ASSOCIATION OF GREATER MANCHESTER AUTHORITIES
GREATER MANCHESTER TRANSPORTATION UNIT

TRANSPORT STATISTICS
GREATER MANCHESTER 2009
LOCAL TRANSPORT PLAN SECTION

SUMMARY

The 2009 Transport Statistics Greater Manchester Report 2009 (GMTU Report 1580) is scheduled for publication during summer 2009.

Individual draft sections of the report are being published on the GMTU Website (www.gmtu.gov.uk) upon completion.

This section presents the most up to date indicators for the Greater Manchester Local Transport Plan in 2009 and includes trends.

The paragraph numbering reflects that of the full Transport Statistics report.

GMTU Report 1580
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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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EXECUTIVE SUMMARY

TRANSPORT STATISTICS GREATER MANCHESTER 2009

EXECUTIVE SUMMARY

Local Transport Plan

Previously, indicators have been categorised as Best Value, mandatory and local headline. Following changes to the government's monitoring system indicators are now categorised as National, former Best Value, previously mandatory and local in this report. In most instances, the indicators have a base of 2003/04, a target of 2010/11 and a trajectory of milestones to reach in the intervening years. Progress against these milestones is summarised here.

Maintenance (National and former Best Value)

- The majority of maintenance targets are being met on principal roads and non-principal roads. There appears to have been progress in maintaining unclassified roads, footway condition and ease of use of Public Rights Of Way (PROW). Inconsistencies in methodology, target setting and revisions to the 2007/08 data make it difficult to form firm conclusions on progress.

Road Casualties (National and former Best Value)

- Child killed and seriously injured (KSI) casualties (NI 48) and slight casualties are well on track and, while we have not done as well as we would have hoped for on total KSI (NI 47), the numbers are steadily decreasing.

Public Transport (National and former Best Value)

- Rail is on track whereas Bus (NI 177a) and Metrolink (NI 177b) patronage are slightly below target.
- The final target for bus satisfaction (formerly BV 104) has been exceeded.

Road and Other Traffic (National and previously Mandatory)

- Area wide vehicle mileage (LTP2) has decreased and is on track
- There has been a sharp increase in the estimated number of cyclists from 2008 to 2009. The final target has been exceeded meaning that LTP3 is well on track.
- The mode share of journey to schools (LTP4) shows an increase in car use for secondary school and a decrease for primary school pupils. In total, the % car use to school is almost meeting the target.
- Peak period traffic flow to urban centres (LTP6) is on track and has in fact decreased year on year. This is probably due in part to the effects of the recession.
- Congestion (LTP7) has also exceeded its target.

Accessibility (National and previously Mandatory)

- The former LTP1a indicator (percentage of households within 30 minutes of a category A interchange or Manchester City Centre by 08:45) is being added to with indicators based on each District's local priorities, in order to better reflect Local Area Agreements. LTP1a will still be calculated.

- No Greater Manchester target has been set for the LTP1b replacement (NI 176 accessibility to employment by working age people) as no districts chose to set targets against this national indicator in their Local Area Agreements. LTP1b will still be calculated.

- The methodology for capturing and reporting bus punctuality (LTP5 NI 178) and reliability indicators has been reviewed, and revised to ensure it is fit for purpose and meets business requirements. The sample sizes have been increased and are statistically significant at county and district level. The observations occur at start and midpoints in line with LTP guidance (and also DfT guidance from the Traffic Commissioners). The methodology ensures that surveys are consistent, repeatable every quarter, and the data is robust. The datasets will allow trend analysis from a new base in 2009/10. The 2009/10 values are 76.8% for LTP5a NI 178a (% of non-frequent scheduled services on time) and 96.4% for LTP5b NI 178b (% of services that operate against the number scheduled)

Pollution

- The index of change in the emissions of NOx from major roads (LTP8) was on track in 2008 but data is yet to be available for 2009.

- The index of change in the emissions of CO_2 from major roads (LTP8) was on track in 2008 but data is yet to be available for 2009.

Public Transport (local)

- The percentage of wheelchair accessible buses indicator (LTP10a) has been calculated using data from the revised monitoring system and the new base for 2009/10 is 87.6%.

- The percentage of accessible bus stops on QBC routes LTP10b has exceeded the target. The QBC programme has now ended.

- A new definition of accessibility is being developed for accessible rail stations (LTP10c) and there will be a revised indicator and targets.

Road and Other Traffic (local)

- Although the numbers of people walking (LTP11) has decreased since 2005/06, the target is still being met.

- Modal share of trips to the regional centre, the modal share of trips to other key centres (LTP12b) and Manchester Airport (LTP12a&c) are all on track.

1 LOCAL TRANSPORT PLAN HEADLINE INDICATORS

FORMER BEST VALUE INDICATORS

NI 168: Principal Road Condition

1.1 This indicator was formerly the Best Value Indicator BV 223. Table 1.1 shows the proportion of principal roads where structural maintenance should be considered in each district. The indicator measures the percentage of the local authority's principal (that is, local authority owned) A-road carriageways where maintenance should be considered.

1.2 The performance indicator is derived from a survey of the surface condition of all the local authority's classified carriageway network, using survey vehicles that are accredited as conforming to the SCANNER (Surface Condition Assessment for the National Network of Roads) specification and processing software that is accredited as conforming to the UKPMS (UK Pavement Management System) standards.

1.3 Indicator guidance has been amended since the publication of GMLTP2. Most districts revise targets annually in the light of most recent results.

Table 1.1 NI 168 – Principal Road Condition

	Actual (%)			Target (%)	
District	**2007/08**	**2008/09**	**2009/10**	**2009/10**	**2010/11**
Bolton	5	4	6	5	6
Bury	6	4	6	6	6
Manchester	6	6	6	N/A	N/A
Oldham	11	8	8	7	8
Rochdale	10	8	6	13	7
Salford	6	5	8	5	5
Stockport	5	4	4	4	4
Tameside	6	5	6	5	6
Trafford	9	8	6	8	6
Wigan	5	4	3	4	4

Note: Manchester have not set targets yet

NI 169: Non-principal Classified Road Condition

1.4 This indicator was formerly the Best Value Indicator BV 224a. Table 1.2 shows the proportion of non-principal classified roads where structural maintenance should be considered in each district. The indicator measures the percentage of the local authority's B-road and C-road carriageways where maintenance should be considered.

1.5 The performance indicator is derived from a survey of the surface condition of the local authority's classified carriageway network, using survey vehicles that are accredited as conforming to the SCANNER (Surface Condition Assessment for the National Network of Roads) specification and processing software that is accredited as conforming to the UKPMS (UK Pavement Management System) standards.

1.6 Results reported are a combination of (a) 100% of the B-class network surveyed in both directions; and (b) 100% of the C-class network surveyed in one direction. For any given length of road, data from either the current financial year or the previous financial year may be used.

1.7 Indicator guidance has been amended since the publication of GMLTP2. Most districts revise targets annually in the light of most recent results.

Table 1.2 NI 169 –Non-principal Classified Road Condition

	Actual (%)			Target (%)	
District	**2007/08**	**2008/09**	**2009/10**	**2009/10**	**2010/11**
Bolton	8	6	6	6	6
Bury	9	6	7	7	7
Manchester	6	6	5	N/A	N/A
Oldham	12	7	7	7	7
Rochdale	11	8	6	10	7
Salford	8	6	10	7	7
Stockport	5	4	4	4	4
Tameside	7	7	6	7	6
Trafford	8	7	5	7	6
Wigan	4	3	3	4	4

Note: Manchester have not set targets yet

Unclassified Road Condition

1.8 This indicator was formerly the Best Value Indicator BV 224b and most districts are continuing to report on it for the LTP. Table 1.3 shows the proportion of unclassified roads where structural maintenance should be considered in each district.

1.9 Indicator guidance has been amended frequently since the publication of GMLTP2 and districts have produced revised targets.

Table 1.3 Unclassified Classified Road Condition

	Actual (%)			Target (%)	
District	**2007/08**	**2008/09**	**2009/10**	**2009/10**	**2010/11**
Bolton	20	43	38	43	38
Bury	6	10	13	10	16
Manchester	9	11	Not available yet		
Oldham	16	24	23	22	23
Rochdale	8	N/A	24	15	15
Salford	22	18	15	N/A	N/A
Stockport	10	10	10	10	10
Tameside	11	11	NC	N/A	N/A
Trafford	9	7	9	7	9
Wigan	5	5	4	5	4

Principal Footway Condition

1.10 The indicator was formerly the Best Value Indicator BV 187 and some districts are continuing to report it. Table 1.4 shows the proportion of category 1, 1a and 2 footways that may require maintenance to preserve serviceability in each district.

1.11 Many districts have set revised targets from those originally published in GMLTP2. The reasons for such revisions vary from district to district as measurement methods have improved.

Table 1.4 BV 187 – Principal Footway Condition

	Actual (%)			Target	
District	**2006/07**	**2008/09**	**2009/10**	**2009/10**	**2010/11**
Bolton	22	30	20	30	20
Bury	34	18	NC	N/A	N/A
Manchester	24	28	Not available yet		
Oldham	38	35	35	30	34
Rochdale	19	NC	NC	N/A	N/A
Salford	66	NC	NC	N/A	N/A
Stockport	25	21	19	19	19
Tameside	18	17	NC	N/A	N/A
Trafford	18	17	NC	N/A	N/A
Wigan	13	17	NC	N/A	N/A

NI 47: Road Safety – All KSI

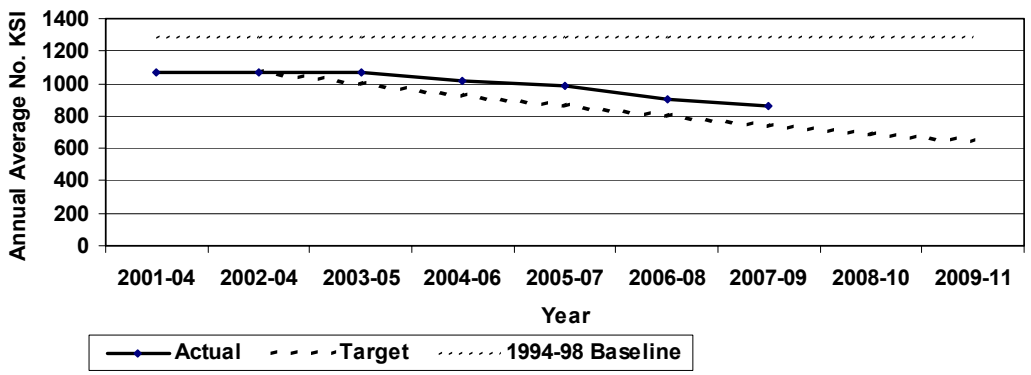
1.12 This indicator was formerly the Best Value Indicator BV 99i. Table 1.5 & Figure 1.1 show the annual average number of killed or seriously injured (KSI) casualties for Greater Manchester along with the targets set in GMLTP2.

1.13 Despite not being on profile to meet a 50% reduction in KSIs by 2010, the total for 2008 (average 2007 to 2009) is still 33% below the base years. The national target reduction (40%) should be met.

Table 1.5 NI 47 – All KSI

	Actual		Target	
Year	KSI (annual ave)	Index	KSI (annual ave)	Index
1994-98	1281	100		
2001-04	1069	83		
2002-04	1066	83	1066	83
2003-05	1073	84	991	77
2004-06	1019	80	922	72
2005-07	981	77	857	67
2006-08	902	70	797	62
2007-09	856	67	741	58
2008-10			689	54
2009-11			641	50

Figure 1.1 NI 47: Road Safety - All KSI



NI 48: Road Safety – Child KSI

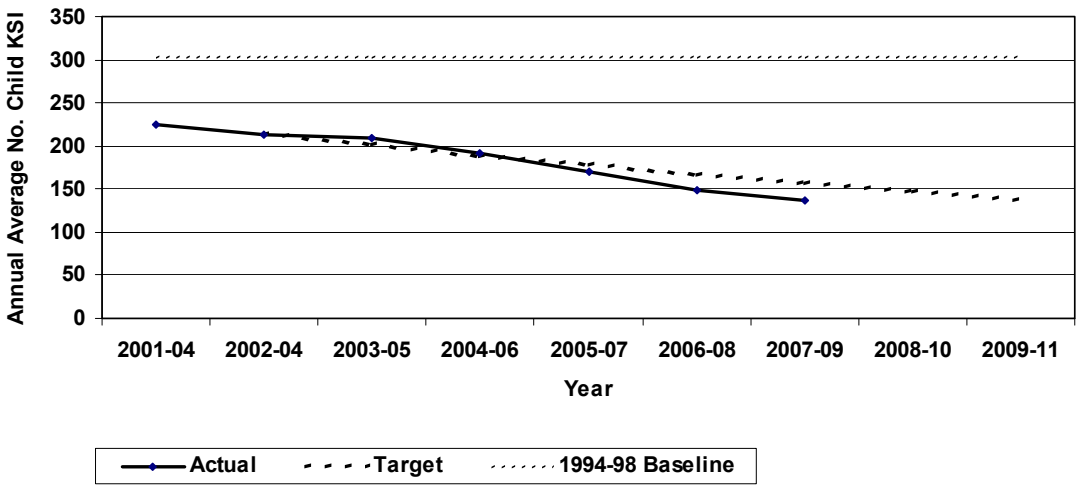
1.14 This indicator was formerly the Best Value Indicator BV 99ii. Table 1.6 & Figure 1.2 show the annual average number of child KSI casualties for Greater Manchester along with the targets set in GMLTP2.

1.15 The annual average number of child KSI casualties has fallen continuously since 2001-04. The latest (2007-09) figure of 136 shows a reduction on 2006-08 and the indicator is now well below its target value.

Table 1.6 NI 48 – Child KSI

	Actual		Target	
Year	Child KSI (annual ave)	Index	Child KSI (annual ave)	Index
1994-98	304	100		
2001-04	224	74		
2002-04	214	70	214	70
2003-05	210	69	201	66
2004-06	191	63	188	62
2005-07	170	56	177	58
2006-08	148	49	166	55
2007-09	136	45	156	51
2008-10			146	48
2009-11			137	45

Figure 1.2 NI 48: Road Safety - Child KSI



Road Safety – Slight Casualties

1.16 This indicator was formerly the Best Value Indicator BV 99iii.Table 1.7 & Figure 1.3 show the annual average number of slight casualties for Greater Manchester along with the targets set in GMLTP2.

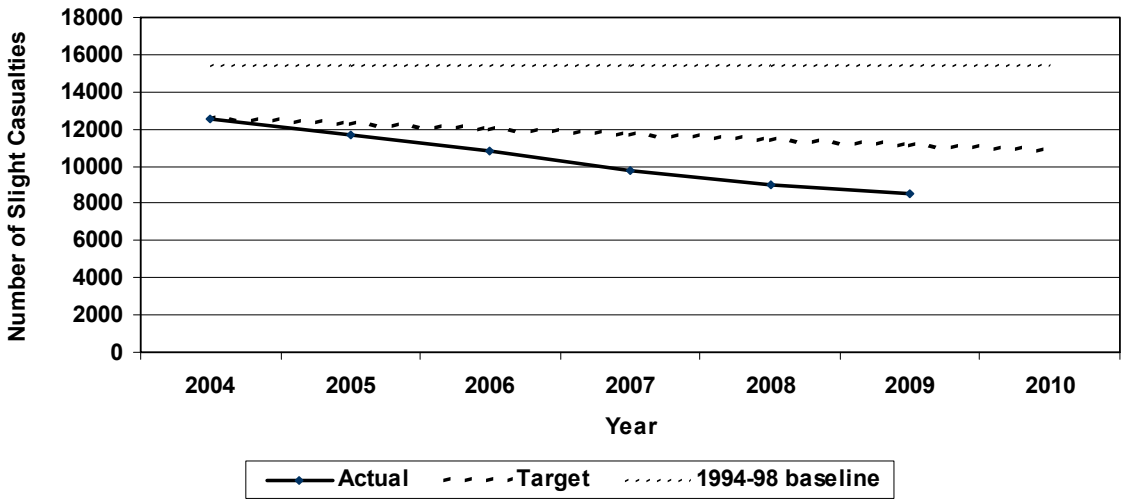
1.17 Slight casualties have continued to fall consistently year on year. The 2009 figure of 8509 represents 55% of the 1994-98 baseline, well ahead of the targeted 72%.

Table 1.7 Slight Casualties

	Actual		Target	
Year	Slight casualties	Index	Slight casualties	Index
1994-98	*15426	100		
2001-04	*13535	88		
2004	12501	81	12501	81
2005	11725	76	12271	80
2006	10861	70	11933	77
2007	9772	63	11650	76
2008	9038	59	11366	74
2009	8509	55	11082	72
2010			10798	70

* Denotes annual average figure.

Figure 1.3 Road Safety - Slight Casualties



NI 177a: Bus Patronage

1.18 This indicator was formerly the Best Value Indicator BV 102a. Table 1.8 & Figure 1.4 show the number of bus passenger trips in Greater Manchester.

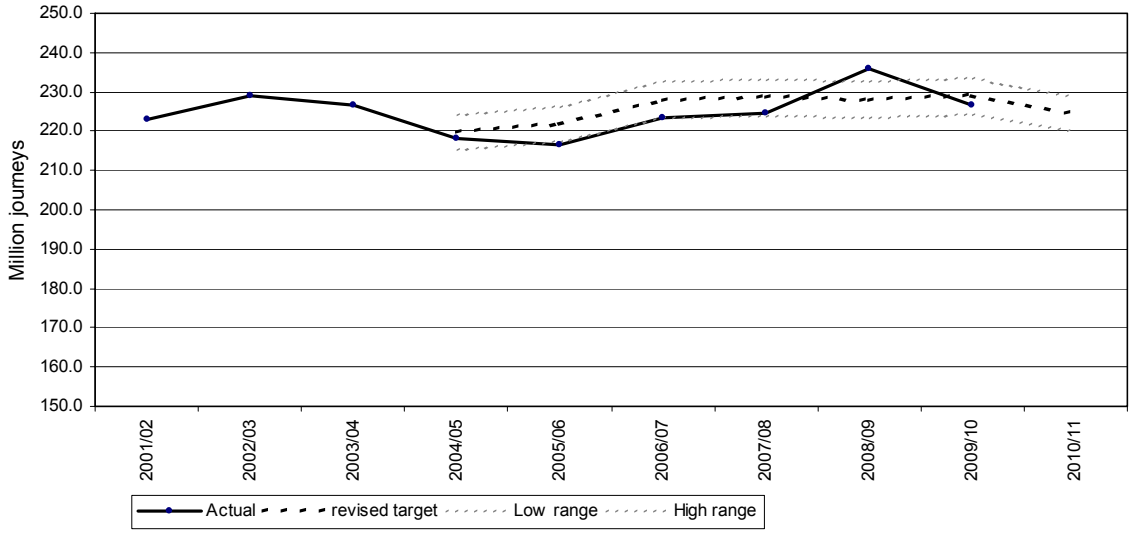
1.19 A range of values (based on confidence limits of 2%) was originally agreed with DfT for the annual targets. The baseline has been revised since last year. Consequently the original milestone targets have been revised. Additionally, targets from 2008/09 have been further revised to reflect the GMPTE target setting regime. The GMPTE refresh their targets for the next three years annually.

Table 1.8 NI 177a – Bus Patronage

	Actual		Target	
Year	**Million Journeys**	**Index**	**Million Journeys**	**Index**
2001/02	223.0	98		
2002/03	229.0	101		
2003/04	***226.5**	100		
2004/05	218.0	96	[1]219.7	97
2005/06	216.4	96	[1]222.0	98
2006/07	223.3	99	[1]228.0	101
2007/08	224.4	99	[1]228.5	101
2008/09	236.0	104	[2]228.0	101
2009/10	226.6	100	[2]228.9	101
2010/11			[2]224.3	99

* Denotes GMLTP2 baseline figure
[1] Original GMLTP target revised to reflect change in baseline
[2] GMPTE targets

Figure 1.4 NI 177a: Bus Patronage



Rail Patronage

1.20 This indicator was formerly the Best Value Indicator BV 102b and GMPTE are continuing to report on it for the LTP. Table 1.9 & Figure 1.5 show the number of rail passenger trips in Greater Manchester. A range of values were originally agreed with DfT for the annual targets based on confidence limits of 7.5%. Rail patronage has increased substantially since the publication of GMLTP2 and the 2009/10 value, although slightly below the previous year's value, is well ahead of target.

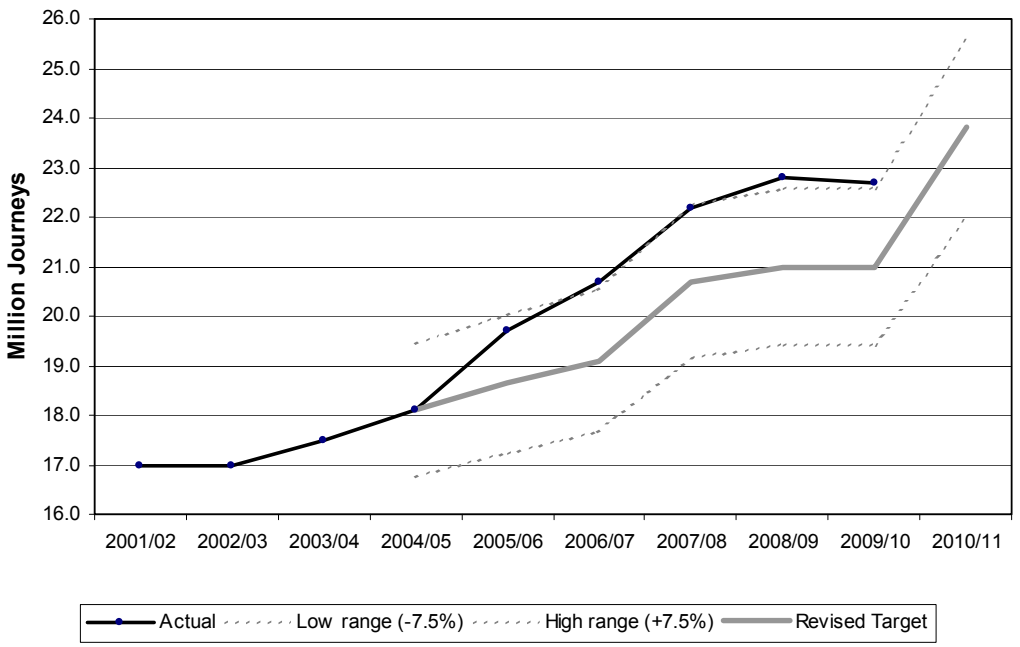
1.21 Targets from 2008/09 have been revised to reflect the GMPTE target setting regime. The GMPTE refresh their targets for the next three years annually.

Table 1.9 Rail Patronage

	Actual		Target	
Year	**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	[1]18.1	103
2005/06	19.7	113	[1]18.6	107
2006/07	20.7	118	[1]19.1	109
2007/08	22.2	127	[1]20.7	118
2008/09	22.8	130	[2]21.0	120
2009/10	22.7	130	[2]21.0	120
2010/11			[2]23.8	136

* Denotes GMLTP2 baseline figure
[1] Original target
[2] GMPTE targets

Figure 1.5 Rail Patronage



NI 177b: Metrolink Patronage

1.22 This indicator was formerly the Best Value Indicator BV 102c. Table 1.10 & Figure 1.6 show the number of Metrolink passenger trips in Greater Manchester. A range of values was originally agreed with DfT for the annual targets based on confidence limits of 5%.

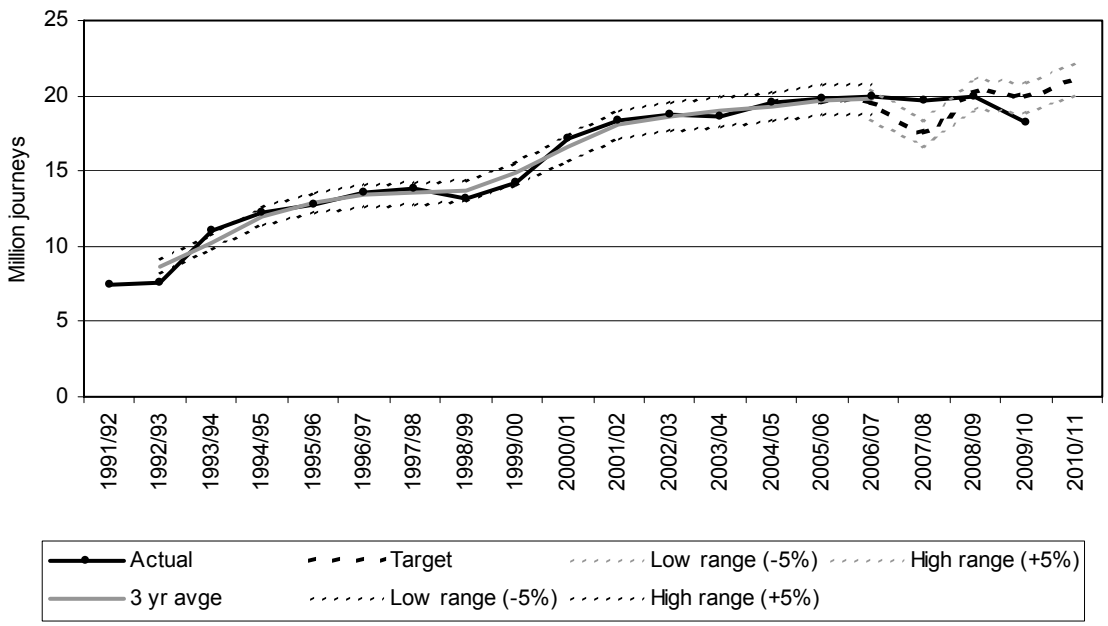
1.23 Targets from 2008/09 have been revised to reflect the GMPTE target setting regime. The GMPTE refresh their targets for the next three years annually. Please note that targets reflect reductions in patronage due to disruptions in service caused by works to refurbish and extend the network.

Table 1.10 NI 177b – Metrolink Patronage

	Actual		Target	
Year	Million Journeys	Index	Million Journeys	Index
2001/02	18.3	98		
2002/03	18.8	101		
2003/04*	**18.6**	**100**		
2004/05	19.5	105	[1]19.5	105
2005/06	19.9	107	[1]19.5	105
2006/07	19.9	107	[1]19.5	105
2007/08	19.7	106	[1]17.5	94
2008/09	20.0	108	[2]20.2	109
2009/10	18.2	98	[2]19.9	107
2010/11			[2]21.1	113

* Denotes GMLTP2 baseline figure
[1] Original target
[2] GMPTE targets. 2010/11 target is for Q4 2010/11

Figure 1.6 BV102c: Metrolink Patronage



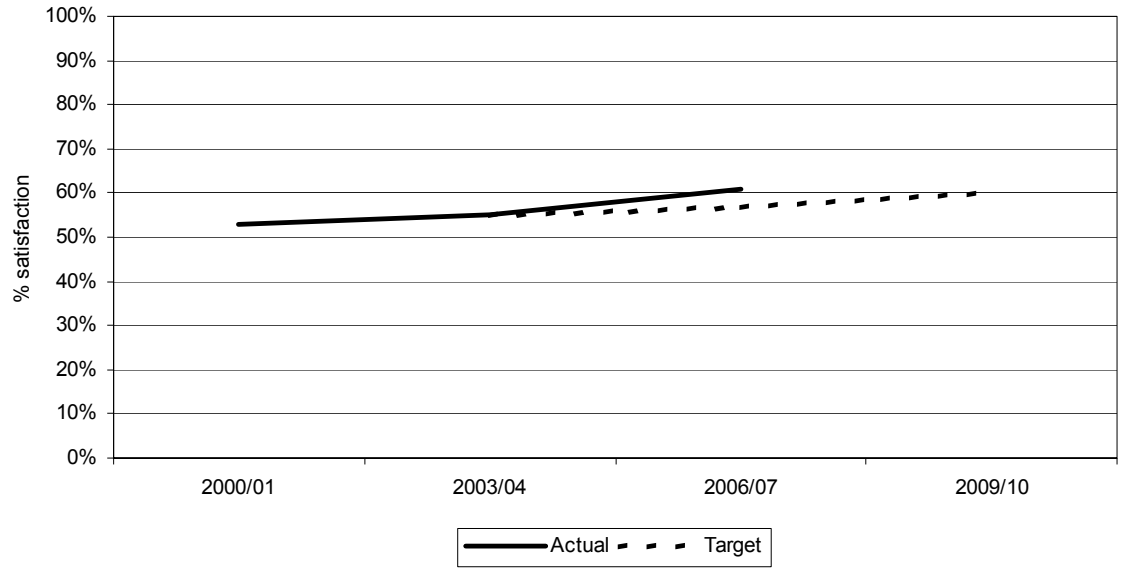
Bus Satisfaction (residents)

1.24 Table 1.11 & Figure 1.7 show results from the triennial AGMA bus satisfaction survey (formerly BV 104). The last survey results, for 2006/07, suggested that bus satisfaction among residents was increasing and exceeding the GMLTP2 trajectory. Bus satisfaction data is no longer collected through the AGMA survey. However, the final target for bus satisfaction (formerly BV 104) has been exceeded.

Table 1.11 Bus Satisfaction

Year	Actual Index	Target Index
2000/01	53%	
2003/04	55% (GMLTP2 baseline)	55%
2006/07	61%	57%
2009/10	NC	60%

Figure 1.7 BV104: Bus Satisfaction (AGMA BV104 Survey)



OTHER PREVIOUSLY MANDATORY INDICATORS

LTP 1a: NI 175 Accessibility (Households)

1.25 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.

1.26 The indicator values for 2005/06 and 2006/07 differ from those reported last year because they have been recalculated following the identification of an error in DfT data. The target has been revised accordingly. The 2007/08 figure is slightly above that for 2006/07 but has failed to reach the 83.6% accessibility targeted in GMLTP2. There has been a decline between 2007/08 and 2009/10.

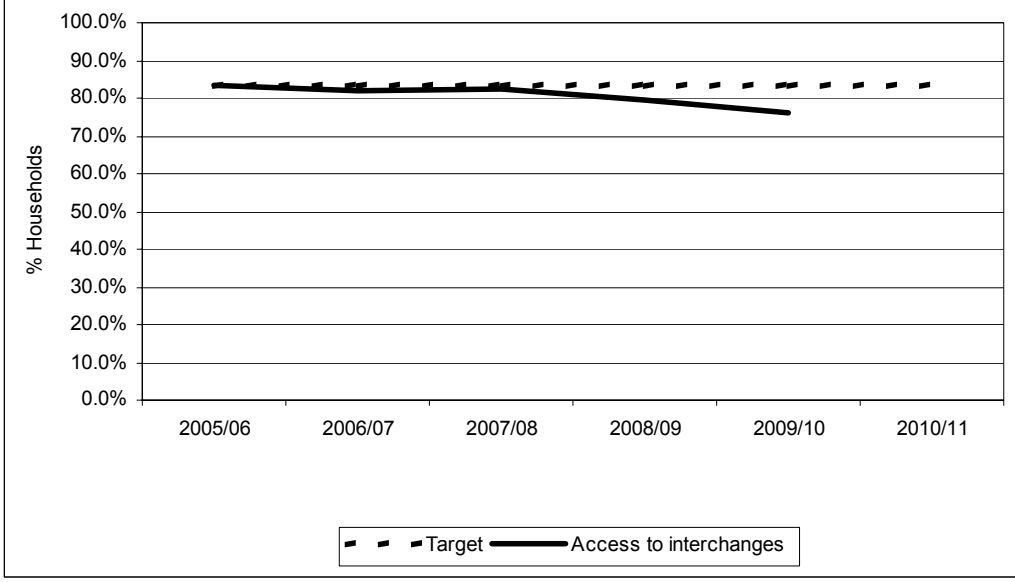
1.27 In line with Local Area Agreements, each District's accessibility priorities are better reflected by specific local indicators, rather than the general countywide LTP1a indicator, although LTP1a is still calculated.

Table 1.12 LTP 1a – NI 175 Accessibility (Households)

Year	Actual Accessibility (%)	Target Accessibility (%)
2005/06	*83.6	83.6
2006/07	82.1	83.6
2007/08	82.6	83.6
2008/09	79.6	83.6
2009/10	76.0	83.6
2010/11		83.6

* Denotes GMLTP2 baseline.

Figure 1.8 LTP 1a: NI 175 Accessibility



LTP 1b: NI 176 Accessibility to employment

1.28 The national indicator NI176 working age people with access to employment has replaced the previous indicator LTP1b accessibility of jobseekers to employment.

1.29 Table 1.13 below shows the accessibility of working age people with access to employment. Values are also reported for individual districts through the Local Area Agreement framework. No Greater Manchester target has been set for this indicator as no districts have set an LAA target for it.

Table 1.13 LTP 1b – NI 176 Accessibility of working age people to employment (GM average)

Year	Accessibility (% working age people)
2007/08	83.7%
2008/09	83.5%
2009/10	83.8%

LTP 2: Area Wide Road Traffic

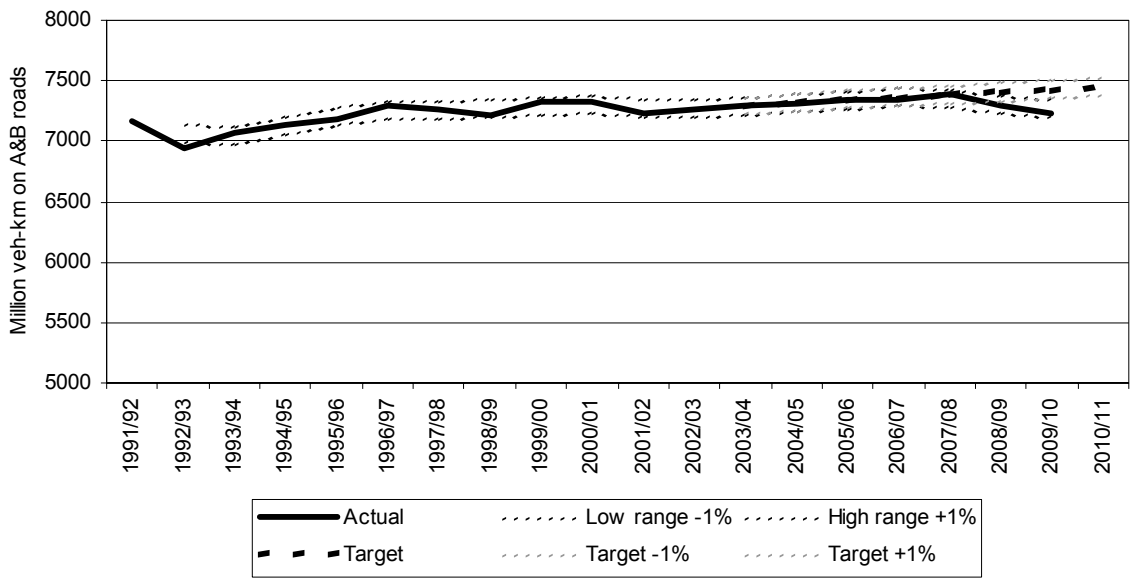
1.30 Table 1.14 & Figure 1.9 show area wide road traffic kilometres on A & B roads. The indicator is considered to be on target as long as it is within +/- 1% of the target figure. Vehicle kilometres have decreased slightly since last year and are now below the GMLTP2 target range representing better than expected performance.

Table 1.14 LTP 2 – Area Wide Road Traffic

	Actual		Target	
Year	**Million Vehicle km**	**Index**	**Million Vehicle km**	**Index**
2003/04	*7302	100	7302	100
2004/05	7313	100	7323	100
2005/06	7350	101	7344	101
2006/07	7349	101	7365	101
2007/08	7384	101	7386	101
2008/09	7293	100	7407	101
2009/10	7234	99	7428	102
2010/11			7448	102

* Denotes GMLTP2 baseline.

Figure 1.9 LTP2 Area-wide Road Traffic



LTP 3: Cycling

1.31 Table 1.15 & Figure 1.10 show the index of change in cycling trips based on automatic cycle counts.

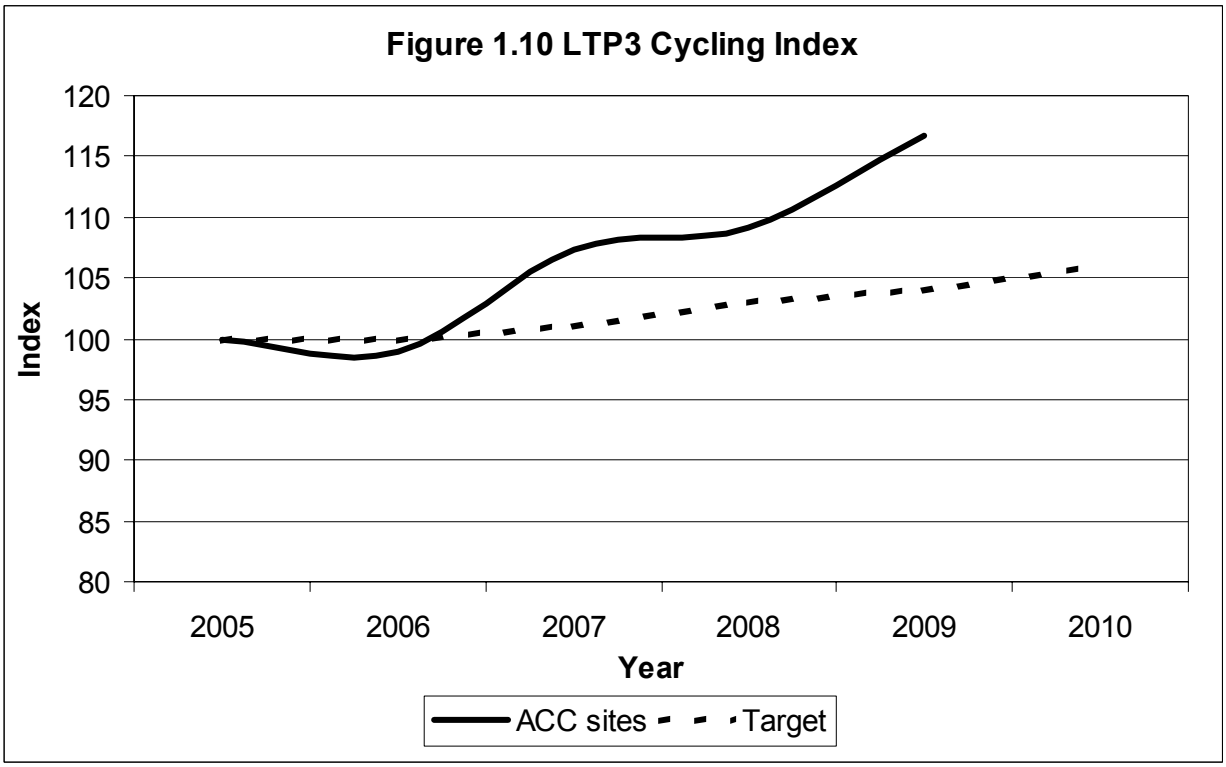
1.32 In order to maximise use of data from the 60 core Automatic Cycle Counter sites, the GMLTP2 target trajectory was revised to use 2005 as the baseline. The target of a 6% increase in cycle flows at the 60 core sites has been retained since 2007.

1.33 The figures show a 7% upturn between 2008 and 2009 and indicate that the 2010 target has already been met. While cycle flows are quite variable from day to day and from site to site there has been an upward trend for the last three years. Other monitoring of cycles (such as manual counts on A and B roads) also show an upward trend.

Table 1.15 LTP 3 – Cycling

Year	Actual Index	Target Index
2005	*100	100
2006	99	100
2007	107	101
2008	109	103
2009	117	104
2010		106

*Denotes baseline for revised GMLTP2 targets.



LTP 4: NI 198 Mode Share of Journeys to School

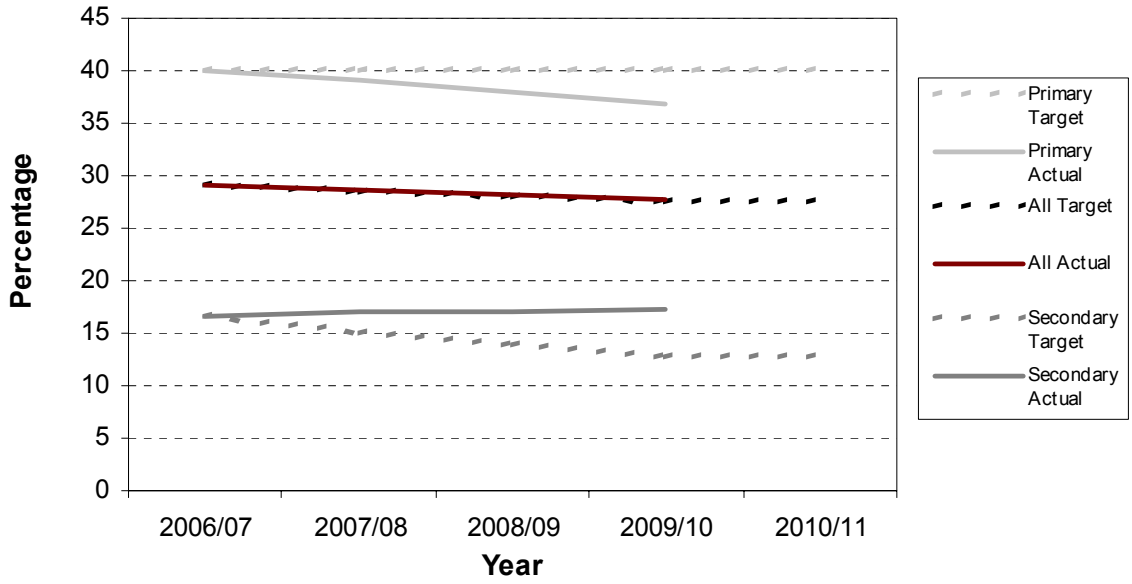
1.34 Table 1.16 and Figure 1.11 show the baseline, 2007/08, 2008/09 and 2009/10 percentages of (a) primary school, (b) secondary school and (c) total school pupils travelling by car together with targets. These figures are based solely on the 2007, 2008 and 2009 School Census returns and do not include any local 'hands-up' survey results. We have weighted the census results to reflect the number of pupils in each type of school and in each local authority. Full details of the results by mode and district are available in GMTU Note 502 "LTP4 and NI 198 Mode of Travel to School Methodology and Indicator Values".

1.35 For all schools, the indicator is broadly on track. However, although the number of primary school pupils travelling to school by car is decreasing and has exceeded expectations, this is not the case for trips to secondary schools where, disappointingly, car use has risen slightly since the base.

Table 1.16 LTP 4 – NI 198 Mode Share of Journeys to School (%car)

	(a) Primary		(b) Secondary		(c) Total	
Year	Actual	Target	Actual	Target	Actual	Target
2006/07	40.1	40.1	16.7	16.7	29.1	29.1
2007/08	39.0	40.1	17.0	15.0	28.7	28.5
2008/09	38.0	40.1	17.0	13.8	28.2	28.0
2009/10	36.9	40.1	17.2	12.7	27.8	27.6
2010/11		40.1		12.7		27.6

Figure 1.11 LTP4 - NI 198 Percentage of Primary, Secondary and All Pupils Travelling to School by Car



LTP 5a: NI 178 Bus Punctuality of Timetabled Services

1.36 Table 1.17 & Figure 1.12 show the proportion of timetabled bus services running to timetable. Following a review of business requirements, this methodology has been revised to ensure it is fit for purpose. The datasets from 2009/10 are statistically significant at county and district level. The surveys are consistent, repeatable every quarter, and the data is robust. The datasets will allow trend analysis from a new base from 2009/10.

Table 1.17 LTP5a – NI 178 Bus Punctuality (Timetabled)

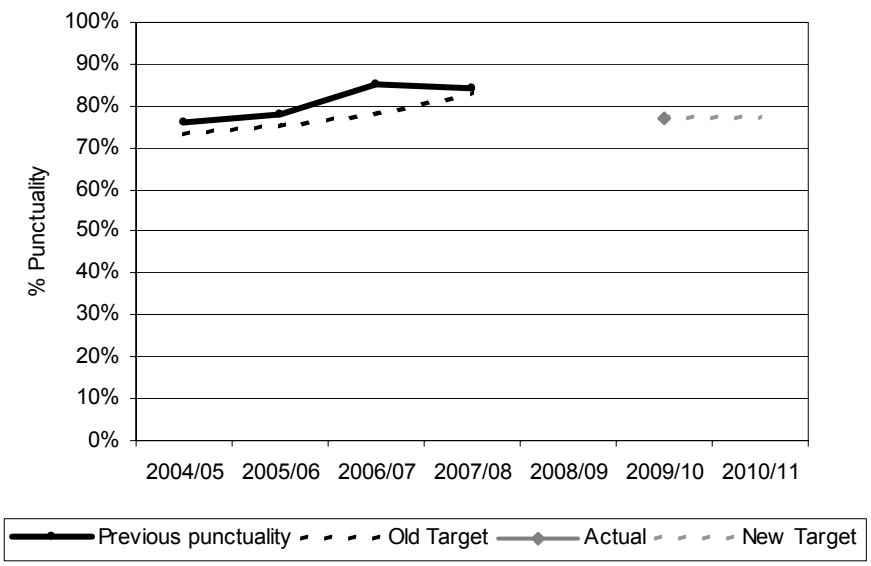
Year	(%) running to timetable	Target (%)
2004/05	76	73
2005/06	78	75
2006/07	85	78
2007/08	84	83
2008/09	No data[1]	No target[1]
2009/10*	76.8	No target[1]
2010/11*		76.8[2]

[1] GMPTE's existing bus punctuality and reliability monitoring system was stopped at the end of 2007/08. A new punctuality and reliability monitoring system (PRMS) was re-scoped and trialled during 2008/09. PRMS became fully operational on 1 April 2009

[2] Target is set as outturn of 2009/10.

* Results from 2009/2010 onwards are calculated using the new methodology and are not directly comparable to previous figures.

Figure 1.12 LTP 5: NI 178 Bus Punctuality (timetabled)



LTP 5b: Bus Reliability of Timetabled Services

1.37 Table 1.18 shows the percentage of services that operate against the number scheduled. As for LTP 5a, this methodology has been reviewed, and revised to ensure fitness for purpose. The datasets from 2009/10 are now statistically significant at county and district level. The surveys are consistent, repeatable every quarter, and the data is robust. The datasets will allow trend analysis from a new base from 2009/10 when a full year's worth of data is available.

Table 1.18 LTP 5b – Bus Reliability (Timetabled)

Year	Reliability (%)	Target
2007/08	95.1	97.0
2008/09	No data[1]	No target[1]
2009/10*	*96.4	No target[1]
2010/11*		96.4[2]

[1] GMPTE's existing bus punctuality and reliability monitoring system was stopped at the end of 2007/08. A new punctuality and reliability monitoring system (PRMS) was re-scoped and trialled during 2008/09. PRMS became fully operational on 1 April 2009

[2] Target is set as outturn of 2009/10.

* Results from 2009/2010 onwards, are calculated using the new methodology and are not directly comparable to previous figures.

LTP 6a: Peak Traffic Flow to Regional Centre

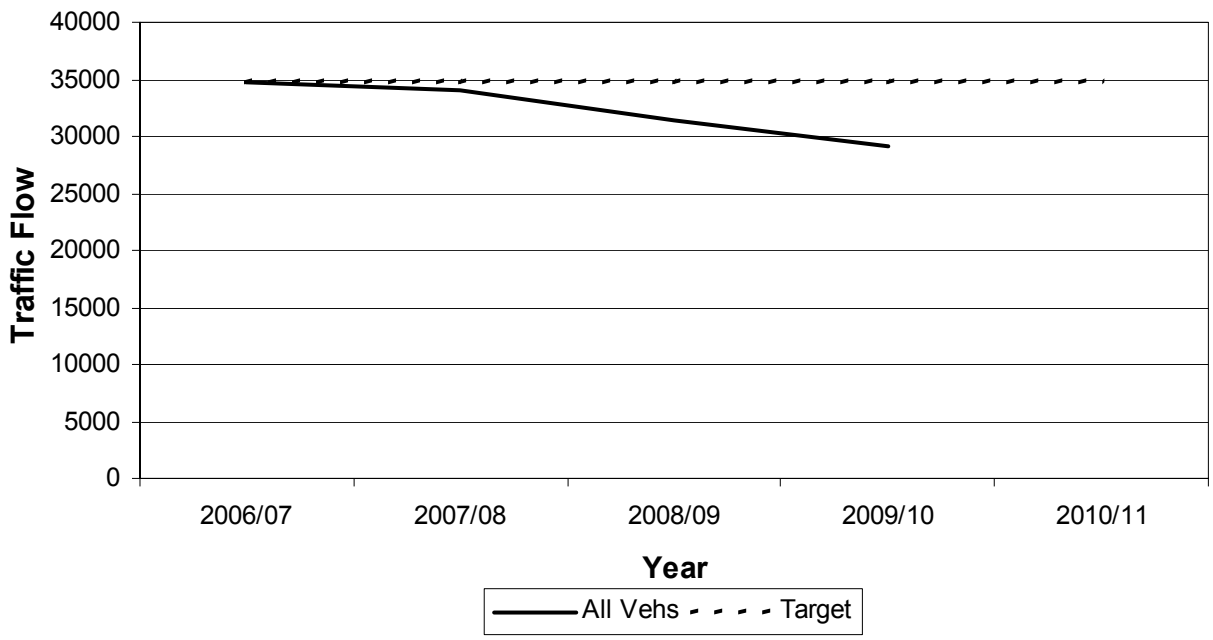
1.38 GMLTP2 originally reported the numbers of vehicles crossing the Manchester regional centre cordon inbound between 07:30 and 09:30 on an average weekday based on manual counts. Additional automatic counters have now been established, allowing the indicator to be rebased on ATC data collected in 2007. Table 1.19 presents 2006/07, 2007/08, 2008/09 and 2009/10 data based on automatic traffic counts on an average weekday between 07:00 and 10:00 (in accordance with indicator guidance). Figure 1.13 illustrates the trend for the indicator. The 2010/11 target is maintenance of the base figure.

Table 1.19 LTP 6a – Peak Traffic Flow (Regional Centre)

Year	Vehicles	Index	Target
2006/07	*34778	100	34778
2007/08	33970	98	34778
2008/09	31472	90	34778
2009/10	29035	83	34778
2010/11			34778

* Denotes new GMLTP2 baseline.

Figure 1.13 LTP6a Vehicles travelling towards the Regional Centre



LTP 6b: Peak Traffic Flow to Other Key Centres

1.39 GMLTP2 originally reported numbers of vehicles crossing key centre cordons inbound between 07:30 and 09:30 on an average weekday based on manual counts. Additional automatic counters have now been established allowing the indicator to be rebased on ATC data. Table 1.20 presents 2006/07, 2007/08, 2008/09 and 2009/10 data, based on automatic traffic counts on an average weekday between 07:00 and 10:00 (in accordance with indicator guidance) by district. Figure 1.14 illustrates the trend for the indicator.

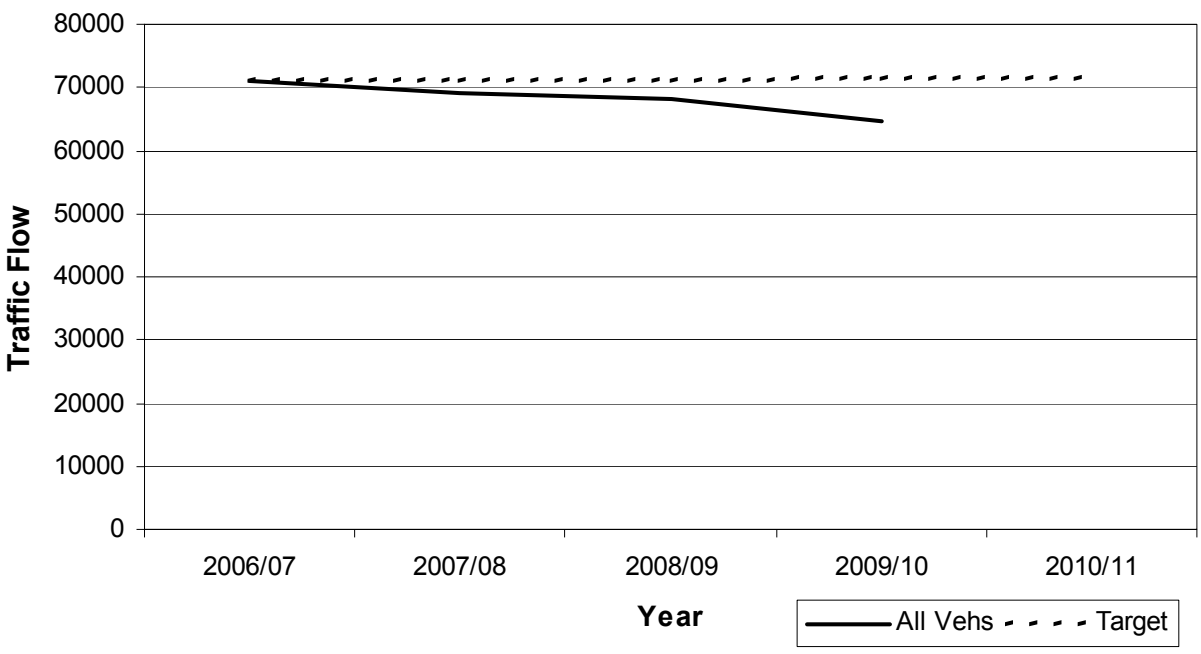
1.40 The original GMLTP2 2010/11 target was to limit the increase in peak traffic flow to 1% from the 2002/05 baseline. This is equivalent to a 0.66% increase between 2006/07 (the new baseline) and 2010/11.

Table 1.20 LTP 6b – Peak Traffic Flow (Other Key Centres)

Key Centre	Vehicles (2006/07)	Vehicles (2007/08)	Vehicles (2008/09)	Vehicles (2009/10)	% Change	Target (2010/11)
Altrincham	3739	3889	3889	4095	10%	3764
Ashton	9039	8107	8645	8895	-2%	9099
Bolton	11205	10353	9747	9418	-16%	11280
Bury	4650	4955	5143	4245	-9%	4681
Eccles	2544	2424	2446	2280	-10%	2561
Oldham	9008	8782	8581	7775	-14%	9068
Rochdale	5728	5833	5833	5389	-6%	5766
Stockport	21066	21038	20151	19343	-8%	21206
Wigan	3981	3859	3646	3344	-16%	4008
Total	***70960**	**69240**	**68081**	**64784**	**-9%**	**71432**

* Denotes new GMLTP2 baseline.
2007/08 data has been slightly revised since last reported.
April 2008 data for Altrincham and Rochdale has been used for both 2007/08 and 2008/09.

Figure 1.14 LTP6b Vehicles travelling towards Other Key Centres



LTP 7: NI 167 Congestion

1.41 The Greater Manchester congestion indicator is the average travel rate per person mile across the 15 target routes listed in GMLTP2 Technical Annex. Table 1.21 and Figure 1.15 show the base, 2006/07, 2007/08, 2008/09, 2009/10 and target values for Greater Manchester.

1.42 The indicator relates to the weekday time period 0730 to 0930 and is expressed in minutes per mile travelled.

1.43 The production of the indicator value involves the combination of non-bus journey time data provided by the Department for Transport, with bus journey time and vehicle occupancy data from local surveys. The exact calculation is undertaken by the DfT.

1.44 The baseline figure was originally derived from 2004/05 ITIS journey time data combined with data from local surveys undertaken in 2005/06. DfT have now switched to using Trafficmaster rather than ITIS data for the non-bus journey times. They have had to adjust the original baseline value to ensure consistency (as far as possible) with the more recent Trafficmaster data and have re-calculated the 2006/07 value using Trafficmaster data. Hence the baseline value is different from that in the original Delivery Plan and the 2006/07 value is also different from the previously published 2006/07 value.

1.45 We have recalculated target values based on the original trajectory.

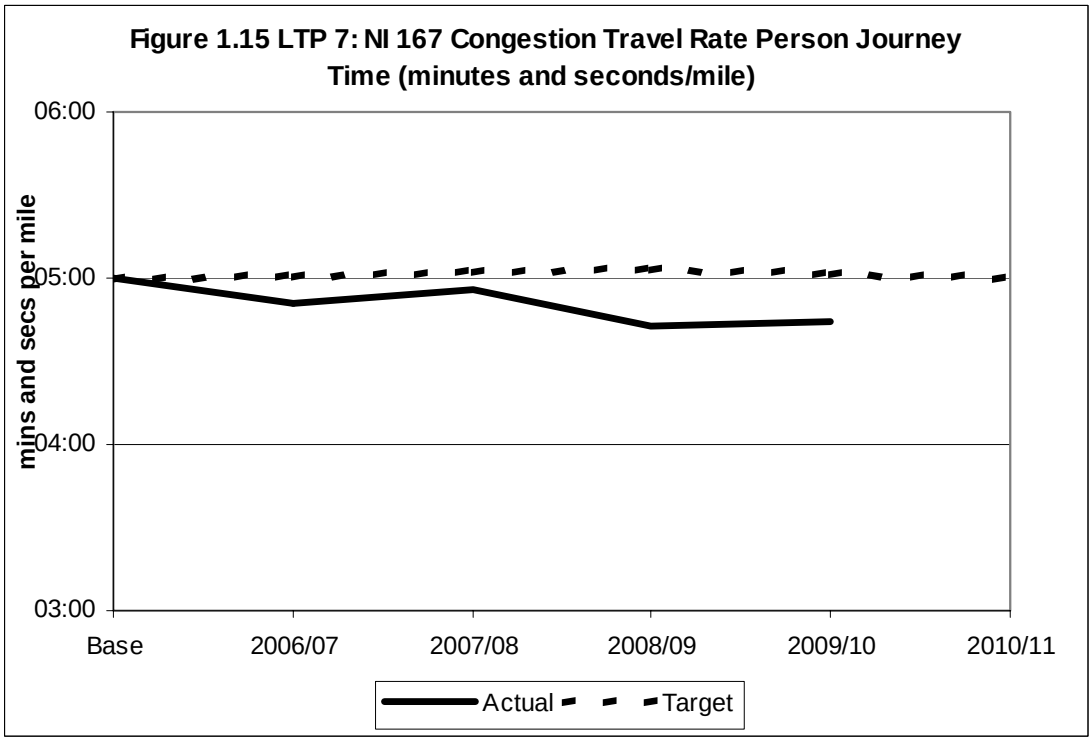
1.46 A further change is that the indicator is now given in minutes and seconds rather than decimal minutes as originally published.

1.47 The derivation of the target value and trajectory is outlined in the Greater Manchester Congestion Target Delivery Plan, which has been approved by DfT. Also included in that document are individual plans for reducing congestion on each target route.

1.48 The baseline, 2006/07, 2007/08, 2008/09 and 2009/10 figures have been published by the DfT in their Transport Statistics Bulletin ‘Congestion on local authority managed “A” Roads and in urban areas: 2009/10 published in November 2010.

Table 1.21 LTP 7 – NI 167 Congestion

	Actual		Target	
Year	**Travel Rate (min/mile)**	**Index**	**Travel Rate (min/mile)**	**Index**
Base	05:00	100.0	05:00	100.00
2006/07	04:51	96.9	05:01	100.25
2007/08	04:56	98.4	05:02	100.75
2008/09	04:43	94.2	05:03	101.00
2009/10	04:44	94.7	05:01	100.50
2010/11			05:00	100.00



LTP 8a: Air Quality (Concentration of NO_2 at Worst Case Receptor Sites in Each District's AQMA)

1.49 GMLTP2 anticipated a revision of the target based on a review of the issue following an extensive review of the EMIGMA emissions database and further Defra advice on the nature of the NO_x to NO_2 conversion relationship. The interim targets have been previously reported in GMLTP2.

1.50 It was decided in 2008 not to pursue this indicator because of its complexity and because of the difficulty in quantifying and isolating out road traffic effects.

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

1.51 Table 1.22 & Figure 1.16 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.

1.52 The 2008 indices for all authorities are within the GM target value of 77.7 Year-on-year changes for individual authorities should be treated with some caution as short term changes in emission forecasts will be more variable at a local level.

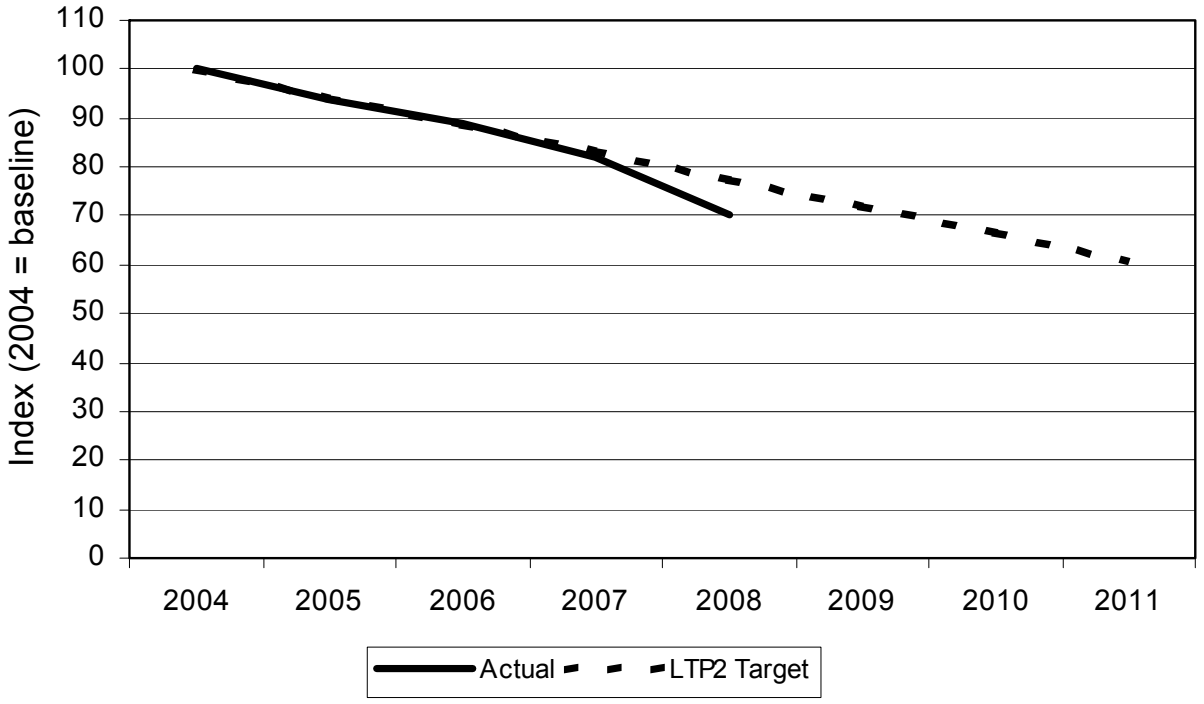
1.53 For this indicator, 'actual' emission figures represent the best computer-modelled estimate. Such models are subject to continuous improvement. In order to glean a fair measure of change occurring over time (rather than simply changes due to model improvement) the model must be run for previous 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 1.22 LTP 8b – Local Traffic Emissions

	Actual Index					Target Index			
District	**2004**	**2005**	**2006**	**2007**	**2008**	**2008**	**2009**	**2010**	**2011**
Bolton	100.0	93.8	89.3	78.8	69.5				
Bury	100.0	93.4	91.3	82.4	70.7				
Manchester	100.0	92.9	87.3	80.7	68.5				
Oldham	100.0	94.1	85.9	79.8	68.4				
Rochdale	100.0	95.5	93.1	82.3	70.0				
Salford	100.0	92.6	89.3	83.7	72.1				
Stockport	100.0	93.6	88.0	80.5	69.4				
Tameside	100.0	92.1	83.1	79.4	67.6				
Trafford	100.0	92.8	83.0	81.7	70.1				
Wigan	100.0	96.8	96.8	86.4	74.8				
GM Total	**100.0**	**93.8**	**89.3**	**81.8**	**70.3**	**77.7**	**72.1**	**66.6**	**61.0**

Figure 1.16 LTP 8b: Index of NOx Emissions from Roads in GM



LOCAL INDICATORS

LTP 9: Climate Change

1.54 Table 1.23 & Figure 1.17 show an index of change for the number of tonnes CO_2 (modelled) emitted annually from road transport on local roads.

1.55 The 2008 performance index for GM is estimated to be 97.5, which is approximately 5 percent below the target value of 102.6 for the county as a whole. The indicator is broadly on track, with modelled CO2 emissions decreasing by 2.5% relative to 2004.

1.56 The 2008 indices for most authorities are within the GM target value of 102.6. The only district that exceeds the target is Wigan with an index of 103.2. The 2008 index for Wigan has fallen by 2 percent relative to 2007, however, compared to the approximate 0.6 percent year-on-year increase permitted by the target. Wigan's value is heavily influenced by the M6. The year-on-year changes for individual authorities should be treated with some caution, however, as short term changes in emission forecasts will be more variable at a local level.

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

Table 1.23 LTP 9 – Climate Change

	Actual Index					Target Index			
District	**2004**	**2005**	**2006**	**2007**	**2008**	**2008**	**2009**	**2010**	**2011**
Bolton	100.0	98.7	100.7	97.2	95.5				
Bury	100.0	98.8	103.2	101.6	97.6				
Manchester	100.0	98.3	99.6	99.8	94.6				
Oldham	100.0	100.0	98.6	100.5	98.0				
Rochdale	100.0	100.6	104.3	101.7	96.3				
Salford	100.0	99.2	102.5	103.6	98.7				
Stockport	100.0	99.6	101.0	100.4	97.4				
Tameside	100.0	98.0	94.5	98.5	94.9				
Trafford	100.0	98.6	95.7	100.6	98.8				
Wigan	100.0	101.5	108.5	105.2	103.2				
GM Total	**100.0**	**99.4**	**101.4**	**101.1**	**97.5**	**102.6**	**103.2**	**103.9**	**104.5**

LTP 10b: Accessible Infrastructure (Bus Stops)

1.60 LTP 10b refers to the percentage of accessible bus stops (minimum 160mm kerb height). At the publication of GMLTP2, a data collection system was yet to be established. A monitoring method is now in place based on accessible bus stops on QBC routes and the results are shown in Table 1.25. The target has been exceeded and the QBC programme has now closed down. With the close-down of the QBC programme GMPTE is now looking at the remaining bus stops across the county to identify a new indicator. This will be available from 2010/11 onwards.

Table 1.25 LTP 10b – Accessible Infrastructure (Bus Stops)

Year	Accessible Stops	Target
2006/07	53%	88% by 2008/09
2007/08	79%	
2008/09	92%	

LTP 10c: Accessible Infrastructure (Rail Stations)

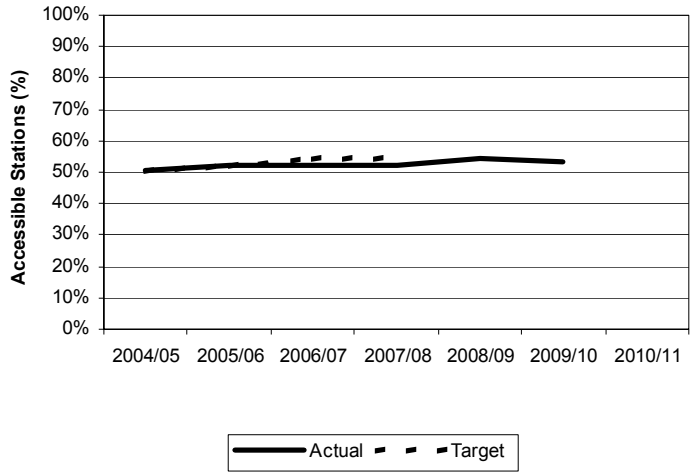
1.61 Table 1.26 & Figure 1.19 show the percentage of rail stations fully accessible to disabled people. GMPTE are currently re-assessing the definition of accessibility. A new indicator has yet to be developed.

Table 1.26 LTP 10c – Accessible Infrastructure (Rail Stations)

Year	Accessible Stations (%)	Target (%)
2004/05	54 (50.5)	54 (50.5)
2005/06	56 (52.3)	56 (52.3)
2006/07	56 (52.3)	58 (54.2)
2007/08	56 (52.3)	58 (54.2)
2008/09	58 (54.2)	No target set
2009/10	51 (53.1)	No target set

Note: 2009/10 results exclude the closed Rochdale/Oldham Line

Figure 1.19 LTP 10c: Percentage Accessible Rail Stations



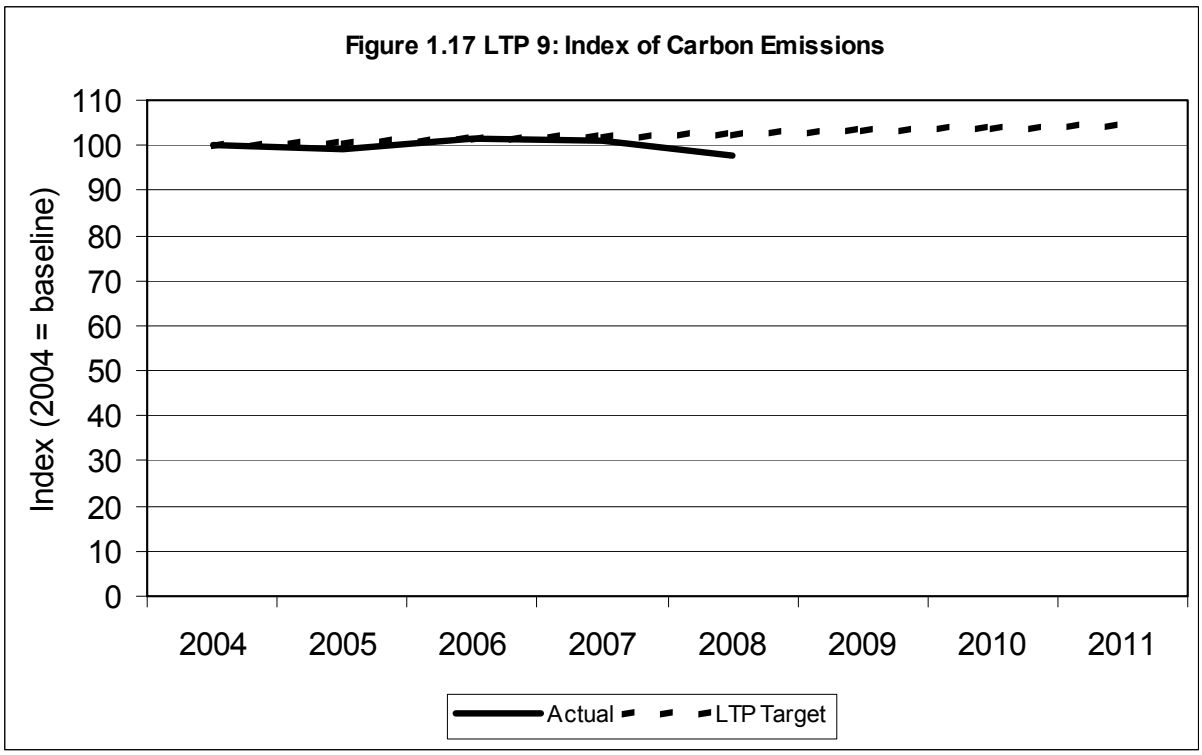


Figure 1.17 LTP 9: Index of Carbon Emissions
Index (2004 = baseline)
110
100
90
80
70
60
50
40
30
20
10
0
2004
2005
2006
2007
2008
2009
2010
2011
Actual
LTP Target

LTP 10a: Accessible Infrastructure (Buses)

1.58 Table 1.24 & Figure 1.18 show the proportion of wheelchair accessible buses. There was a sharp increase in the percentage of accessible buses due to the introduction of low-floor buses by bus companies, particularly on QBC routes between 2004/05 and 2007/08. The methodology used between 2004/05 and 2007/08 was discontinued due to problems with the accuracy of the operator fleet lists.

1.59 A new measurement based on on-street observations as part of the new punctuality and reliability monitoring system (PRMS) was begun in 2009/10 but it is not directly comparable with previous figures

Table 1.24 LTP 10a – Accessible Infrastructure (Buses)

Year	Accessible Buses (%)	Target (%)
2004/05	*41.8	41.8
2005/06	48.4	48.0
2006/07	64.5	54.0
2007/08	71.5	63.0
2008/09	No data[1]	No target[1]
2009/10**	87.6	No target[1]
2010/11**		87.6[2]

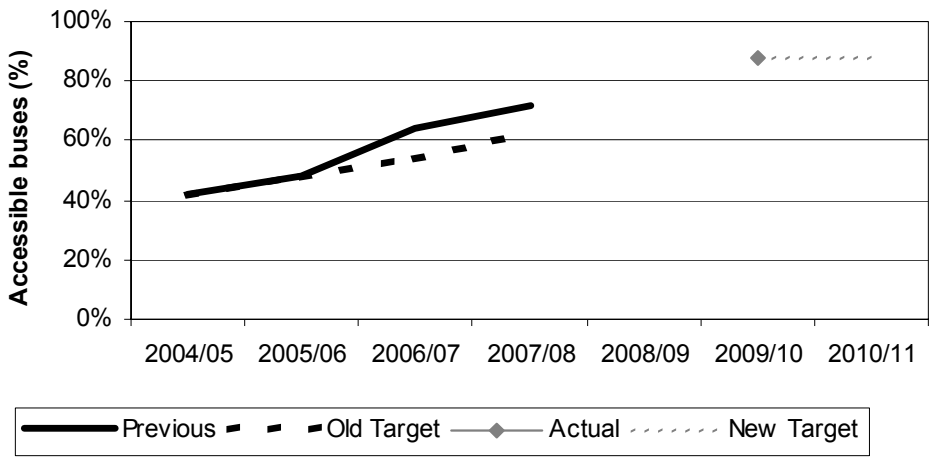
* Denotes GMLTP2 baseline.

[1] GMPTE's previous bus punctuality and reliability monitoring system was stopped at the end of 2007/08. A new punctuality and reliability monitoring system (PRMS) was re-scoped and trialled during 2008/09. PRMS became fully operational on 1 April 2009.

[2] Target is set as outturn of 2009/10..

** Results from 2009/2010 are calculated using the new methodology and are not directly comparable to previous figures.

Figure 1.18 LTP 10a: Percentage of Wheelchair Accessible Buses



LTP 10d: Accessible Infrastructure (Pedestrian Crossings)

1.62 Table 1.27 shows the proportion of pedestrian crossings with facilities for disabled people in each district (formerly Best Value Indicator BV 165).

1.63 Sudden reductions in percentages (eg Bolton 2005/06, Manchester 2006/07, Rochdale 2007/08) are the result of external audits and more rigorous guidance interpretation.

1.64 The indicator has been discontinued. Some districts are no longer reporting on the indicator following the end of Best Value.

Table 1.27 LTP 10d – Accessible Infrastructure (Pedestrian Crossings)

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

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

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

1.65 Table 1.28 shows the percentage of public rights of way that are easy to use (formerly Best Value Indicator BV 178). Some districts are no longer reporting on the indicator follow the end of Best Value.

Table 1.28 LTP 10e – Accessible Infrastructure (PRoW)

	Actual (%)						Target (%)	
District	**2004/05**	**2005/06**	**2006/07**	**2007/08**	**2008/09**	**2009/10**	**2009/10**	**2010/11**
Bolton	67.0	65.0	67.0	80.0	84.0	81.0	86.0	82.0
Bury	81.9	81.0	86.0	88.0	87.0	89.0	89.0	90.0
Manchester	66.3	66.9	73.4	70.7	78.0	Not available yet		
Oldham	46.5	54.0	76.1	37.2	No longer collected			
Rochdale	42.0	50.0	56.0	90.0				
Salford*	66.0	71.0	79.5	85.1	95.4	No longer collected		
Stockport*	79.1	81.4	83.9	85.0	91.0	86.5	91.0	94.0
Tameside	88.8	92.3	93.1	94.7	No longer collected			
Trafford	37.0	51.9	68.8	75.0	68.0	54.0	95.0	87.0
Wigan	68.0	71.0	71.0	72.0	No longer collected			

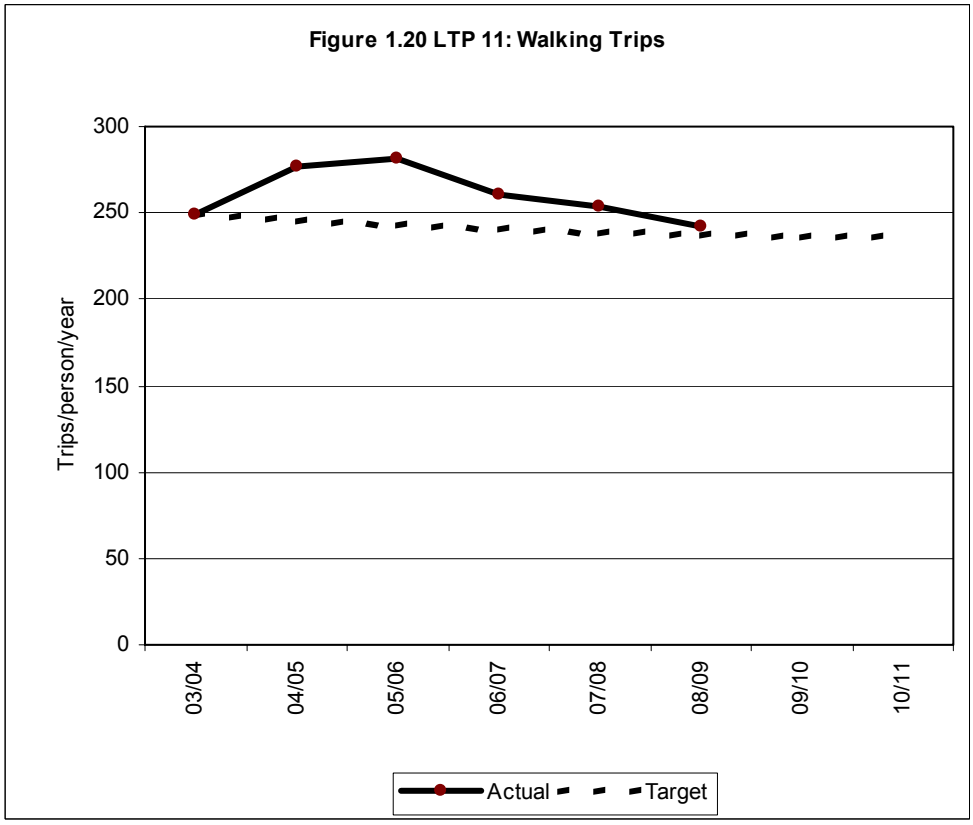
* Denotes original GMLTP targets retained. All other targets revised by districts.

LTP 11: Walking

1.66 Table 1.29 & Figure 1.20 show the number of trips/year/person where walking is the main mode. The 'actual' figures are taken from the DfT's National Travel Survey. The figures used are two-year averages since we have been advised that single year estimates are not robust at the Greater Manchester level. 2007 data proved to be unreliable due to an under-reporting of short trips so the estimates for 2006/07 and 2007/08 are based respectively on 2006 and 2008 data only.

Table 1.29 LTP 11 – Walking

Year	Actual (Trips/year/person)	Index	Target (Trips/year/person)	Index
2003/04	249	*100*	249	*100*
2004/05	277	*111*	246	*99*
2005/06	281	*113*	243	*98*
2006/07	261	*105*	241	*97*
2007/08	253	*102*	239	*96*
2008/09	242	*97*	237	*95*
2009/10			237	*95*
2010/11			237	*95*



LTP 12a: Modal Share to Regional Centre

1.67 Table 1.30 & Figure 1.21 show the percentage of non-car trips into the regional centre during the morning peak (07:30-09:30).

1.68 From 2009 the Regional Centre has been monitored annually. Also the method of monitoring bus patronage changed from using Continuous Passenger Sampling (CPS) Data to manually counting bus passengers. Manual bus surveys were conducted in March 2006, March 2009 and March 2010. These indicated a higher number of bus passengers entering the city centre than CPS data and past trends and the targets have been adjusted to reflect this.

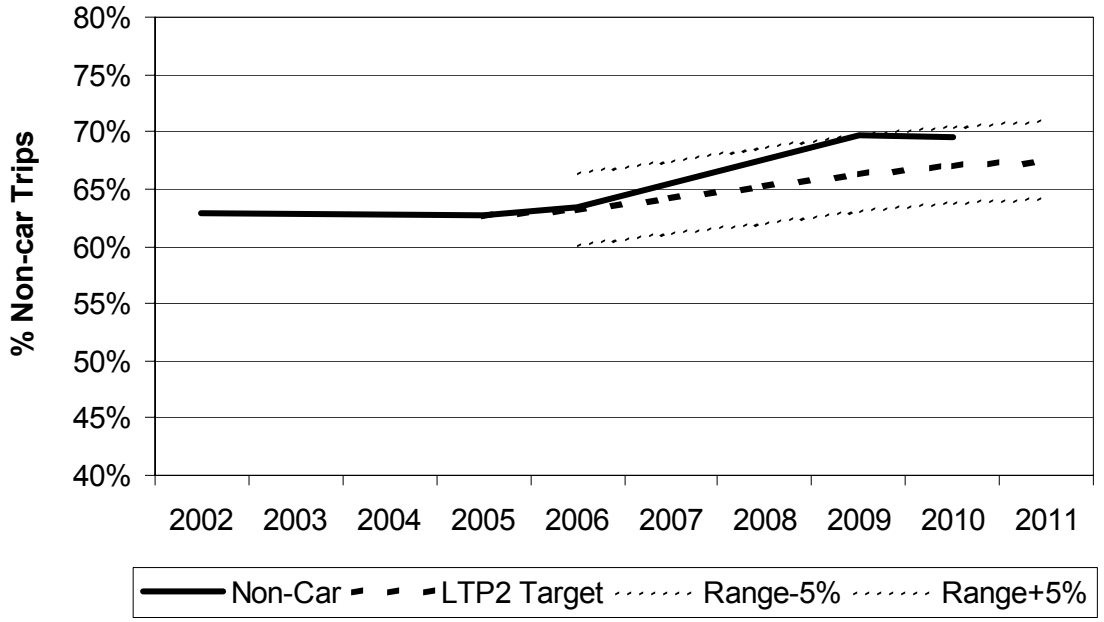
1.69 The proportion of non-car trips has decreased slightly since 2009 but remains above GMLTP2 targets. The total number of trips has increased by 3% since the baseline (2005) and 1% since 2008.

Table 1.30 LTP 12a – Modal Share to Regional Centre

Year	Non-Car Trips	Target
2002	63.0%	
2003		
2004		
2005	*62.7%	62.7%
2006	63.4%	63.2%
2007		64.3%
2008		65.3%
2009	69.7%	66.3%
2010	69.4%	67.1%
2011		67.5%

* Denotes GMLTP2 baseline.

Figure 1.21 LTP12a - Non-Car Trips to Regional Centre



LTP 12b: Modal Share to Other Key Centres

1.70 Table 1.31 & Figure 1.22 show the percentage of non-car trips into the key centres during the morning peak (07:30-09:30).

1.71 Between 2001/02/03 and 2006/07/08 the results are based on a 3-year rolling average of all centres combined. From financial year 2008/09 all centres have been monitored annually. Also the method of monitoring bus patronage has changed from using Continuous Passenger Sampling (CPS) Data to manually counting bus passengers. These on balance indicated a higher number of bus passengers entering the key centres than CPS data and past trends and the targets have been adjusted to reflect this.

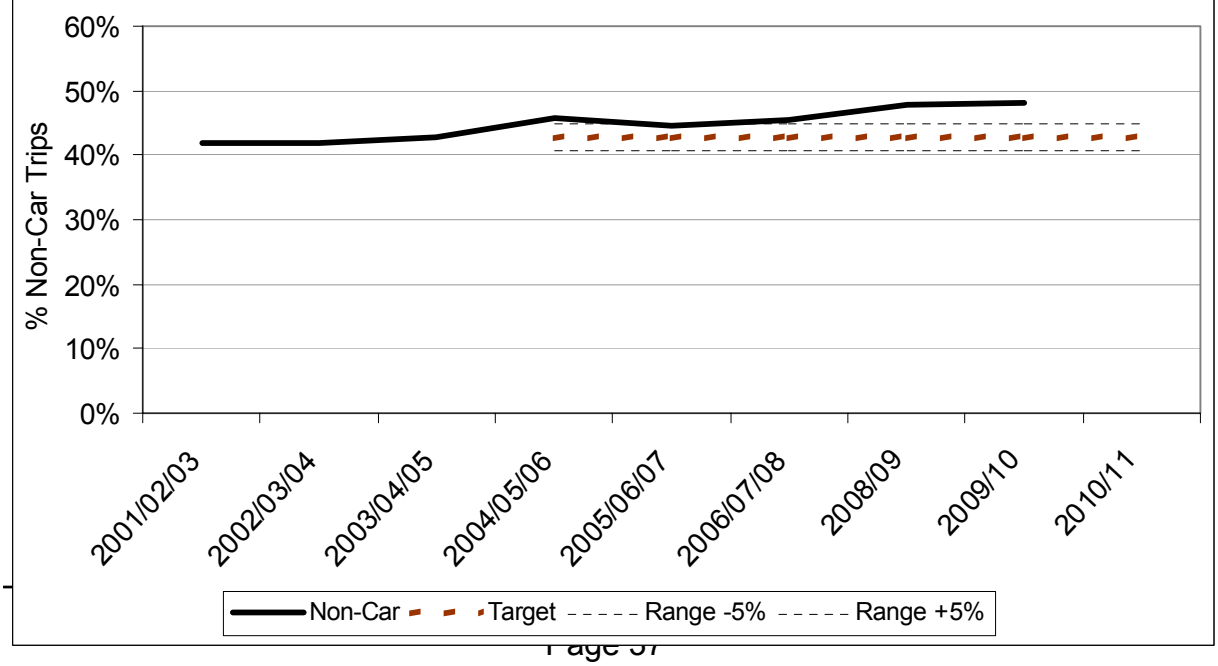
1.72 The percentage of non-car trips is now 48.2%, 5.5 percentage points up from the base. The total number of trips has increased by 3% since the baseline but decreased by 2% since 2008/09.

Table 1.31 LTP 12b – Modal Share to Other Key Centres

Year	Non-Car Trips	Target
2001/02/03	41.9%	42.7%
2002/03/04	41.7%	42.7%
2003/04/05	*42.7%	42.7%
2004/05/06	45.7%	42.7%
2005/06/07	44.7%	42.7%
2006/07/08	45.4%	42.7%
2008/09	47.8%	42.7%
2009/10	48.2%	42.7%
2010/11		42.7%

*Denotes GMLTP2 baseline.

Figure 1.22 LTP 12b Non-Car Use to Other Key Centres



LTP 12c: Modal Share to Manchester Airport

1.73 Table 1.32 & Figure 1.23 show the ratio of vehicle trips by road to Manchester Airport to the overall number of passengers using Manchester airport. The target is for a 4% fall in the number of vehicle trips per passenger between 2005 and 2011.

Table 1.32 LTP 12c – Modal Share to Manchester Airport

Year	Actual (Vehicle Trips per Passenger)	Target (Vehicle Trips per Passenger)
2003	1.43	1.48
2004	1.37	1.46
2005	1.33	*1.44
2006	1.33	1.43
2007	1.34	1.42
2008	1.32	1.40
2009	1.34	1.40
2010		1.39
2011		1.38

*Denotes GMLTP2 baseline.

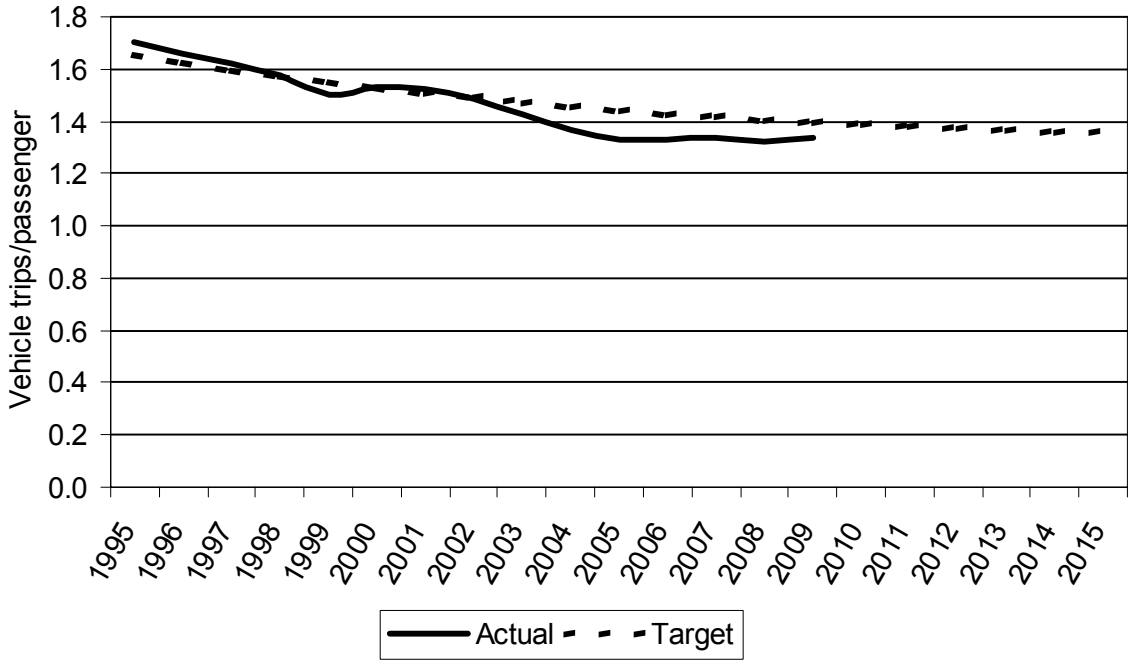



Figure 1.23 LTP 12c - Proportion of Vehicle Trips by Road Relative to the Number of Air Passengers