>								
Weekday 07:00-09:00	32800	34670	33280	32720	32820	31770	29640 (84)	90
Weekday 10:00-15:00	55090	85900	82730	79090	79870	80180	75810 (83)	138
Weekday 20:00-22:00	13640	9780	9070	8740	9090	9350	8710 (46)	64
Saturday	178130	202830	194920	186170	187740	190880	177520 (80)	100
Sunday	99650	75710	74920	72540	76870	81740	76370 (65)	77
<b>Manchester as a % of Greater Manchester</b>								
Weekday 0700-0900	30.0	25.4	26.0	25.3	26.2	27.1	26.0	
Weekday 10:00-1500	26.5	25.3	25.9	26.2	26.7	27.3	25.7	
Weekday 2000-2200	28.3	33.6	32.3	32.2	31.5	33.0	28.9	
Saturday	27.4	26.6	27.1	27.5	27.1	28.3	26.0	
Sunday	30.6	32.2	31.6	32.5	31.3	32.9	30.1	

Notes: Figures in parentheses give the percentage of mileage operated commercially in 2007.  
Index 2007 based on 1985 = 100

#### **4. KEY CENTRE MONITORING**

- 4.1 Traffic and rail counts were first conducted on a cordon around Manchester in 1997. Since then, Manchester has been surveyed in 1999, 2002, 2005, 2006 and 2009 to monitor progress towards key objectives in the Greater Manchester Local Transport Plan (GMLTP) and its successor GMLTP2. Pedestrian surveys were added to the programme in 2002. From 2009 onwards all the surveys will be conducted annually.
- 4.2 Tables providing details of road traffic and modal share trends are presented in this report.
- 4.3 CPS (Continuous Passenger Sampling) data has been used to estimate bus trips from 1997 to 2005. In 2006 and 2009, counts of bus passengers crossing the cordon have been conducted and these will now continue annually.
- 4.4 It should be noted that the historic trend for bus patronage is based on CPS data which has been adjusted according to the difference between the manual bus survey results in 2006 and an estimate based on CPS data. CPS data was not designed to provide an accurate picture of bus patronage at such a local level. Neither does it provide the same measure of through passengers as the manual surveys, nor include school or coach passengers.
- 4.5 Metrolink passengers entering the key centre are estimated using counts from the annual rail and Metrolink monitoring programme, which is carried out in the November previous to the manual surveys.

##### **Road Traffic - Inbound**

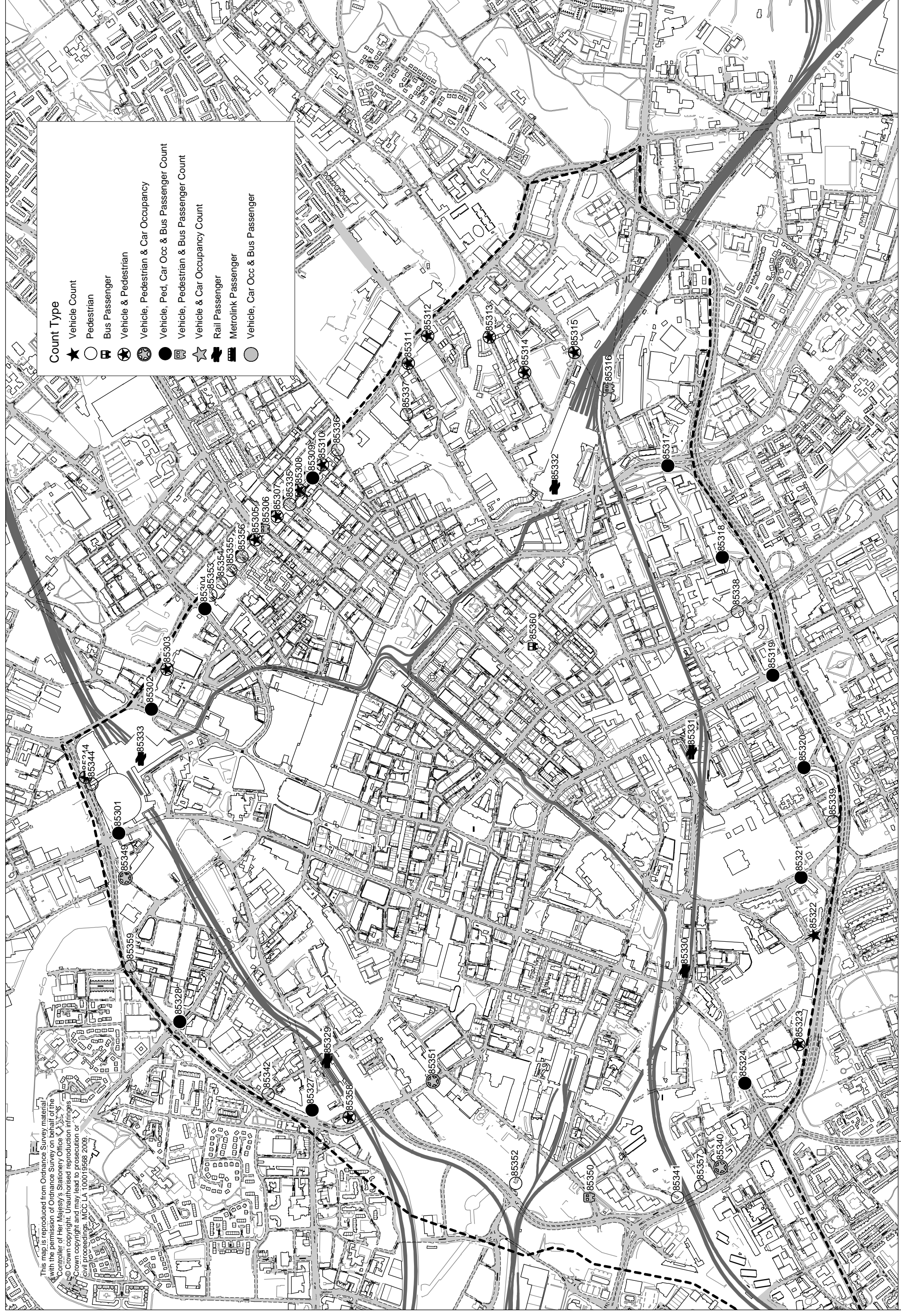
- 4.6 All vehicles crossing a cordon into Manchester Key Centre were counted in the two time periods 07:30-09:30 and 10:00-12:00 on a typical weekday in March 2009
- 4.7 Tables 13 and 14 give manual traffic counts at each individual site on the cordon for each time period. Figure 2 shows the locations of these count sites and the Key Centre boundary.

Road Number and Site Description	Dir To	Site No	Date	Cars	Light Goods	Other Goods	Buses + Coaches	Motor Cycles	Pedal Cycles	All Vehs
A56 Gt Ducie St	S	85301	04/03/09	1523	180	58	24	24	52	1861
A6042 Corporation St	SW	85302	04/03/09	759	55	22	49	5	28	918
C Dantzig St	S	85303	04/03/09	93	7	3	0	4	5	112
A664 Shudehill	SW	85304	04/03/09	707	78	30	107	10	27	959
U Tib St	SW	85305	04/03/09	156	23	8	1	1	6	195
U Oldham St	SW	85306	04/03/09	43	10	4	137	0	31	225
U Spear St	SW	85307	04/03/09	7	9	1	0	0	0	17
U Little Lever St	SW	85308	04/03/09	1	0	0	0	0	0	1
A62 Newton St	SW	85309	04/03/09	1109	106	35	8	23	9	1290
U Dean St	SW	85310	04/03/09	101	12	1	0	0	11	125
U Ducie St	SW	85311	04/03/09	217	19	5	3	3	67	314
C Store St	SW	85312	04/03/09	80	10	3	2	8	55	158
U Chapeltown St	SW	85313	11/03/09	10	3	3	0	0	1	17
U Baird St	SW	85314	11/03/09	96	16	3	0	0	0	115
U Travis St	SW	85315	11/03/09	869	113	18	19	8	0	1027
B6469 Fairfield St	W	85316	11/03/09	657	78	41	25	10	28	839
A6 London Rd	N	85317	11/03/09	1479	69	20	96	10	49	1723
U Sackville St	N	85318	11/03/09	1023	59	18	10	14	24	1148
A34 Oxford St	N	85319	18/03/09	1481	73	33	297	23	268	2175
C Cambridge St	N	85320	11/03/09	1178	63	19	38	9	23	1330
A5103 Medlock St	N	85321	11/03/09	2200	70	20	23	17	73	2403
U Garwood St	N	85322	11/03/09	110	10	1	0	0	0	121
U Melbourne St	N	85323	11/03/09	30	2	0	0	0	0	32
A56 Chester Rd	NE	85324	11/03/09	2292	226	69	12	30	193	2822
A6 Chapel St	E	85327	11/03/09	1774	131	37	94	31	20	2087
A6041 Blackfriars Rd	SE	85328	04/03/09	1061	65	15	41	8	13	1203
U Blantyre St	NE	85340	04/03/09	9	4	1	0	0	0	14
U Men Arena	S	85344	04/03/09	232	1	0	0	0	0	233
B6183 New Bridge St	SW	85349	04/03/09	272	18	0	0	0	2	292
A6143 Water St	NE	85350	04/03/09	915	62	21	9	8	8	1023
A34 Quay St	SE	85351	04/03/09	1391	91	21	2	26	26	1557
Gore St (west of Trinity Way)	NE	85358	11/03/09	93	12	0	0	2	0	107
Cyclists on other routes									83	83
<b>Total</b>				<b>21968</b>	<b>1675</b>	<b>510</b>	<b>997</b>	<b>274</b>	<b>1102</b>	<b>26526</b>
<b>% Composition</b>				<b>82.8</b>	<b>6.3</b>	<b>1.9</b>	<b>3.8</b>	<b>1.0</b>	<b>4.2</b>	<b>100.0</b>

Notes: Percentages may not sum to 100 due to rounding.

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Count Type	
★	Vehicle Count
○	Pedestrian
⊞	Bus Passenger
⊞	Vehicle & Pedestrian
⊞	Vehicle, Pedestrian & Car Occupancy
●	Vehicle, Ped, Car Occ & Bus Passenger Count
⊞	Vehicle, Pedestrian & Bus Passenger Count
★	Vehicle & Car Occupancy Count
⊞	Rail Passenger
⊞	Metrolink Passenger
●	Vehicle, Car Occ & Bus Passenger





<b>Table 14 Road Traffic Entering Manchester Key Centre in March 2009 (10:00-12:00)</b>										
<b>Road Number and Site Description</b>	<b>Dir To</b>	<b>Site No</b>	<b>Date</b>	<b>Cars</b>	<b>Light Goods</b>	<b>Other Goods</b>	<b>Buses + Coaches</b>	<b>Motor Cycles</b>	<b>Pedal Cycles</b>	<b>All Vehs</b>
A56 Gt Ducie St	S	85301	04/03/09	949	178	59	38	5	12	1241
A6042 Corporation St	SW	85302	04/03/09	315	67	13	45	1	13	454
C Dantzig St	S	85303	04/03/09	53	10	0	0	0	0	63
A664 Shudehill	SW	85304	04/03/09	620	71	31	109	1	7	839
U Tib St	SW	85305	04/03/09	205	35	12	3	0	0	255
U Oldham St	SW	85306	04/03/09	77	21	8	118	2	14	240
U Spear St	SW	85307	04/03/09	10	14	0	0	0	0	24
U Little Lever St	SW	85308	04/03/09	3	0	0	0	0	0	3
A62 Newton St	SW	85309	04/03/09	728	112	44	16	9	4	913
U Dean St	SW	85310	04/03/09	32	7	2	0	0	6	47
U Ducie St	SW	85311	04/03/09	86	22	11	0	2	30	151
C Store St	SW	85312	04/03/09	47	24	7	0	3	17	98
U Chapeltown St	SW	85313	11/03/09	13	2	8	0	0	0	23
U Baird St	SW	85314	11/03/09	63	27	7	0	0	0	97
U Travis St	SW	85315	11/03/09	382	86	25	21	2	5	521
B6469 Fairfield St	W	85316	11/03/09	497	67	30	25	7	6	632
A6 London Rd	N	85317	11/03/09	824	97	26	106	5	17	1075
U Sackville St	N	85318	11/03/09	757	88	30	22	6	7	910
A34 Oxford St	N	85319	18/03/09	900	114	40	278	12	83	1427
C Cambridge St	N	85320	11/03/09	516	55	18	40	5	12	646
A5103 Medlock St	N	85321	11/03/09	1012	106	30	26	9	6	1189
U Garwood St	N	85322	11/03/09	16	1	0	1	0	0	18
U Melbourne St	N	85323	11/03/09	2	0	0	4	0	0	6
A56 Chester Rd	NE	85324	11/03/09	1305	236	65	22	14	170	1812
A6 Chapel St	E	85327	11/03/09	1039	154	41	107	9	3	1353
A6041 Blackfriars Rd	SE	85328	04/03/09	306	58	12	50	1	8	435
U Blantyre St	NE	85340	04/03/09	11	2	0	0	0	0	13
U Men Arena	S	85344	04/03/09	98	1	2	0	0	0	101
B6183 New Bridge St	SW	85349	04/03/09	53	14	2	2	0	2	73
A6143 Water St	NE	85350	04/03/09	405	58	12	24	0	1	500
A34 Quay St	SE	85351	04/03/09	599	79	21	18	6	6	729
Gore St (west of Trinity Way)	NE	85358	11/03/09	55	6	0	0	2	2	65
Cyclists on other routes									35	35
<b>Total</b>				<b>11978</b>	<b>1812</b>	<b>556</b>	<b>1075</b>	<b>101</b>	<b>466</b>	<b>15988</b>
<b>% Composition</b>				<b>74.9</b>	<b>11.3</b>	<b>3.5</b>	<b>6.7</b>	<b>0.6</b>	<b>2.9</b>	<b>100.0</b>

**Notes:** Percentages may not sum to 100 due to rounding.

4.8 Table 15 gives traffic entering Manchester Key Centre in 1997, 1999, 2002, 2005, 2006 and 2009 together with indices of change between 1997 and 2009.

- Results show reductions of 19% and 15% in morning peak and off-peak respectively for all vehicle flows between 1997 and 2009.

<b>Table 15 Manchester Key Centre Cordon Counts 1997, 1999, 2002, 2005, 2006 and 2009</b>								
	<b>Year</b>	<b>Cars</b>	<b>LGV</b>	<b>OGV</b>	<b>Bus</b>	<b>Motor Cycle</b>	<b>Pedal Cycle</b>	<b>All</b>
<b>07:30-09:30</b>	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
	2009	21968	1675	510	997	274	1102	26526
	<b>2009/1997</b>	<b>0.78</b>	<b>0.84</b>	<b>0.63</b>	<b>0.92</b>	<b>0.98</b>	<b>1.57</b>	<b>0.81</b>
<b>10:00-12:00</b>	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
	2009	11978	1812	556	1075	101	466	15988
	<b>2009/1997</b>	<b>0.84</b>	<b>0.90</b>	<b>0.57</b>	<b>1.10</b>	<b>0.49</b>	<b>1.64</b>	<b>0.85</b>

### Car Occupancy - Inbound

4.9 Car occupancy surveys were conducted at 15 sites on the Manchester Key Centre cordon in 2009. Table 16 shows the observed occupancy rates by period and site for inbound vehicles. Table 17 compares 2009 inbound occupancy rates with figures for 2002, 2005 and 2006.

- The average occupancy rates were 1.23 in the morning peak and 1.29 in the off-peak.
- Car occupancy rates have decreased in both time periods between 2006 and 2009.

<b>Table 16 Manchester Key Centre Inbound Car Occupancy Rates 2009</b>		
<b>Site</b>	<b>07:30-09:30</b>	
	<b>% Driver Only</b>	<b>Ave Occupancy</b>
85301 A56 Great Ducie St	74	1.27
85302 A6042 Corporation St	75	1.25
85304 A664 Shudehill	72	1.30
85309 A62 Newton St	70	1.34
85317 A6 London Rd	75	1.32
85318 Sackville St	88	1.14
85319 A34 Oxford Rd	87	1.15
85320 Cambridge St	79	1.25
85321 A5103 Medlock St	87	1.15
85324 A56 Chester Rd	79	1.24
85327 A6 Chapel St	84	1.17
85328 A6041 Blackfriars Rd	72	1.30
85340 Blantyre St	78	1.22
85349 B6183 New Bridge St	79	1.22
85351 A34 Quay St	83	1.18
<b>All Sites</b>	<b>80</b>	<b>1.23</b>
<b>Site</b>	<b>10:00-12:00</b>	
	<b>% Driver Only</b>	<b>Ave Occupancy</b>
85301 A56 Great Ducie St	65	1.36
85302 A6042 Corporation St	72	1.40
85304 A664 Shudehill	57	1.48
85309 A62 Newton St	66	1.42
85317 A6 London Rd	81	1.22
85318 Sackville St	75	1.30
85319 A34 Oxford Rd	81	1.25
85320 Cambridge St	73	1.35
85321 A5103 Medlock St	78	1.24
85324 A56 Chester Rd	88	1.14
85327 A6 Chapel St	76	1.26
85328 A6041 Blackfriars Rd	71	1.31
85340 Blantyre St	82	1.18
85349 B6183 New Bridge St	73	1.31
85351 A34 Quay St	80	1.20
<b>All Sites</b>	<b>75</b>	<b>1.29</b>

<b>Table 17 Comparison of Manchester Key Centre Car Occupancy Rates 2002, 2005, 2006 and 2009</b>		
<b>Year</b>	<b>07:30-09:30</b>	
	<b>% Driver Only</b>	<b>Ave Occupancy</b>
2002	79	1.23
2005	82	1.20
2006	73	1.32
2009	80	1.23
<b>Year</b>	<b>10:00-12:00</b>	
	<b>% Driver Only</b>	<b>Ave Occupancy</b>
2002	73	1.32
2005	76	1.29
2006	66	1.42
2009	75	1.29

### Rail Patronage - Inbound

4.10 The number of people entering Manchester Key Centre by rail and Metrolink was surveyed in March 2009. Table 18 presents the results for rail along with those of previous surveys in 1997, 1999, 2002, 2005 and 2006.

- The number of people entering Manchester by train in 2009 was 114% and 177% higher than in 1997 in the morning and off-peak time periods respectively.

<b>Table 18 Rail Passengers Entering Manchester Key Centre 1997, 1999, 2002, 2005, 2006 and 2009</b>		
<b>Year</b>	<b>07:30 – 09:30</b>	<b>10:00 – 12:00</b>
1997	9699	3618
1999	13419	5144
2002	16612	6287
2005	16743	6429
2006	17950	6938
2009	20753	10012
<b>2009/1997</b>	<b>2.14</b>	<b>2.77</b>

### Metrolink Patronage - Inbound

4.11 Table 19 shows Metrolink passengers entering Manchester Key Centre in 2006 along with the results of previous surveys in 1997, 1999, 2002, 2005, 2006 and 2009.

- The number of people entering Manchester by Metrolink increased by 14% in the morning peak and by 35% in the off-peak between 1997 and 2009.

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<b>Table 19 Metrolink Passengers Entering Manchester Key Centre 1997, 1999, 2002, 2005, 2006 and 2009</b>		
<b>Year</b>	<b>07:30 – 09:30</b>	<b>10:00 – 12:00</b>
1997	5875	2549
1999	6319	2737
2002	6301	2408
2005	6556	2451
2006	6048	2801
2009	6716	3450
<b>2009/1997</b>	<b>1.14</b>	<b>1.35</b>

**Walk Trips - Inbound**

4.12 The number of pedestrians entering Manchester Key Centre was counted in 2009. Table 20 shows the pedestrian flows by time period and site.

<b>Table 20 Pedestrians Entering Manchester Key Centre 2009</b>			
<b>Site no</b>	<b>Location</b>	<b>07:30-09:30</b>	<b>10:00-12:00</b>
85301	Gt Ducie St	757	326
85344	M.E.N.Arena	187	82
85302	Corporation St	862	321
85303	Dantzic St	343	151
85304	Shudehill	756	280
85334	Oak, Co-Op, Eagle, Hr Oswald Sts	147	69
85305	Tib St	183	164
85306	Oldham St	441	385
85307	Spear St	13	12
85335	Lever St	123	104
85308	Little Lever St	19	19
85309	Newton St	148	95
85310	Dean St	11	6
85336	Port St	156	111
85337	Laystall St	18	19
85311	Ducie St	69	30
85312	Store St	57	20
85313	Chapelton St	42	16
85314	Baird St	17	12
85315	Travis St	171	52
85316	Fairfield St	106	73
85317	London Rd	105	213
85318	Sackville St	358	377
85338	Princess St	103	65
85319	Oxford Rd	805	1265
85320	Cambridge St	41	21
85339	Newcastle St	7	24
85321	A5103 Medlock St	244	59
85323	Crown St-Melbourne St	23	6
85324	A56 Chester Rd	505	171
85340	Blantyre St	23	4
85357	Egerton St Towpath	323	70
85341	New Elm Rd Cycle Path	8	16
85350	Water Street	194	69
85352	Princes Bridge	155	57
85351	New Quay St	595	105
85358	Gore Street	34	32
85327	Chapel St	223	170
85342	Bloom St	254	109
85328	Blackfriars Rd	232	129
85359	Trinity Way	0	0
85349	New Bridge St	19	11
	<b>Cordon Total</b>	<b>8877</b>	<b>5320</b>

4.13 Table 21 shows changes in the total number of pedestrians entering Manchester Key Centre in 2002, 2005, 2006 and 2009.

- Pedestrians crossing the cordon around Manchester Key Centre increased in both time periods.

Year	07:30 – 09:30	10:00 – 12:00
<b>2002</b>	5653	3174
<b>2005</b>	6143	3891
<b>2006</b>	7485	3528
<b>2009</b>	8877	5320
<b>2009/2002</b>	<b>1.57</b>	<b>1.68</b>

### Summary of Trends in Modal Share - Inbound

4.14 Table 22 gives the modal split of car and public transport trips crossing the cordon into the Key Centre in 1997, 1999, 2002, 2005, 2006 and 2009 together with indices of change.

- Public transport trips have grown from accounting for just over half of journeys in 1997 to making up close to two thirds of journeys in 2009
- The modal shares in 2009 were 66% public transport and 34% car in the morning peak, and 65% public transport and 35% car in the off-peak period.

Time Period	Year	Car Trips		Bus Trips		Rail Trips		Metrolink Trips		Car + PT Trips		% Car	% PT
		No	Index	No	Index	No	Index	No	Index	No	Index		
<b>07:30-09:30</b>	1997	34426	100	25317	100	9699	100	5875	100	75317	100	46	54
	1999	35909	104	22011	87	13419	138	6319	108	77658	103	46	54
	2002	31955	93	25254	100	16612	171	6301	107	80122	106	40	60
	2005	32567	95	24696	98	16743	173	6556	112	80562	107	40	60
	2006	32958	96	25071	99	17950	185	6048	103	82027	109	40	60
	2009	27021	78	24615	97	20753	214	6716	114	79105	105	34	66
<b>10:00-12:00</b>	1997	18892	100	11184	100	3618	100	2549	100	36243	100	52	48
	1999	18799	100	10285	92	5144	142	2737	107	36965	102	51	49
	2002	17560	93	11415	102	6287	174	2408	94	37670	104	47	53
	2005	16159	86	11655	104	6429	178	2451	96	36694	101	44	56
	2006	18541	98	13079	117	6938	192	2801	110	41359	114	45	55
	2009	15452	82	15379	138	10012	277	3450	135	44293	122	35	65

4.15 Table 23 gives the modal split of car and non-car trips crossing the cordon into Manchester key centre in 2002, 2005 2006 and 2009, along with a ratio of change between 2002 and 2009.

- Car trips have decreased and non-car trips increased in both the morning peak and off-peak between 2002 and 2009.

<b>Table 23 Car and Non-Car Trips into Manchester Key Centre</b>										
<b>Time Period</b>	<b>Year</b>	<b>Car</b>	<b>Bus</b>	<b>Rail</b>	<b>Met</b>	<b>Cycle</b>	<b>Walk</b>	<b>Total</b>	<b>% Car</b>	<b>% Non-Car</b>
<b>07:30-09:30</b>	<b>2002</b>	31955	25254	16612	6301	509	5653	86284	37	63
	<b>2005</b>	32567	24696	16743	6556	562	6143	87267	37	63
	<b>2006</b>	32958	25071	17950	6048	470	7485	89982	37	63
	<b>2009</b>	27021	24615	20753	6716	1102	8877	89084	30	70
	<b>2009/2002</b>	<b>0.85</b>	<b>0.97</b>	<b>1.25</b>	<b>1.07</b>	<b>2.17</b>	<b>1.57</b>	<b>1.03</b>		
<b>10:00-12:00</b>	<b>2002</b>	17560	11415	6287	2408	184	3174	41028	43	57
	<b>2005</b>	16159	11655	6429	2451	234	3891	40819	40	60
	<b>2006</b>	18541	13079	6938	2801	139	3528	45026	41	59
	<b>2009</b>	15452	15379	10012	3450	466	5320	50079	31	69
	<b>2009/2002</b>	<b>0.88</b>	<b>1.35</b>	<b>1.59</b>	<b>1.43</b>	<b>2.53</b>	<b>1.68</b>	<b>1.22</b>		

### 24-Hour Traffic Profiles into Manchester Key Centre

4.16 For GMLTP2, the DfT requires automatic traffic counts on busy roads (more than 2,000 vehicles per day) approaching key centres in Greater Manchester. Ideally the counts should be just outside the areas where key centre parking occurs. However, it was agreed with the DfT, that in Greater Manchester, these counts could be undertaken on the existing key centre cordons for consistency with, and to complement and add value to the other key centre monitoring. The counts are continuous over a two-week period annually. The indicator for the DfT (LTP6) covers the morning peak period (07:00-10:00). Table 24 provides a comparison of the results of the surveys conducted in 2007, 2008 and 2009 for this time period and for a 24-hour average weekday. A list of the sites that meet the DfT counting requirement, a summary of all sites and individual profiles for each site are provided in Appendix 3 of this report.

Site	0700-1000 Ave Weekday				24-Hour Ave Weekday			
	Base 2006/7	2007/2008	2008/2009	% Diff 08-09/ Base	Base 2006/7	2007/2008	2008/2009	% Diff 08-09/ Base
Sackville St	1396	1267	1303	-7%	6085	5725	5373	-12%
Cambridge St *	1886	1842	1585	-16%	5849	5696	5262	-10%
A5103 Medlock St	3466	3402	3148	-9%	12026	11858	10983	-9%
A6143 Water St	1417	1302	1407	-1%	4329	4297	4149	-4%
A56 Great Ducie St	2671	2387	2533	-5%	10572	9513	10013	-5%
A6042 Corporation St	1155	1352	1236	7%	4906	5393	4939	1%
A664 Shudehill	1544	1187	1348	-13%	6808	5406	6733	-1%
A62 Newton St	1549	1913	1726	11%	6713	8966	8402	25%
Ducie St	900	549	322	-64%	2820	1473	1005	-64%
Store St	664	863	142	-79%	2241	2574	745	-67%
Travis St	1739	1520	1320	-24%	6628	5862	5342	-19%
B6469 Fairfield St	1109	971	1093	-1%	5524	4965	5321	-4%
A6 London Rd	2519	2356	2197	-13%	9908	9194	8907	-10%
A34 Oxford Rd	2715	2754	2286	-16%	13610	13646	12388	-9%
A56 Bridgewater Viaduct/Deansgate	2769	2789	2686	-3%	11352	11340	10915	-4%
A34 Irwell St	2582	2580	2364	-8%	8180	7546	7291	-11%
A6 Chapel St	2683	2995	2722	1%	10015	10913	10787	8%
A6041 Blackfriars Rd	2014	1684	1699	-16%	5194	4326	4367	-16%
B6183 New Bridge St	Closed	257	354	-	Closed	584	772	-
<b>TOTAL</b>	<b>34778</b>	<b>33970</b>	<b>31472</b>	<b>-10%</b>	<b>132760</b>	<b>129277</b>	<b>123695</b>	<b>-7%</b>

- Morning weekday peak flows and 24-hour average weekday flows decreased by 10% and 7% respectively between 2007 and 2009.
- There appears to have been a lot of re-routing around the centre.

## 5. ROAD CASUALTIES AND ACCIDENTS

- 5.1 There were 1756 collisions in Manchester during 2008, 34% lower than the base years (1994-1998) and 4% lower than 2007. There were 2428 casualties in Manchester during 2008, 34% lower than the base years (1994-1998) and 8% lower than 2007. There were 190 killed or seriously injured (KSI) casualties in 2008 compared with an average of 294 KSI in the base years.
- 5.2 Local targets for 2010 have been set as part of the second Local Transport Plan (GMLTP2). These are a 50% reduction for KSI casualties, a 55% reduction for child KSI accidents and a 30% reduction in slight casualties relative to the base years average. Unlike the first Local Transport Plan (GMLTP), the annual figures for the KSI and Child KSI are represented by a three-year average. Thus the average of 2006, 2007 and 2008 represents 2007. This has been done to reduce the variability due to the statistically small number of casualties in these groups. The targets are all more rigorous than the national targets which are for a 40% reduction in KSI casualties, a 50% reduction in child KSI casualties and a 10% reduction in slight casualties per vehicle kilometre.
- 5.3 Table 25 shows the base, the annual average trend and GMLTP2 targets for KSI and child KSI casualty groups. Table 26 shows the base, the annual trend and target for slight casualties.
- The three-year average number of KSI casualties for 2007 was 28% below the base.
  - The three-year average for 2007 for child KSI casualties was 55% below the base matching the 2010 GMLTP2 target.
  - Slight casualties in 2008 were 33% below the baseline average and 5% below the 2010 GMLTP2 target.

<b>Table 25 Base, Yearly Trend and Target for KSI and Child KSI GMLTP2 Casualty Target Groups</b>										
	<u>Base</u> ave 1994 to 1998	<u>2000</u> ave 1999 to 2001	<u>2001</u> ave 2000 to 2002	<u>2002</u> ave 2001 to 2003	<u>2003</u> ave 2002 to 2004	<u>2004</u> ave 2003 to 2005	<u>2005</u> ave 2004 to 2006	<u>2006</u> ave 2005 to 2007	<u>2007</u> ave 2006 to 2008	<u>Target</u> ave 2009 to 2011
<b>KSI</b>	294	273	275	277	273	278	265	244	212	147
<b>Child KSI</b>	71	59	56	55	50	47	40	37	32	32

<b>Table 26 Base, Yearly Trend and Target for Slight GMLTP2 Casualty Target Groups</b>										
	<u>Base</u> ave 1994 to 1998	<b>2001</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<u>Target</u> <b>2010</b>
<b>Slight</b>	3358	3471	3493	3228	3156	2889	2604	2436	2238	2350

- 5.4 Tables 27 to 29 show the breakdown of casualties by type and age. Tables 30 and 31 show how collisions vary by day of week and month, and by driving conditions.
- 5.5 Figures 3 to 5 show graphically the number of casualties in each of these three target groups from 1985 onwards. Figure 6 shows how the trend in all casualties in Manchester compares to the Greater Manchester average.
- 5.6 Finally, Figures 7 and 8 show the trends over the last five years by casualty type for all casualties and child casualties respectively.
- 5.7 Computer plots of collision locations in Manchester are given in Appendix 4 for the following categories of accident:
- all by severity
  - KSI sub-divided into child and adult
  - pedestrian sub-divided into child and adult
  - pedal cycle sub-divided into child and adult

<b>Table 27 Manchester Casualty Data 1994-2008</b>											
	<b>Ave 94-98</b>	<b>1999</b>	<b>2000</b>	<b>2001</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>
<b>All Casualties</b>											
Fatal	29	23	18	28	15	37	20	23	24	15	11
Serious	266	236	258	255	252	244	250	261	216	192	179
Slight	3358	3442	3637	3471	3493	3228	3156	2889	2604	2436	2238
All	3652	3701	3913	3754	3760	3509	3426	3173	2844	2643	2428
KSI	294	259	276	283	267	281	270	284	240	207	190
Population 000's	430.4	431.1	439.5	392.7	422.3	432.5	432.5	437.0	441.2	452.0	458.1
KSI Rate per 100000 Pop'n	68	60	63	72	63	65	62	65	54	46	41
<b>Child Casualties</b>											
Child KSI	71	59	60	59	50	57	42	42	36	33	28
Child (All)	542	535	505	514	446	475	405	366	341	285	257
Child Pop'n 000's	103.1	101.6	100.0	83.3	85.0	85.2	85.2	84.6	83.3	82.8	83.2
KSI Rate per 100000 Pop'n	69	58	60	71	59	67	49	50	43	40	34
<b>Casualty Type</b>											
TWPV	108	112	145	145	173	147	153	139	134	116	138
Car Occupant	2229	2451	2515	2315	2480	2247	2220	1912	1805	1694	1439
Pedestrian	749	651	672	726	674	662	591	618	509	432	450
Pedal Cycle	288	226	260	249	207	195	242	241	227	215	239
Other	278	261	321	319	226	258	220	263	169	186	162
All	3652	3701	3913	3754	3760	3509	3426	3173	2844	2643	2428

**Note:** The table uses figures provided by the Office for National Statistics for mid-year estimates of populations.

	<b>Average 1989-93</b>	<b>Average 1994-98</b>	<b>Average 1999-2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>
<b>All Casualties</b>								
Manchester Casualties	3727	3652	3727	3426	3173	2844	2643	2428
Manchester KSI Casualties	413	294	273	270	284	240	207	190
Greater Manchester Casualties	16479	16708	15671	13543	12805	11795	10702	9881
<b>Casualty Type</b>								
TWPV Rider	190	101	134	144	131	115	114	132
TWPV Pillion	13	7	11	9	8	19	2	6
Car Driver	1146	1366	1478	1361	1185	1050	1014	865
Car Passenger	786	864	923	859	727	755	680	574
Pedestrian	988	749	677	591	618	509	432	450
Cyclist (Rider Only)	347	283	225	241	236	222	210	234
PCV Passenger	122	126	144	104	136	78	120	82
Total Other Driver	85	107	99	87	92	72	49	53
Total Other Passenger	49	49	36	30	40	24	22	32
<b>Child Casualties by Type</b>								
Driver/Rider	85	75	65	60	57	55	32	25
Passenger	175	191	197	161	139	141	122	108
Pedestrian	366	276	233	184	170	145	131	124
All Classes	627	542	495	405	366	341	285	257
<b>Child Casualties by Age</b>								
0 – 4	118	85	76	55	45	39	38	45
5 – 9 - pupil to/from school	27	24	16	14	8	5	7	2
- pupil not to/from school	203	157	142	96	88	96	69	83
10 – 15 - pupil to/from school	60	65	68	58	50	25	27	6
- pupil not to/from school	218	211	193	182	175	176	144	121
<b>Drink Drive Casualties by Severity</b>								
Fatal	1	1	0	0	1	0	2	0
Serious	12	9	7	16	15	9	8	9
Slight	90	97	98	86	103	86	77	35
Total	102	107	106	102	119	95	87	44

	<b>Average 1989-93</b>	<b>Average 1994-98</b>	<b>Average 1999-2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>
<b>Pedestrian Casualties</b>								
Under 16 years								
Male	223	168	141	108	95	82	73	73
Female	144	107	93	76	75	63	58	51
16 – 59								
Male	306	234	230	213	254	200	162	175
Female	179	147	144	145	154	115	100	119
Over 59 years								
Male	63	48	38	23	20	31	19	13
Female	74	44	31	26	20	18	20	19
Total	988	749	677	591	618	509	432	450
<b>Cyclists (Rider Only)</b>								
Under 16 years								
Male	70	59	47	45	42	38	28	18
Female	11	12	13	7	9	9	4	5
16 – 59								
Male	188	159	130	139	138	135	133	161
Female	64	45	25	40	38	32	42	47
Over 59 years								
Male	11	6	9	7	7	5	1	2
Female	2	2	1	3	2	3	2	1
Total	347	283	225	241	236	222	210	234
<b>TWPV Riders</b>								
Under 20 years								
Male	27	8	20	40	32	24	18	24
Female	2	0	1	0	0	1	1	1
20 – 29								
Male	82	35	36	33	28	30	31	45
Female	9	3	3	3	2	4	2	5
Over 29 years								
Male	64	52	68	66	65	53	56	50
Female	7	3	5	2	3	3	6	7
Total	190	101	134	144	131*	115	114	132
<b>Car Drivers</b>								
Under 20 years								
Male	62	51	48	41	32	39	39	30
Female	33	31	28	26	29	27	13	24
20 – 29								
Male	244	266	266	219	213	172	176	152
Female	203	239	200	192	165	160	144	133
Over 29 years								
Male	362	464	557	534	441	368	386	319
Female	243	315	379	349	305	284	256	207
Total	1146	1366	1478	1361	1185	1050	1014	865

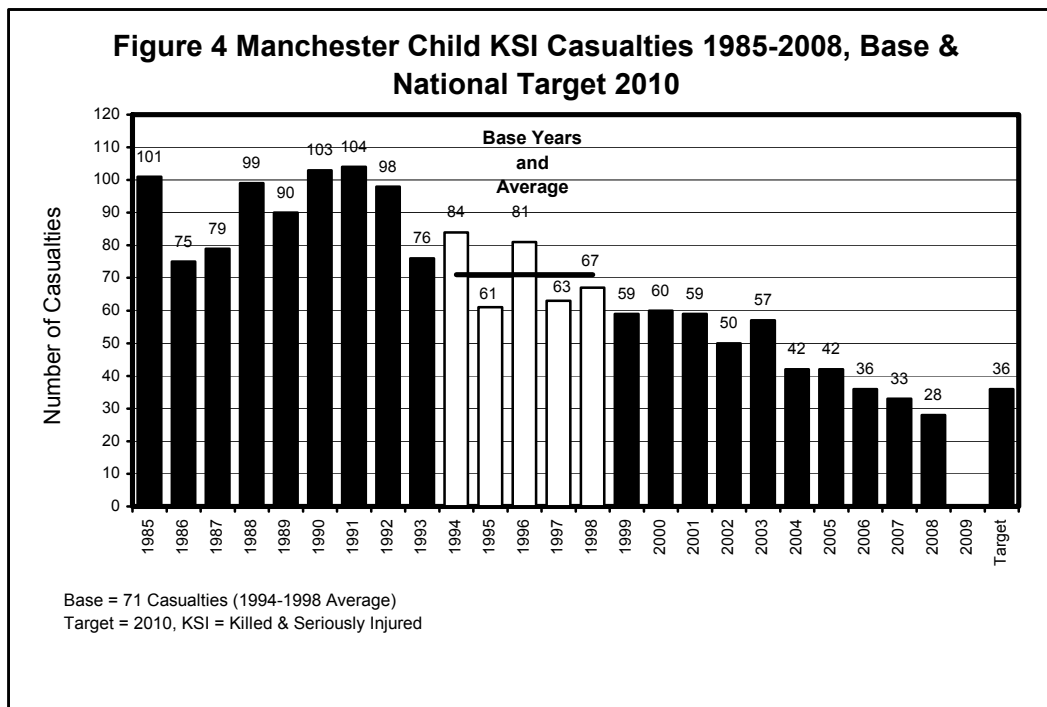
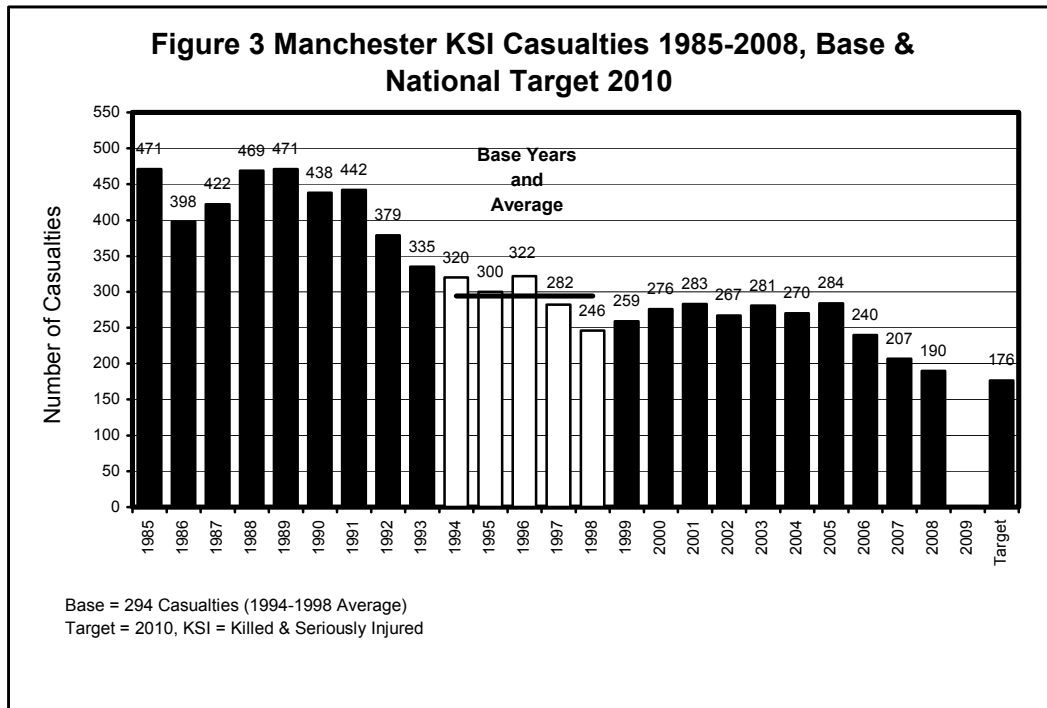
**Notes:** Average 1989-93, average 1994-98 and average 1999-2003 totals may not sum due to rounding.

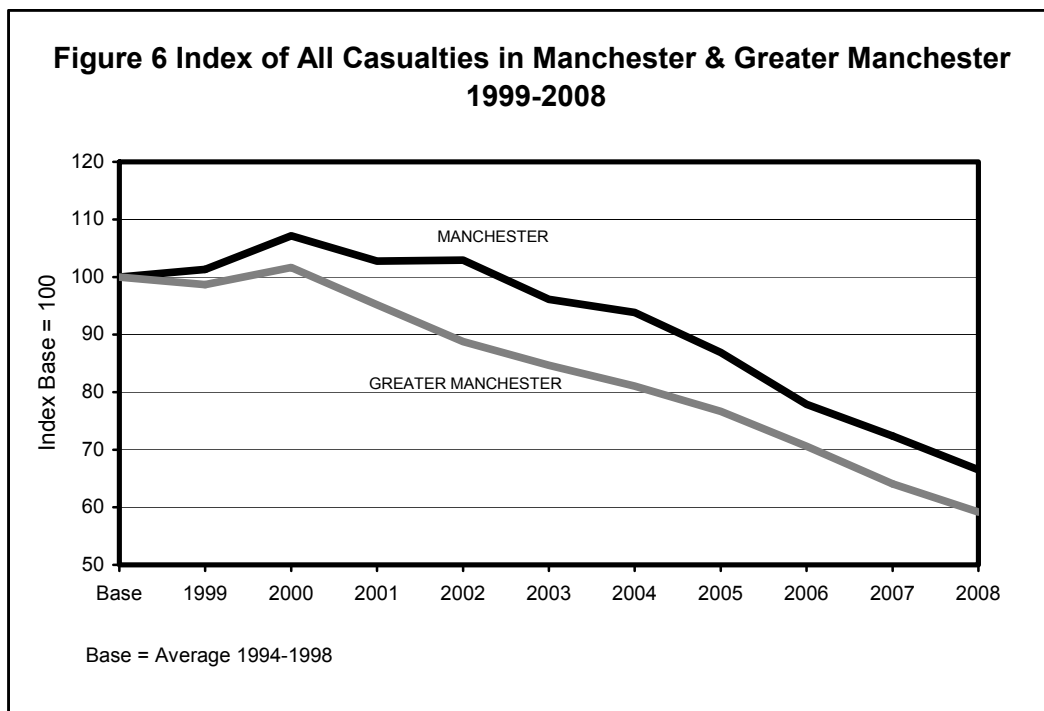
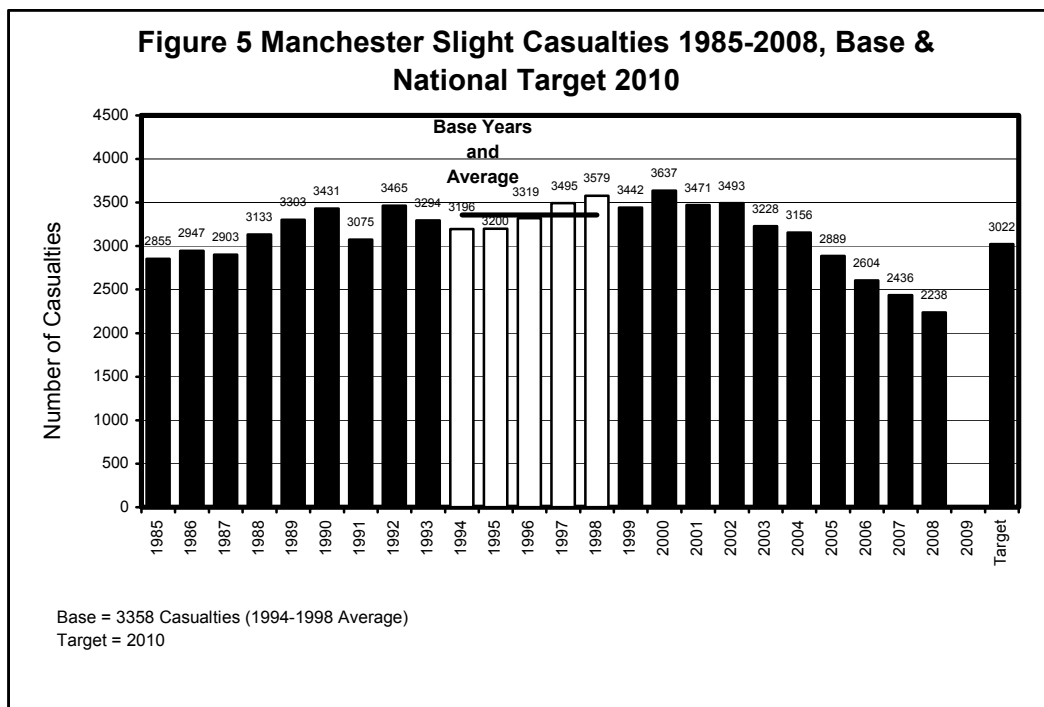
\* - There is a slightly injured male motorcyclist whose age was not stated

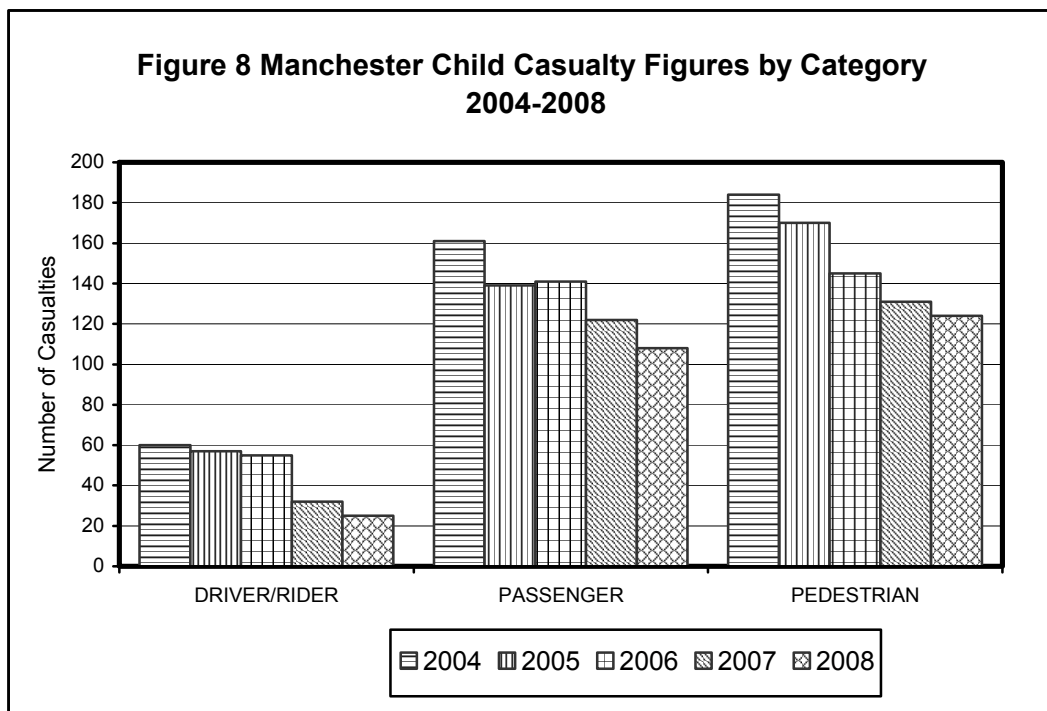
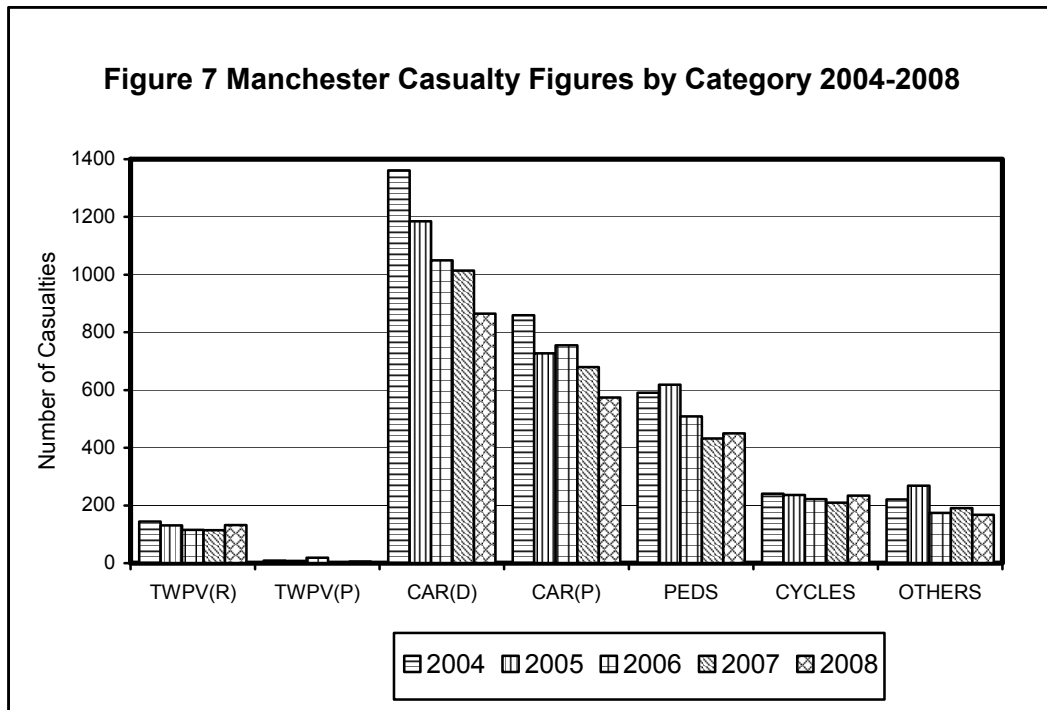
<b>Table 30 Manchester Injury Accident Data 1989-2008</b>								
	<b>Average 1989-93</b>	<b>Average 1994-98</b>	<b>Average 1999-2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>
Total Accidents	2925	2664	2598	2419	2336	2019	1832	1756
Total KSI Accidents	385	273	245	239	261	221	195	183
<b>Accidents by Month</b>								
January	230	222	213	230	198	143	167	147
February	224	207	201	190	167	122	104	135
March	237	223	189	171	168	154	157	132
April	228	208	201	200	200	149	151	150
May	238	207	226	207	204	186	154	158
June	254	208	196	173	199	171	161	149
July	236	214	203	185	180	172	141	132
August	215	197	204	189	186	167	150	130
September	251	220	223	215	218	161	166	140
October	277	259	249	238	204	209	165	186
November	289	248	249	219	230	201	170	146
December	245	250	244	202	182	184	146	151
<b>Accidents by Day of Week</b>								
Sunday	308	289	287	272	289	234	212	191
Monday	417	376	377	333	316	309	289	245
Tuesday	409	400	379	386	359	275	258	280
Wednesday	426	398	389	321	321	295	290	270
Thursday	458	409	382	344	331	303	279	262
Friday	496	430	422	419	414	318	278	265
Saturday	412	363	362	344	306	285	226	243

<b>Table 31 Manchester Injury Accident Data by Conditions 1989-2008</b>								
	<b>Average 1989-93</b>	<b>Average 1994-98</b>	<b>Average 1999-2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>
<b>Accidents by Road Surface</b>								
Dry	1826	1646	1540	1459	1561	1323	1210	1140
Wet/Damp	1053	980	1017	916	740	686	591	589
Snow	5	10	3	6	4	2	3	4
Frost/Ice	39	27	31	28	25	8	26	22
Flood	1	1	2	4	2	0	2	1
Oil or Diesel	0	0	5	5	0	0	0	0
Mud	0	0	1	1	4	0	0	0
<b>Wet/Damp Accidents by Road Class</b>								
Motorway	22	19	22	25	18	24	25	23
A (M)	5	6	11	8	7	7	7	6
A	531	474	465	447	367	333	273	281
B	120	121	128	97	85	65	67	59
C	135	127	139	106	88	111	140	126
U	240	233	251	233	175	146	79	94
Total	1053	980	1017	916	740	686	591	589
<b>Accidents by Light/Dark</b>								
Motorway - Dark	12	16	19	15	16	16	20	15
A (M) - Dark	6	5	7	14	5	6	6	5
A - Dark	421	418	400	406	380	329	278	270
B - Dark	110	111	120	94	96	63	73	62
C - Dark	101	95	92	84	81	88	113	111
U - Dark	215	197	202	208	178	156	99	97
Total	865	841	840	821	756	658	589	560
Motorway - Light	27	35	27	30	30	44	27	32
A (M) - Light	8	13	18	18	14	11	8	7
A - Light	928	814	751	727	756	600	593	533
B - Light	235	197	194	157	168	139	135	117
C - Light	256	222	228	209	173	196	280	268
U - Light	605	542	541	457	439	371	200	239
Total	2060	1823	1758	1598	1580	1361	1243	1196
<b>No. of Vehicles Per Accident</b>								
1	1092	817	759	666	711	586	495	491
2	1585	1595	1601	1533	1418	1238	1172	1109
3 or more	248	252	239	220	207	195	165	156
<b>No. of Casualties Per Accident</b>								
1	2391	2044	1900	1788	1796	1498	1333	1346
2	368	407	453	422	362	340	321	267
3 or more	165	213	246	209	178	181	178	143

**Notes:** Average 1989-93, average 1994-98 and average 1999-2003 totals may not sum due to rounding. "Oil/Diesel" and Mud were removed from 'Road Surface Condition' and re-introduced in 'Special Conditions at Site' on 1/4/2006







## 6. CONGESTION

- 6.1 The journey time data presented below has been calculated using data collected from in-vehicle GPS tracking devices from which average vehicle speeds and journey times can be derived. This report presents journey time rates in minutes per mile and speeds in miles per hour.
- 6.2 The journey time rates are the sum of the average link times divided by the sum of the link lengths for the set of links and time period under consideration. The link times are the average of observations for the 12-month period running from September to August. All journey time rates are for an average weekday excluding school holidays and bank holidays.
- 6.3 Tables 32 and 33 show respectively average journey time rates and speeds for A and B roads, for 2004/05, 2005/06, 2006/07 and 2007/08. For comparison, the 2007/08 journey time rates and speeds for Greater Manchester are also shown.
- 6.4 Figure 9 illustrates the change in average journey time rates in Manchester over the last four years for various time periods. Figure 10 illustrates average journey time rates by quarter-hour time period for the last three years and Figure 11 illustrates average journey times by quarter hour time period during 2007/08 for Manchester and Greater Manchester. Maps showing average speeds can be found in Appendix 4.
- Average journey time rates in Manchester slightly improved in most time periods between 2006/07 and 2007/08 but were much higher than the Greater Manchester average.

<b>Table 32 Manchester and Greater Manchester Average Journey Time Rates (Mins /Mile)</b>						
<b>Manchester</b>						
<b>Year</b>	<b>0700 - 1000</b>	<b>0800 - 0900</b>	<b>1000 - 1600</b>	<b>1700 - 1800</b>	<b>1600 - 1900</b>	<b>0700 - 1900</b>
<b>2004/05</b>	4.12	4.57	3.82	4.64	4.37	4.11
<b>2005/06</b>	4.20	4.68	3.97	4.85	4.66	4.25
<b>2006/07</b>	4.15	4.67	3.93	4.91	4.64	4.21
<b>2007/08</b>	4.09	4.59	3.95	4.78	4.56	4.18
<b>Greater Manchester</b>						
<b>2007/08</b>	3.37	3.84	3.10	3.67	3.46	3.28

<b>Table 33 Manchester and Greater Manchester Average Speeds (MPH)</b>						
<b>Manchester</b>						
<b>Year</b>	<b>0700 - 1000</b>	<b>0800 - 0900</b>	<b>1000 - 1600</b>	<b>1700 - 1800</b>	<b>1600 - 1900</b>	<b>0700 - 1900</b>
<b>2004/05</b>	15	13	16	13	14	15
<b>2005/06</b>	14	13	15	12	13	14
<b>2006/07</b>	14	13	15	12	13	14
<b>2007/08</b>	15	13	15	13	13	14
<b>Greater Manchester</b>						
<b>2007/08</b>	18	16	19	16	17	18

