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

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**TRANSPORT STATISTICS  
GREATER MANCHESTER 2008  
LOCAL TRANSPORT PLAN SECTION**

**SUMMARY**

This section presents the most up to date indicators for the Greater Manchester Local Transport Plan in 2008 and includes trends.

## ACKNOWLEDGEMENTS

We acknowledge the assistance of GMPTE in providing the Public Transport data and local authorities for providing some of the (former) Best Value Indicators.

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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 2008****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)**

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

**Road Casualties (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 48), the numbers are decreasing.

**Public Transport (National and former Best Value)**

- Bus (NI 177a) and Rail are on track, and have already exceeded the LTP2 final target. Metrolink (NI 177b) patronage is very close to its milestone.
- The final target for bus satisfaction (formerly BV 104) has been exceeded and revision is being considered.

**Road and Other Traffic (National and previously Mandatory)**

- Area wide vehicle mileage (LTP2) has decreased and is on track
- The increase in the estimated number of cyclists in 2007 and 2008 exceeded the final target meaning that LTP3 is well on track.
- Mode share of journey to schools (LTP4) is not yet available.
- Peak period traffic flow to urban centres (LTP6) is on track and has in fact decreased. This is probably due in part to the effects of the recession.
- Congestion (LTP7) has also exceeded its target.

**Accessibility (National and previously Mandatory)**

- We are in the process of replacing the former LTP1a indicator (percentage of households within 30 minutes of a category A interchange or Manchester City Centre by 08:45) 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.
- 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 and will be reported from 2009/10 when a full year's worth of data is available.

**Pollution (previously Mandatory)**

- The index of change in the emissions of NO<sub>x</sub> from major roads (LTP8) was on track in 2007 but data is yet to be available for 2008.

**Pollution (local)**

- The index of change in the emissions of CO<sub>2</sub> from major roads (LTP8) was on track in 2007 but data is yet to be available for 2008.

**Public Transport (local)**

- The percentage of wheelchair accessible buses indicator (LTP10a) will be calculated using data from the revised monitoring system.
- 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)**

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

**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.

<b>Table 1.1 NI 168 – Principal Road Condition</b>					
	<b>Actual (%)</b>		<b>Target (%)</b>		
<b>District</b>	<b>2007/08</b>	<b>2008/09</b>	<b>2008/09</b>	<b>2009/10</b>	<b>2010/11</b>
Bolton	5	4	5	5	4
Bury	6	4	5	4	3
Manchester	6	6	6	6	6
Oldham	11	7	10	7	7
Rochdale	10	8	14	13	12
Salford	6	5	6	5	5
Stockport	5	4	4	4	4
Tameside	6	5	6	5	N/A
Trafford	9	8	7	N/A	N/A
Wigan	5	4	5	4	4

**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.

<b>Table 1.2 NI 169 –Non-principal Classified Road Condition</b>					
	<b>Actual (%)</b>		<b>Target (%)</b>		
<b>District</b>	<b>2007/08</b>	<b>2008/09</b>	<b>2008/09</b>	<b>2009/10</b>	<b>2010/11</b>
Bolton	8	6	7	7	6
Bury	9	6	9	8	7
Manchester	6	6	6	6	6
Oldham	12	7	12	7	7
Rochdale	11	8	19	10	10
Salford	8	6	8	7	5
Stockport	5	4	4	4	4
Tameside	7	7	7	7	N/A
Trafford	8	7	4	N/A	N/A
Wigan	4	3	5	4	4

### Unclassified Road Condition

- 1.8 This indicator was formerly the Best Value Indicator BV 224b and 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.

<b>Table 1.3 Unclassified Classified Road Condition</b>					
	<b>Actual (%)</b>		<b>Target (%)</b>		
<b>District</b>	<b>2007/08</b>	<b>2008/09</b>	<b>2008/09</b>	<b>2009/10</b>	<b>2010/11</b>
Bolton	20	43	15	11	7
Bury	6	10	12	9	8
Manchester	9	11	14	14	13
Oldham	16	24	15	22	22
Rochdale	8	N/A	15	15	N/A
Salford	22	18	21	20	20
Stockport	10	10	10	10	10
Tameside	11	11	17	11	N/A
Trafford	9	7	15	14	11
Wigan	5	5	5	5	4

### Principal Footway Condition

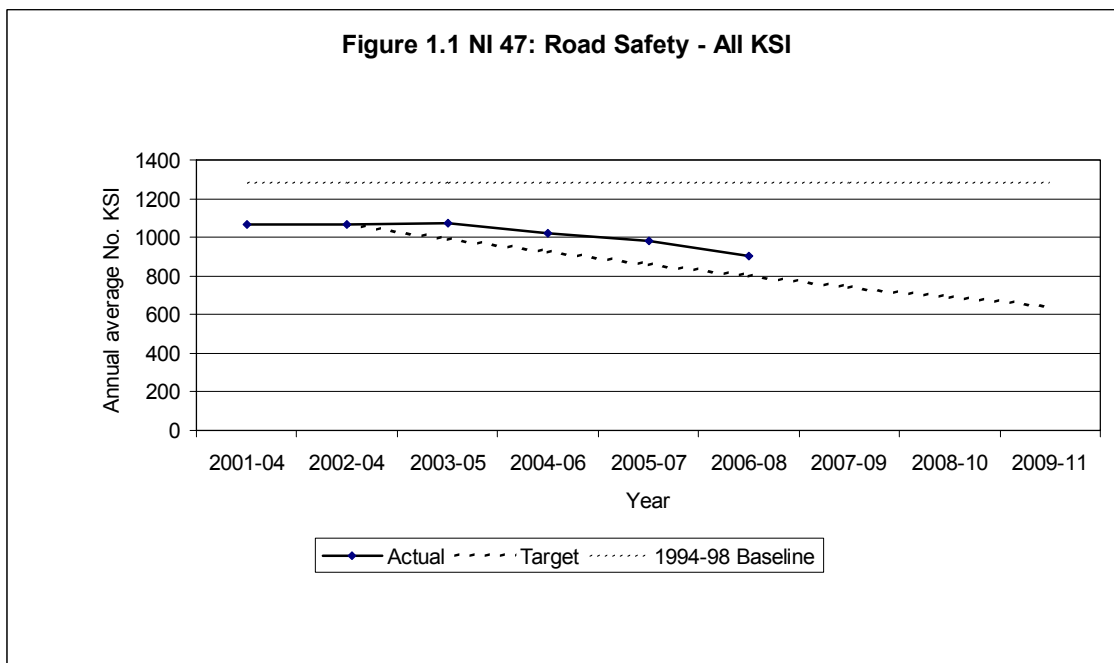
- 1.10 The indicator was formerly the Best Value Indicator BV 187 and some districts are continuing to report it. Table 1.4 shows the proportion of category 1, 1a and 2 footways that may require maintenance to preserve serviceability in each district.
- 1.11 Many districts have set revised targets from those originally published in GMLTP2. The reasons for such revisions vary from district to district as measurement methods have improved.

<b>Table 1.4 Principal Footway Condition</b>						
	<b>Actual (%)</b>			<b>Target (%)</b>		
<b>District</b>	<b>2006/07</b>	<b>2007/08</b>	<b>2008/09</b>	<b>2008/09</b>	<b>2009/10</b>	<b>2010/11</b>
Bolton	22	36	30	27	19	7
Bury	34	34	18	30	25	22
Manchester	24	19	28	13	13	13
Oldham	38	35	35	30	30	30
Rochdale	19	27	N/A			
Salford	66	26	N/A			
Stockport	25	22	21	21	19	17
Tameside	18	18	17	17	17	N/A
Trafford	18	8	17	8	8	8
Wigan	13	10	17	9	9	5

**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 2007 (average 2006 to 2008) is still 30% below the base years. The national target reduction (40%) should be met.

<b>Table 1.5 NI 47 – All KSI</b>				
<b>Year</b>	<b>Actual</b>		<b>Target</b>	
	<b>KSI (annual ave)</b>	<b>Index</b>	<b>KSI (annual ave)</b>	<b>Index</b>
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			741	58
2008-10			689	54
2009-11			641	50



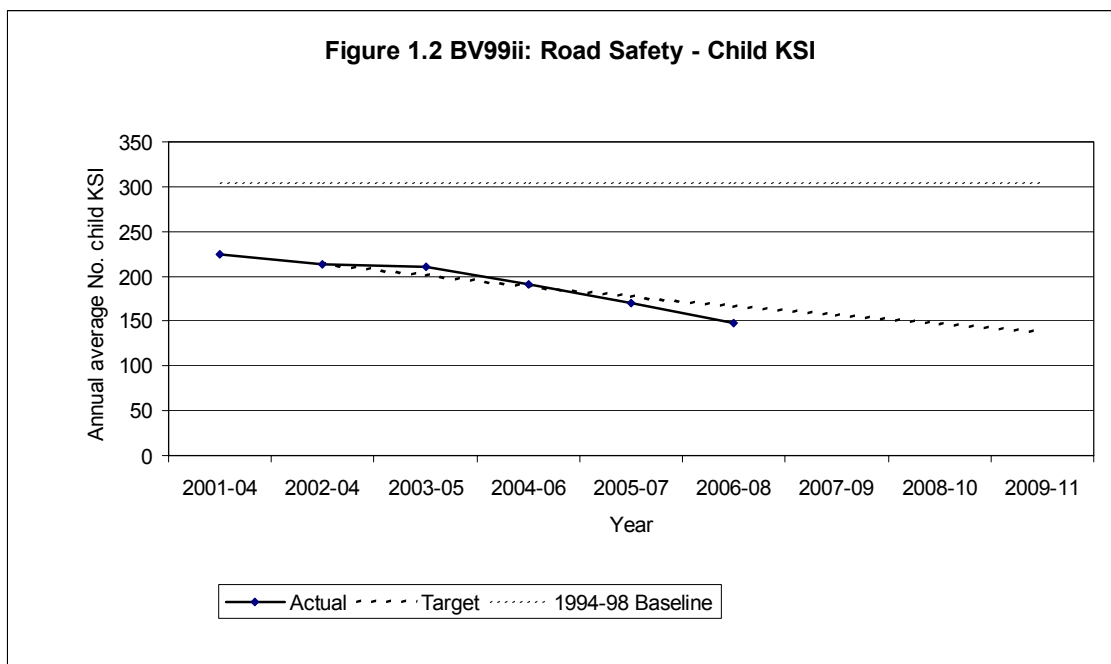


**NI 48: Road Safety – Child KSI**

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 (2006-08) figure of 148 shows a considerable reduction on 2005-07 and the indicator is now well below its target value.

Table 1.6 NI 48 – Child KSI				
Year	Actual		Target	
	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			156	51
2008-10			146	48
2009-11			137	45



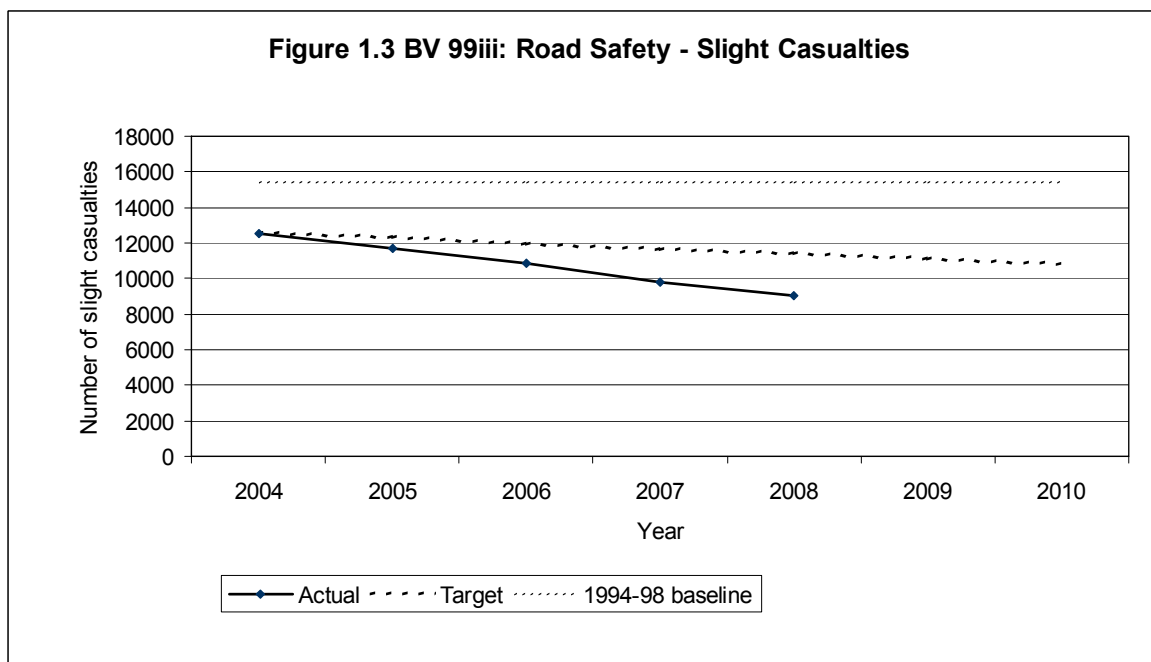
**Road Safety – Slight Casualties**

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 2008 figure of 9038 represents 59% of the 1994-98 baseline, well ahead of the targeted 74%.

<b>Table 1.7 Slight Casualties</b>				
<b>Year</b>	<b>Actual</b>		<b>Target</b>	
	<b>Slight casualties</b>	<b>Index</b>	<b>Slight casualties</b>	<b>Index</b>
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			11082	72
2010			10798	70

\* Denotes annual average figure.



**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.

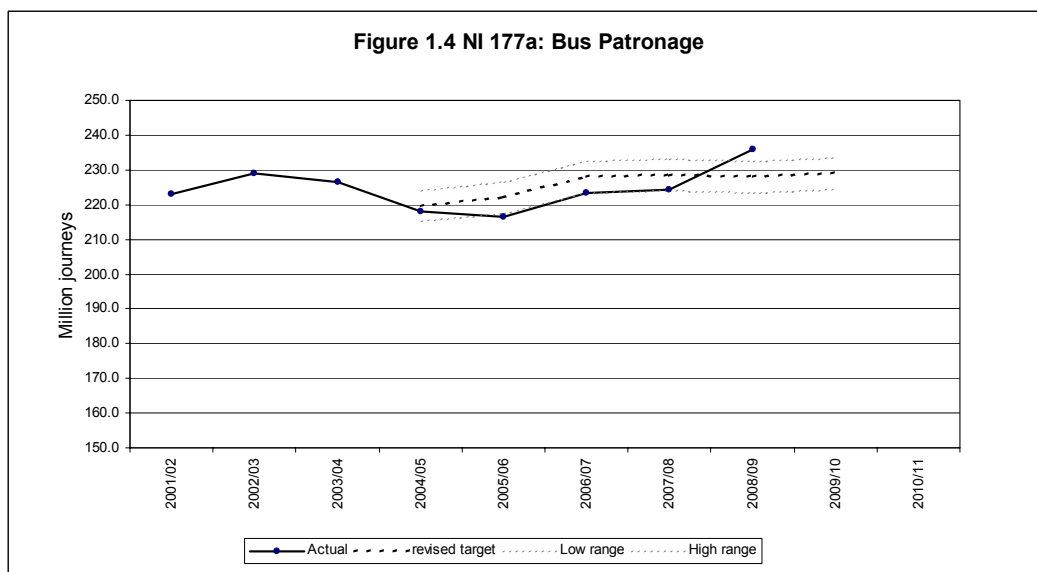
<b>Table 1.8 NI 177a – Bus Patronage</b>				
<b>Year</b>	<b>Actual</b>		<b>Target</b>	
	<b>Million Journeys</b>	<b>Index</b>	<b>Million Journeys</b>	<b>Index</b>
2001/02	223.0	98		
2002/03	229.0	101		
<b>2003/04</b>	<b>*226.5</b>	100		
2004/05	218.0	96	<sup>2</sup> 219.7	97
2005/06	216.4	96	<sup>2</sup> 222.0	98
2006/07	223.3	99	<sup>2</sup> 228.0	101
2007/08	224.4	99	<sup>2</sup> 228.5	101
2008/09	<sup>1</sup> 236.0	104	<sup>3</sup> 228.0	101
2009/10			<sup>3</sup> 228.9	101
2010/11			1% reduction on 2009/10 actual Bus Patronage	100

\* Denotes GMLTP2 baseline figure

<sup>1</sup> 2008/09 Bus Patronage data is currently under review as part of a wider assessment of Continuous Passenger Sampling data

<sup>2</sup> Original GMLTP target revised to reflect change in baseline

<sup>3</sup> GMPTE target 2009



### Rail Patronage

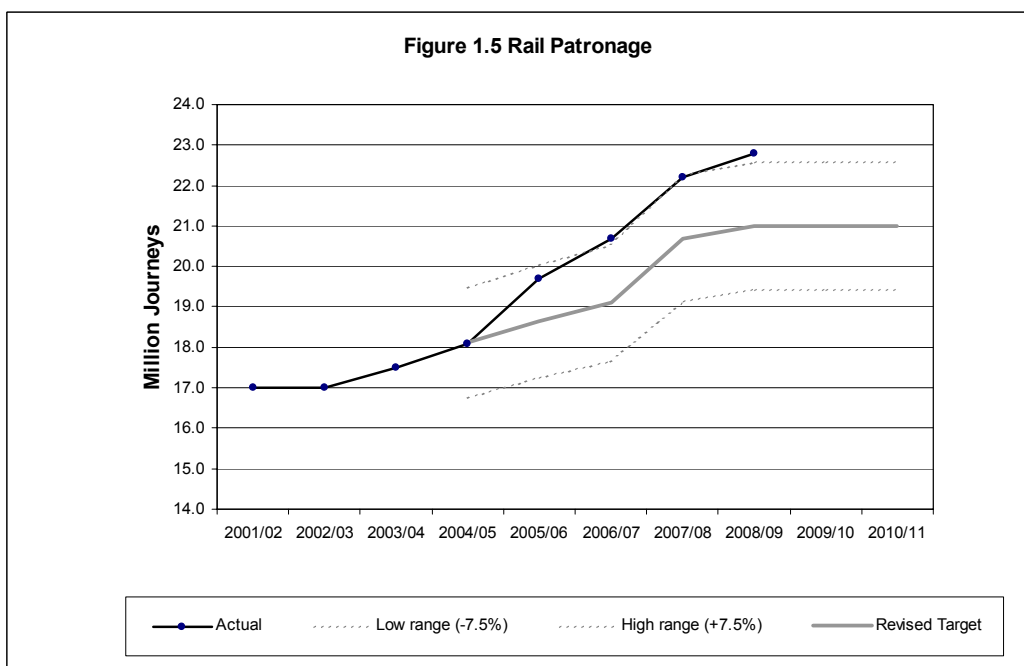
- 1.20 This indicator was formerly the Best Value Indicator BV 102b and GMPTE are continuing to report on it for the LTP. Table 1.9 & Figure 1.5 show the number of rail passenger trips in Greater Manchester. A range of values were originally agreed with DfT for the annual targets based on confidence limits of 7.5%. Rail patronage has continued to increase since the publication of GMLTP2 and the 2008/09 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				
Year	Actual		Target	
	Million Journeys	Index	Million Journeys	Index
2001/02	17.0	97		
2002/03	17.0	97		
<b>2003/04</b>	<b>*17.5</b>	<b>100</b>		
2004/05	18.1	103	<sup>1</sup> 18.1	103
2005/06	19.7	113	<sup>1</sup> 18.6	107
2006/07	20.7	118	<sup>1</sup> 19.1	109
2007/08	22.2	127	<sup>1</sup> 20.7	118
2008/09	22.8	130	<sup>2</sup> 21.0	120
2009/10			<sup>2</sup> 21.0	120
2010/11			<sup>2</sup> 21.0	120

\* Denotes GMLTP2 baseline figure

<sup>1</sup> Original target

<sup>2</sup> GMPTE target 2009



**NI 177b: Metrolink Patronage**

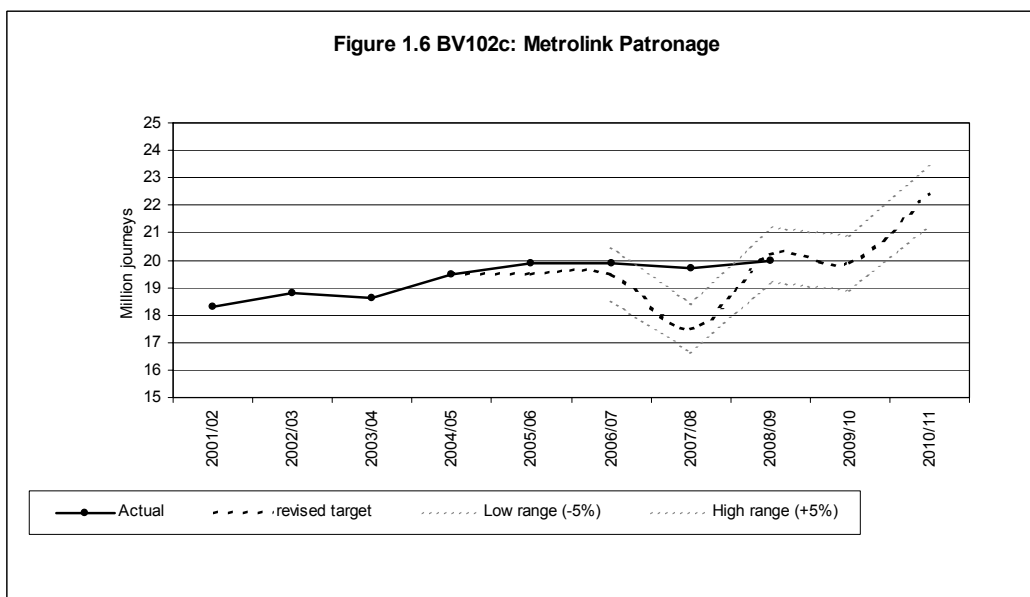
- 1.22 This indicator was formerly the Best Value Indicator BV 102c. Table 1.10 & Figure 1.6 show the number of Metrolink passenger trips in Greater Manchester. A range of values was originally agreed with DfT for the annual targets based on confidence limits of 5%.
- 1.23 Targets from 2008/09 have been 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 to service which are not reflected in actual patronage (which is based on an annualised figure).

<b>Table 1.10 NI 177b – Metrolink Patronage</b>				
<b>Year</b>	<b>Actual</b>		<b>Target</b>	
	<b>Million Journeys</b>	<b>Index</b>	<b>Million Journeys</b>	<b>Index</b>
2001/02	18.3	98		
2002/03	18.8	101		
<b>2003/04*</b>	<b>18.6</b>	<b>100</b>		
2004/05	19.5	105	<sup>1</sup> 19.5	105
2005/06	19.9	107	<sup>1</sup> 19.5	105
2006/07	19.9	107	<sup>1</sup> 19.5	105
2007/08	19.7	106	<sup>1</sup> 17.5	94
2008/09	20.0	108	<sup>2</sup> 20.2	109
2009/10			<sup>2</sup> 19.9	107
2010/11			<sup>2</sup> 22.4	120

\* Denotes GMLTP2 baseline figure

<sup>1</sup> Original target

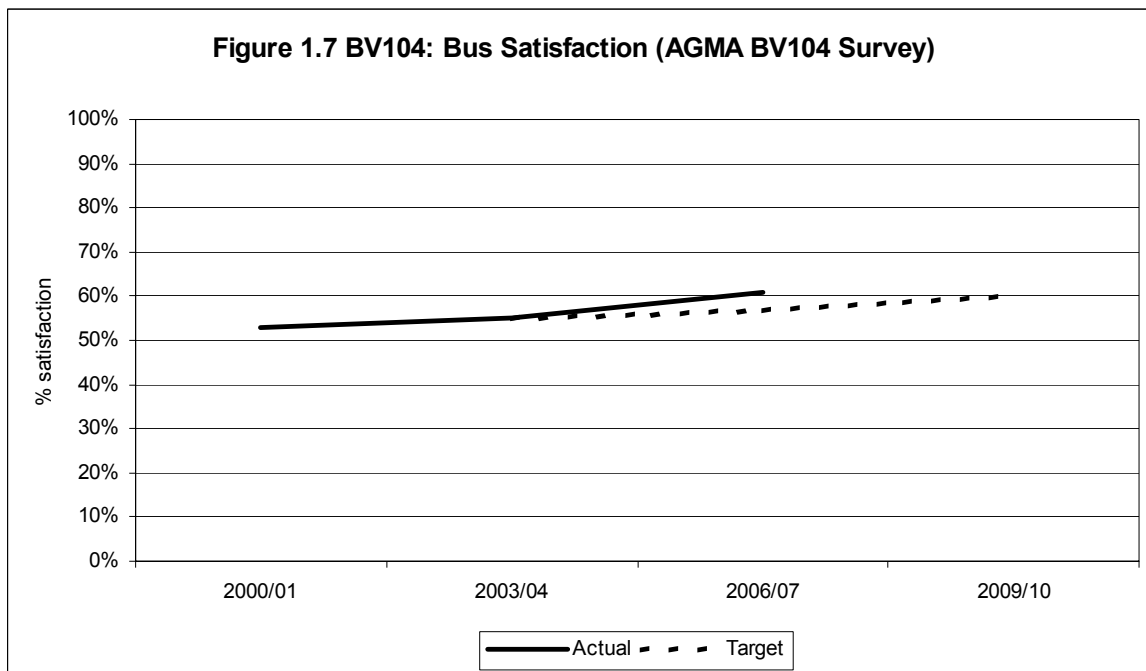
<sup>2</sup> GMPTE target 2009



**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. The final target for bus satisfaction (formerly BV 104) has been exceeded and revision is being considered.

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



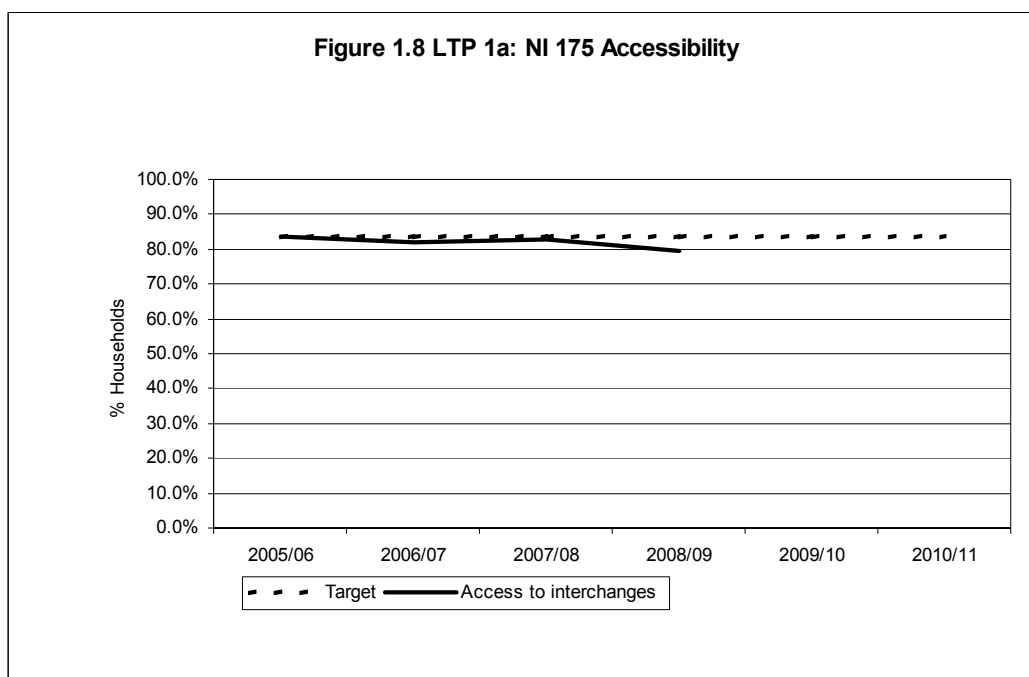
**OTHER PREVIOUSLY MANDATORY INDICATORS**

**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 2008/09.
- 1.27 In line with Local Area Agreements, each District's accessibility priorities would be better reflected by a number of specific local indicators, rather than the general countywide LTP1a indicator. These local values could in future be reported as LTP headline indicators, although LTP1a will still be calculated.

<b>Table 1.12 LTP 1a – NI 175 Accessibility (Households)</b>		
<b>Year</b>	<b>Actual Accessibility (%)</b>	<b>Target Accessibility (%)</b>
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		83.6
2010/11		83.6

\* Denotes GMLTP2 baseline.



**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.

<b>Table 1.13 LTP 1b – NI 176 Accessibility of working age people to employment (GM average)</b>	
<b>Year</b>	<b>Accessibility (% working age people)</b>
2007/08	83.66%
2008/09	83.47%

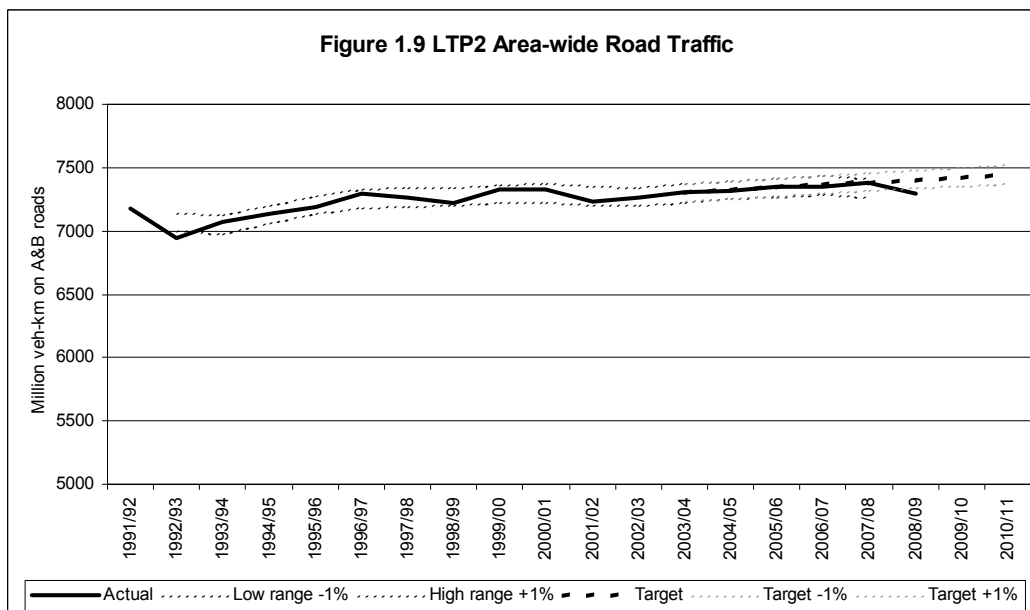


**LTP 2: Area Wide Road Traffic**

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 but remain within the GMLTP2 target range.

Table 1.14 LTP 2 – Area Wide Road Traffic				
Year	Actual		Target	
	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			7428	102
2010/11			7448	102

\* Denotes GMLTP2 baseline.

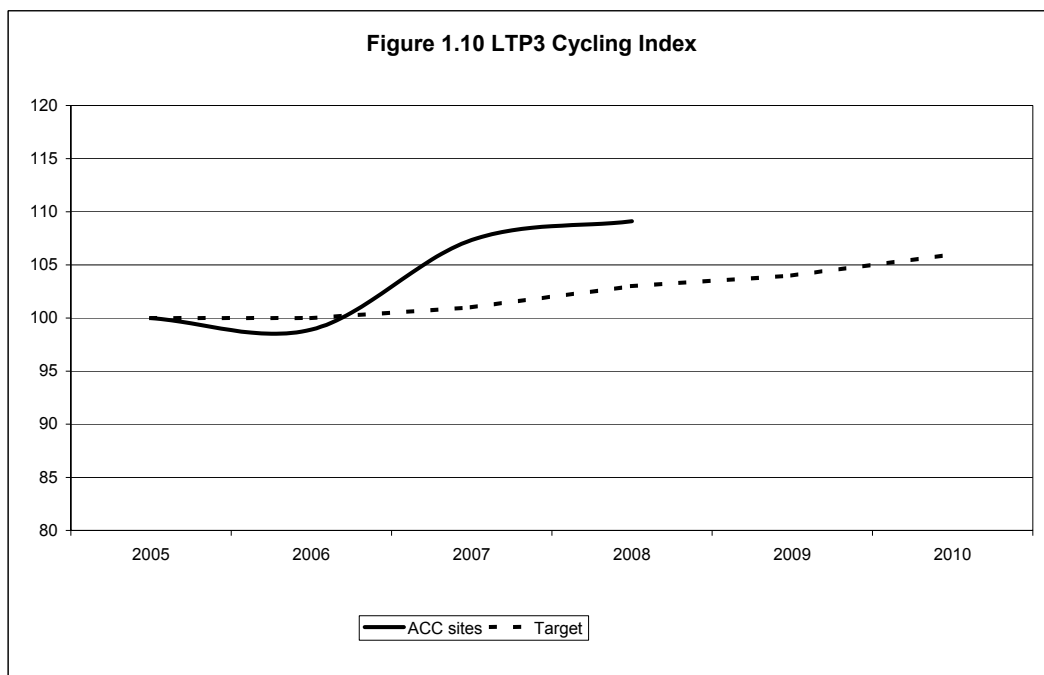


**LTP 3: Cycling**

- 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 was retained.
- 1.33 The figures show an upturn between 2006 and 2007 which continued in 2008 and indicate that the 2010 target has already been met. However, cycle flows are quite variable from day to day and from site to site. Ongoing monitoring will be needed to confirm whether or not the increase in cycling is maintained.

Table 1.15 LTP 3 – Cycling		
Year	Actual Index	Target Index
2005	*100	100
2006	99	100
2007	107	101
2008	109	103
2009		104
2010		106

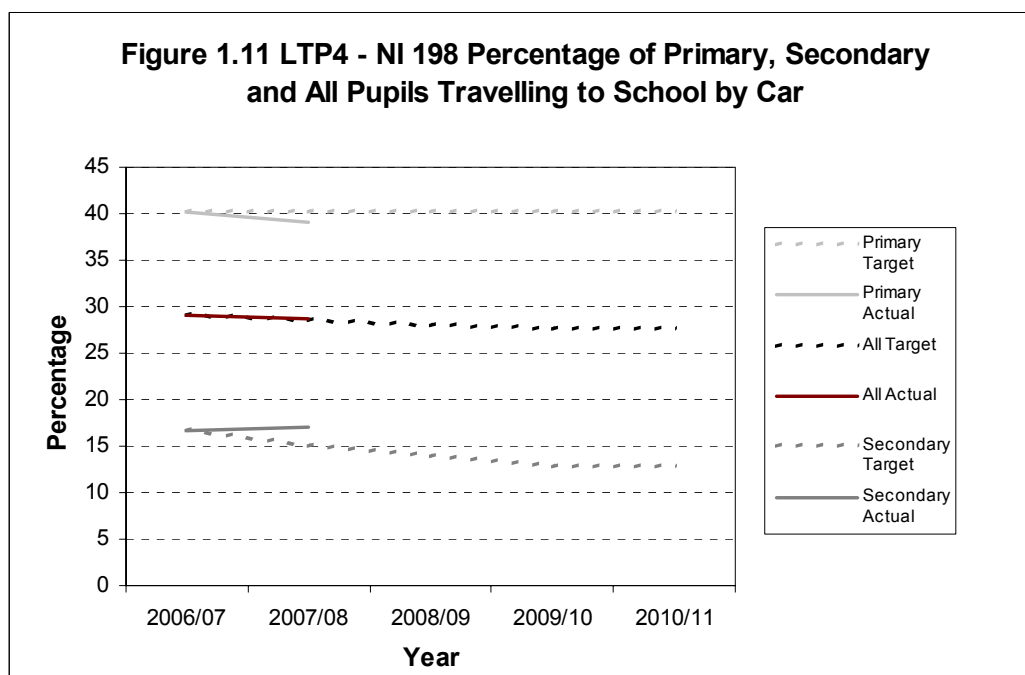
\*Denotes baseline for revised GMLTP2 targets.



**LTP 4: NI 198 Mode Share of Journeys to School**

1.34 Table 1.16 and Figure 1.11 show the baseline and 2007/08 percentages of (a) primary school, (b) secondary school and (c) total school pupils travelling by car together with targets. These provisional figures are based solely on the 2007 and 2008 School Census returns and do not include any local ‘hands-up’ survey results. We have weighted the census results to reflect the number of pupils in each type of school and in each local authority. The target values have been adjusted to reflect the revised baseline figures and differ from those published last year. All figures are provisional pending approval of the methodology by DfT.

<b>Table 1.16 LTP 4 – NI 198 Mode Share of Journeys to School (%car)</b>						
	<b>(a) Primary</b>		<b>(b) Secondary</b>		<b>(c) Total</b>	
<b>Year</b>	<b>Actual</b>	<b>Target</b>	<b>Actual</b>	<b>Target</b>	<b>Actual</b>	<b>Target</b>
2006/07	40.1	40.1	16.7	16.7	29.1	29.1
2007/08	39.0	40.1	17.0	15.0	28.7	28.5
2008/09		40.1		13.8		28.0
2009/10		40.1		12.7		27.6
2010/11		40.1		12.7		27.6



**LTP 5a: NI 178 Bus Punctuality of Timetabled Services**

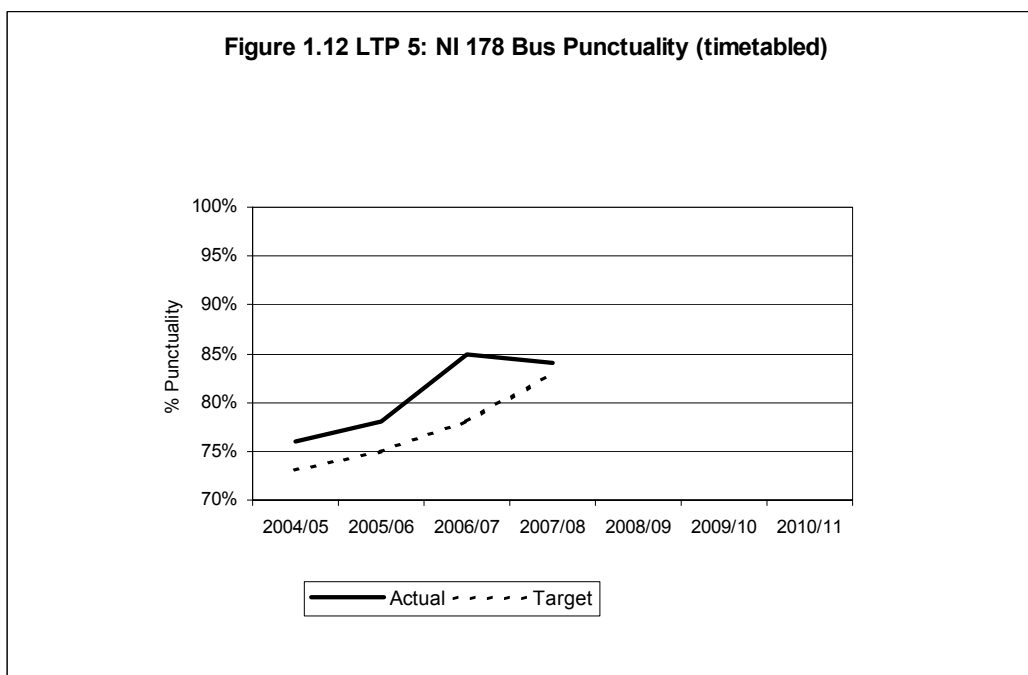
1.35 Table 1.17 & Figure 1.12 show the proportion of timetabled bus services running to timetable. Following a review of business requirements, this methodology has been revised to ensure it is fit for purpose. The datasets are statistically significant at county and district level. The surveys are consistent,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

<b>Table 1.17 LTP5a – NI 178 Bus Punctuality (Timetabled)</b>		
<b>Year</b>	<b>(%) running to timetable</b>	<b>Target (%)</b>
2004/05	76	73
2005/06	78	75
2006/07	85	78
2007/08	84	83
2008/09	No data <sup>1</sup>	No target <sup>1</sup>
2009/10*		No target <sup>2</sup>
2010/11*		No target <sup>2</sup>

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

<sup>2</sup> Targets to be set after 6 months data has been collected.

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



**LTP 5b: Bus Reliability of Timetabled Services**

1.36 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 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 when a full year's worth of data is available.

<b>Table 1.18 LTP 5b – Bus Reliability (Timetabled)</b>		
<b>Year</b>	<b>Reliability (%)</b>	<b>Target</b>
2007/08	<b>95.1</b>	<b>97.0</b>
2008/09	No data <sup>1</sup>	No target <sup>1</sup>
2009/10		No target <sup>2</sup>
2010/11		No target <sup>2</sup>

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

<sup>2</sup> Targets to be set after 6 months data has been collected.

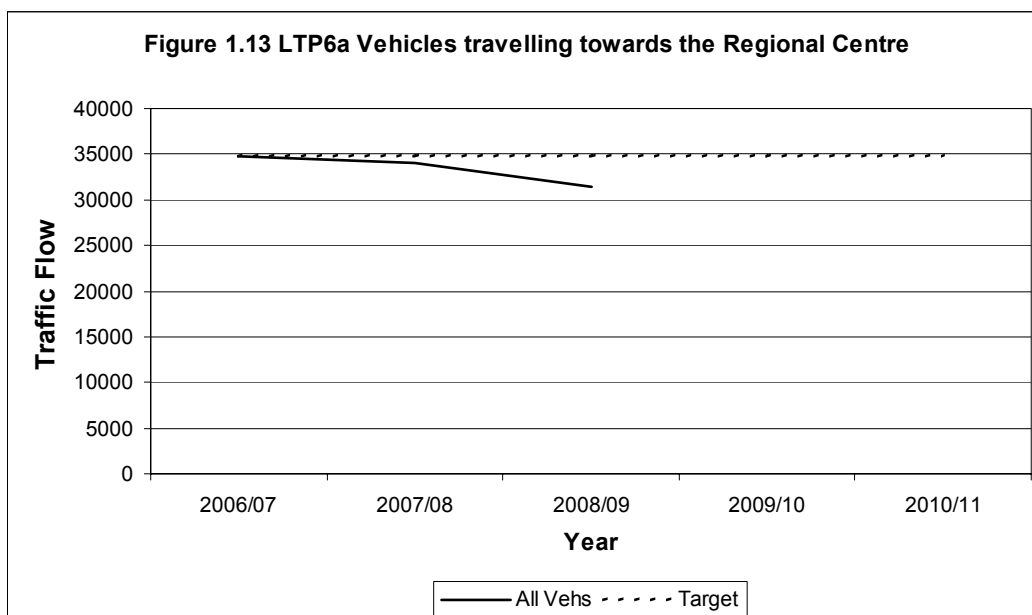
\* Results from 2009/2010 onwards, will be calculated using the new methodology and will not be directly comparable to previous figures.

**LTP 6a: Peak Traffic Flow to Regional Centre**

1.37 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 and 2008/09 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.

<b>Table 1.19 LTP 6a – Peak Traffic Flow (Regional Centre)</b>			
<b>Year</b>	<b>Vehicles</b>	<b>Index</b>	<b>Target</b>
2006/07	*34778	100	34778
2007/08	33970	98	34778
2008/09	31472	90	34778
2009/10			34778
2010/11			34778

\* Denotes new GMLTP2 baseline.



**LTP 6b: Peak Traffic Flow to Other Key Centres**

1.38 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 and 2008/09 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.

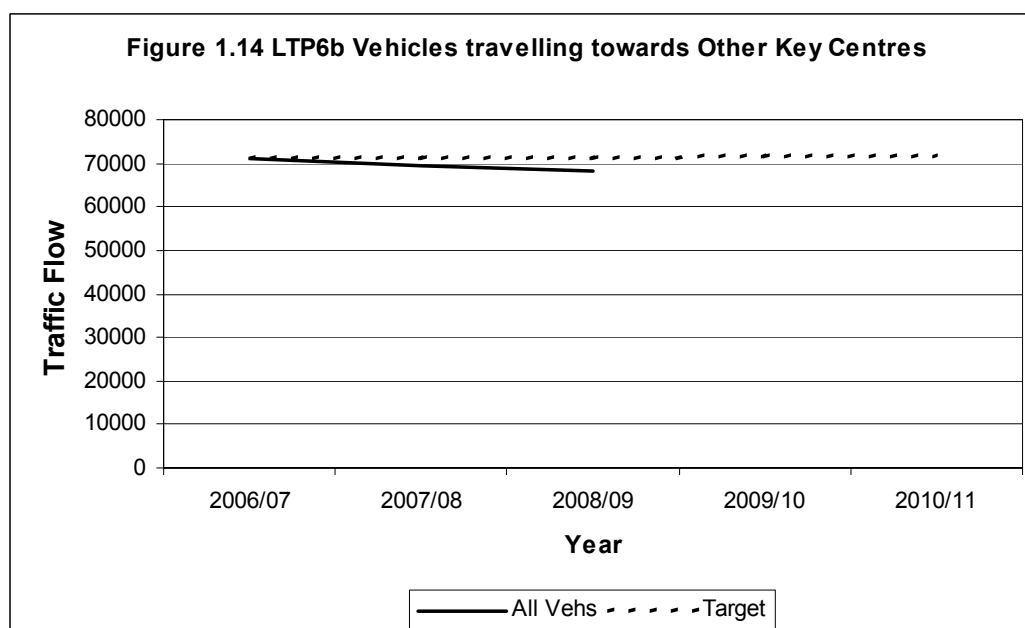
1.39 The original GMLTP2 2010/11 target was to limit the increase in peak traffic flow to 1% from the 2002/05 baseline. This is equivalent to a 0.66% increase between 2006/07 (the new baseline) and 2010/11.

<b>Table 1.20 LTP 6b – Peak Traffic Flow (Other Key Centres)</b>					
<b>Key Centre</b>	<b>Vehicles (2006/07)</b>	<b>Vehicles (2007/08)</b>	<b>Vehicles (2008/09)</b>	<b>% Change</b>	<b>Target (2010/11)</b>
Altrincham	3739	3889	3889	4%	3764
Ashton	9039	8107	8645	-4%	9099
Bolton	11205	10353	9747	-13%	11280
Bury	4650	4955	5143	11%	4681
Eccles	2544	2424	2446	-4%	2561
Oldham	9008	8782	8581	-5%	9068
Rochdale	5728	5833	5833	2%	5766
Stockport	21066	21038	20151	-4%	21206
Wigan	3981	3859	3646	-8%	4008
<b>Total</b>	<b>*70960</b>	<b>69240</b>	<b>68081</b>	<b>-4%</b>	<b>71432</b>

\* 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.

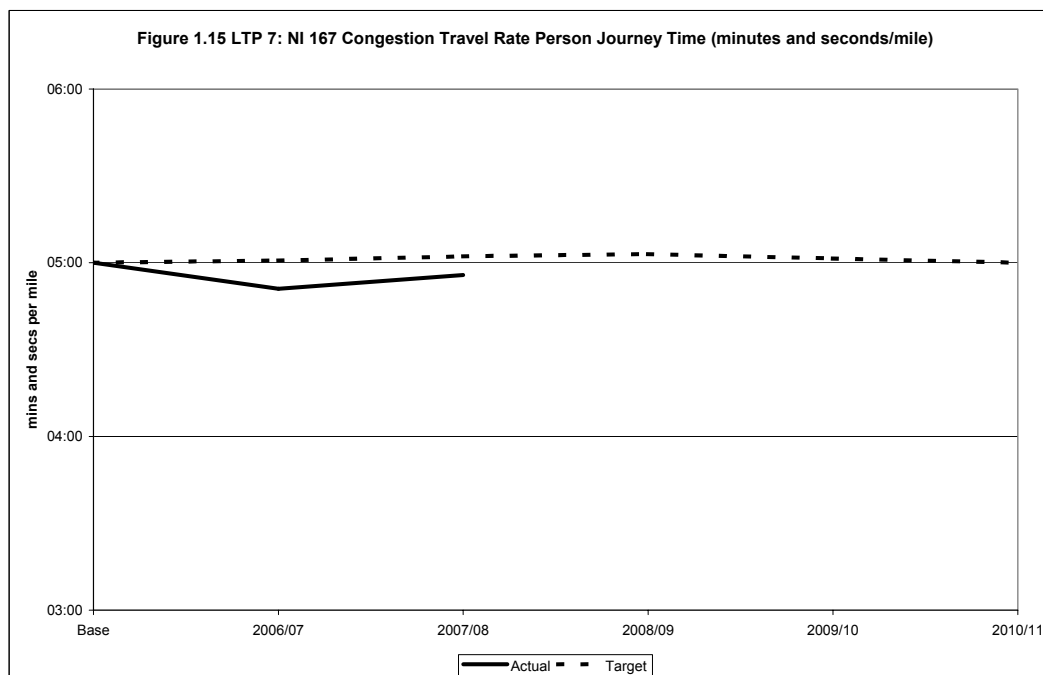


**LTP 7: NI 167 Congestion**

- 1.40 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 and target values for Greater Manchester.
- 1.41 The indicator relates to the weekday time period 0730 to 0930 and is expressed in minutes per mile travelled.
- 1.42 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.
- 1.43 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 06-07 value.
- 1.44 We have recalculated target values based on the original trajectory.
- 1.45 A further change is that the indicator is now given in minutes and seconds rather than decimal minutes as originally published.
- 1.46 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.
- 1.47 The baseline, 2006/07 and 2007/08 figures have been published by the DfT in their Transport Statistics Bulletin 'Road Traffic and Congestion in Great Britain Q1 2009' May 2009.

<b>Table 1.21 LTP 7 – NI 167 Congestion</b>				
	<b>Actual</b>		<b>Target</b>	
<b>Year</b>	<b>Travel Rate (min/mile)</b>	<b>Index</b>	<b>Travel Rate (min/mile)</b>	<b>Index</b>
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			05:03	101.00
2009/10			05:01	100.50
2010/11			05:00	100.00





### LTP 8a: Air Quality (Concentration of NO<sub>2</sub> at Worst Case Receptor Sites in Each District's AQMA)

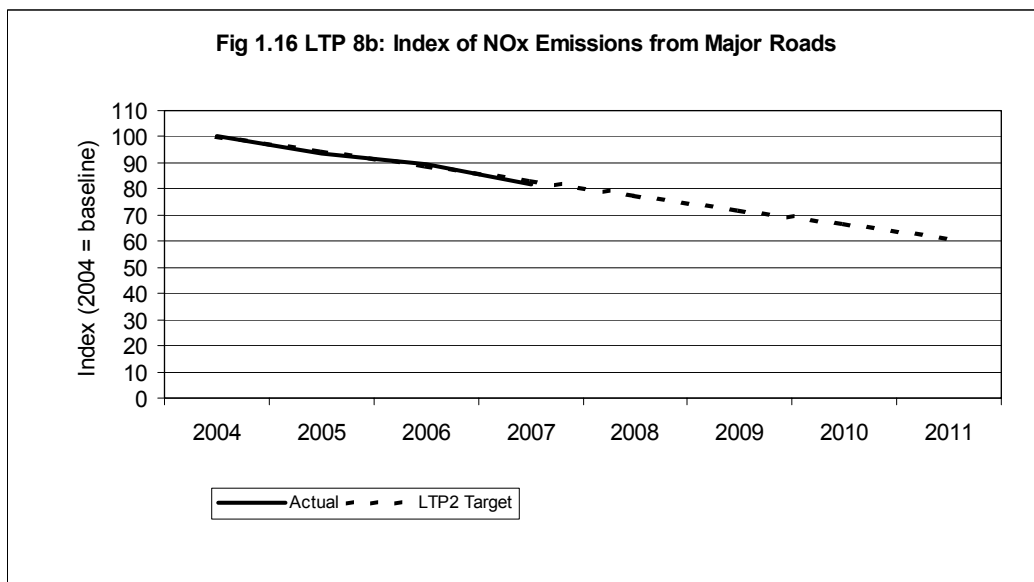
- 1.48 GMLTP2 anticipated a revision of the target based on a review of the issue following an extensive review of the EMIGMA emissions database and further Defra advice on the nature of the NO<sub>x</sub> to NO<sub>2</sub> conversion relationship. The interim targets have been previously reported in GMLTP2.
- 1.49 It has now been decided that this measure will no longer be included as an LTP2 indicator both because of its complexity and because of the difficulty in quantifying and isolating out road traffic effects.

### LTP 8b: Local Traffic Emissions - Tonnes NO<sub>x</sub> Emitted from Road Transport on Major Roads in Each District

- 1.50 Table 1.22 & Figure 1.16 show an index of change for tonnes NO<sub>x</sub> emitted from road transport on major roads in each district (modelled). Indices have been reported rather than actual tonnes NO<sub>x</sub>.
- 1.51 The 2007 indices for most authorities are within the GM target value of 83.3. The only districts that exceed the target are Wigan with an index of 86.4, and Salford with an index of 83.7. The 2007 index for Wigan has fallen by almost 11 percent relative to 2006, however, compared to the approximate 6 percent year-on-year reduction required by the target. The index for Salford has fallen by just over 6 percent relative to 2006. 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.
- 1.52 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<sub>x</sub> 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.

<b>Table 1.22 LTP 8b – Local Traffic Emissions</b>									
	<b>Actual Index</b>				<b>Target Index</b>				
<b>District</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Bolton	100.0	93.8	89.3	78.8					
Bury	100.0	93.4	91.3	82.4					
Manchester	100.0	92.9	87.3	80.7					
Oldham	100.0	94.1	85.9	79.8					
Rochdale	100.0	95.5	93.1	82.3					
Salford	100.0	92.6	89.3	83.7					
Stockport	100.0	93.6	88.0	80.5					
Tameside	100.0	92.1	83.1	79.4					
Trafford	100.0	92.8	83.0	81.7					
Wigan	100.0	96.8	96.8	86.4					
<b>GM Total</b>	<b>100.0</b>	<b>93.8</b>	<b>89.3</b>	<b>81.8</b>	<b>83.3</b>	<b>77.7</b>	<b>72.1</b>	<b>66.6</b>	<b>61.0</b>

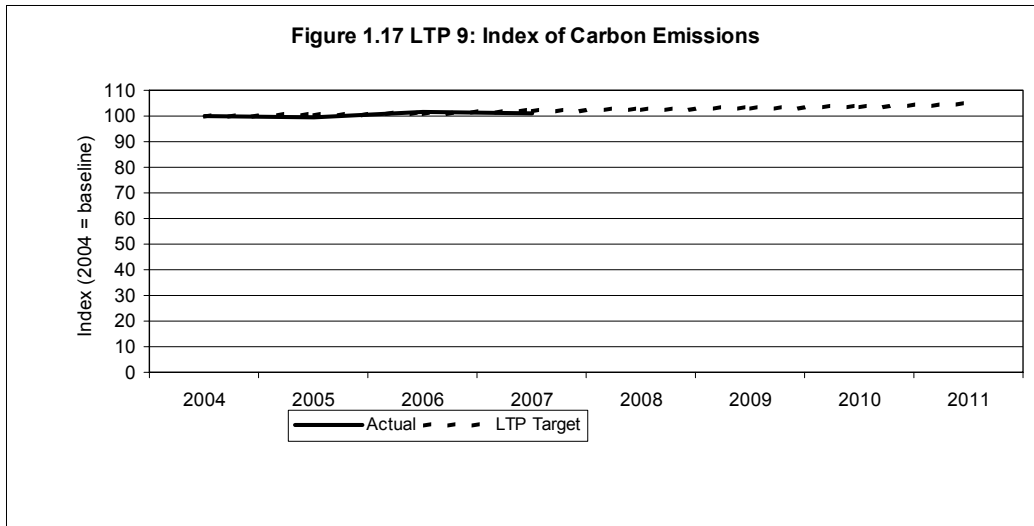


## LOCAL INDICATORS

### LTP 9: Climate Change

- 1.53 Table 1.23 & Figure 1.17 show an index of change for the number of tonnes CO<sub>2</sub> (modelled) emitted annually from road transport on local roads.
- 1.54 The 2007 performance index for GM is estimated to be 101.1, which is approximately 1 percent below the target value of 101.9 for the county as a whole. The indicator is broadly on track, with modelled CO<sub>2</sub> emissions increasing by 1% relative to 2004.
- 1.55 The 2007 indices for most authorities are within the GM target value of 101.9. The only districts that exceed the target are Wigan with an index of 105.2, and Salford with an index of 103.6. The 2007 index for Wigan has fallen by 3 percent relative to 2006, however, compared to the approximate 0.6 percent year-on-year increase permitted by the target. The index for Salford has increased by just over 1 percent relative to 2006. 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.
- 1.56 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 CO<sub>2</sub> 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.

<b>Table 1.23 LTP 9 – Climate Change</b>									
	<b>Actual Index</b>				<b>Target Index</b>				
<b>District</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>
Bolton	100.0	98.7	100.7	97.2					
Bury	100.0	98.8	103.2	101.6					
Manchester	100.0	98.3	99.6	99.8					
Oldham	100.0	100.0	98.6	100.5					
Rochdale	100.0	100.6	104.3	101.7					
Salford	100.0	99.2	102.5	103.6					
Stockport	100.0	99.6	101.0	100.4					
Tameside	100.0	98.0	94.5	98.5					
Trafford	100.0	98.6	95.7	100.6					
Wigan	100.0	101.5	108.5	105.2					
<b>GM Total</b>	<b>100.0</b>	<b>99.4</b>	<b>101.4</b>	<b>101.1</b>	<b>101.9</b>	<b>102.6</b>	<b>103.2</b>	<b>103.9</b>	<b>104.5</b>



**LTP 10a: Accessible Infrastructure (Buses)**

1.57 Table 1.24 & Figure 1.18 show the proportion of wheelchair accessible buses. There has been a sharp increase in the percentage of accessible buses due to the introduction of low-floor buses by bus companies, particularly on QBC routes. This indicator has been discontinued due to problems with the accuracy of the operator fleet lists.

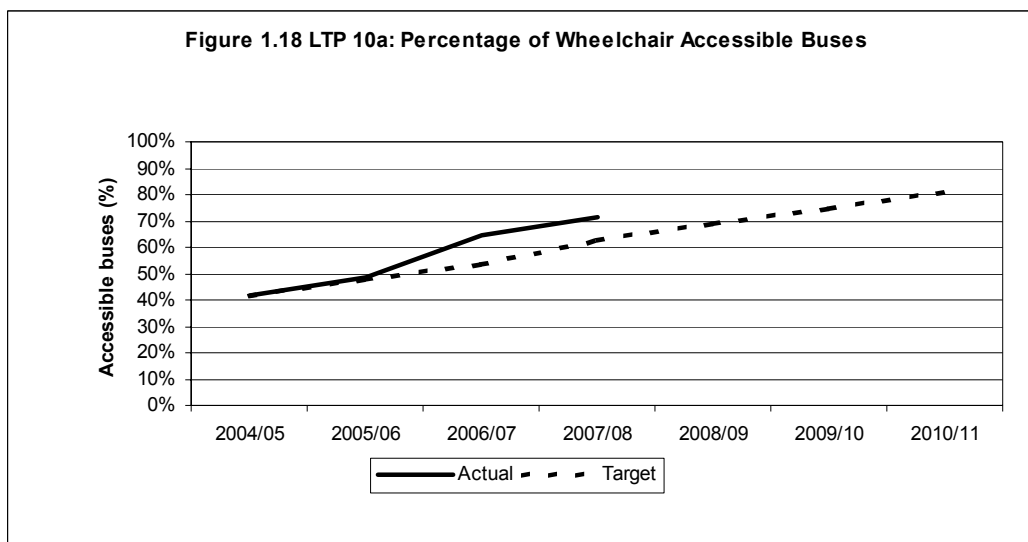
<b>Table 1.24 LTP 10a – Accessible Infrastructure (Buses)</b>		
<b>Year</b>	<b>Accessible Buses (%)</b>	<b>Target (%)</b>
2004/05	*41.8	41.8
2005/06	48.4	48.0
2006/07	64.5	54.0
2007/08	71.5	63.0
2008/09	No data <sup>1</sup>	No target <sup>1</sup>
2009/10**		No target <sup>2</sup>
2010/11**		No target <sup>2</sup>

\* Denotes GMLTP2 baseline.

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

<sup>2</sup> Targets to be set after 6 months data has been collected.

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



**LTP 10b: Accessible Infrastructure (Bus Stops)**

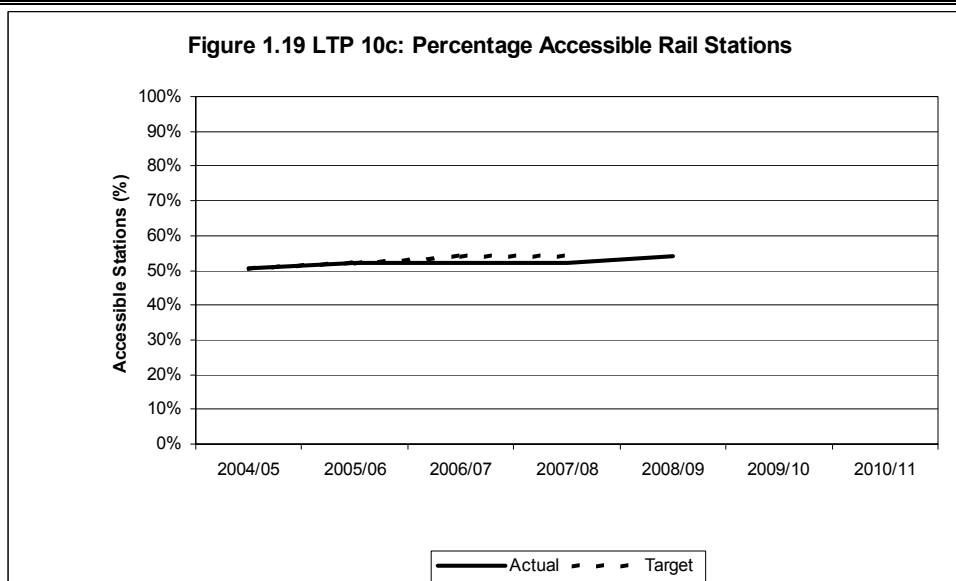
1.58 LTP 10b refers to the percentage of accessible bus stops (minimum 160mm kerb height). At the publication of GMLTP2, a data collection system was yet to be established. A monitoring method is now in place based on accessible bus stops on QBC routes and the results are shown in Table 1.25. The target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

<b>Table 1.25 LTP 10b – Accessible Infrastructure (Bus Stops)</b>		
<b>Year</b>	<b>Accessible Stops</b>	<b>Target</b>
2006/07	53%	
2007/08	79%	88% by 2008/09
2008/09	92%	

**LTP 10c: Accessible Infrastructure (Rail Stations)**

1.59 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. Targets are due to be set during 2009/10

<b>Table 1.26 LTP 10c – Accessible Infrastructure (Rail Stations)</b>		
<b>Year</b>	<b>Accessible Stations (%)</b>	<b>Target (%)</b>
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		No target set



**LTP 10d: Accessible Infrastructure (Pedestrian Crossings)**

- 1.60 Table 1.27 shows the proportion of pedestrian crossings with facilities for disabled people in each district (formerly Best Value Indicator BV 165).
- 1.61 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.
- 1.62 The indicator has been discontinued. Some districts are no longer reporting on the indicator following the end of Best Value.

<b>Table 1.27 LTP 10d – Accessible Infrastructure (Pedestrian Crossings)</b>								
	<b>Actual (%)</b>				<b>Target (%)</b>			
<b>District</b>	<b>2004/05</b>	<b>2005/06</b>	<b>2006/07</b>	<b>2007/08</b>	<b>2007/08</b>	<b>2008/09</b>	<b>2009/10</b>	<b>2010/11</b>
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)**

1.63 Table 1.28 shows the percentage of public rights of way that are easy to use (formerly Best Value Indicator BV 178). Six districts have provided revised targets for this indicator; with the exception of Manchester and Oldham these all represent a stretching of their GMLTP2 targets. Some districts are no longer reporting on the indicator follow the end of Best Value.

<b>Table 1.28 LTP 10e – Accessible Infrastructure (PRoW)</b>								
	<b>Actual (%)</b>					<b>Target (%)</b>		
<b>District</b>	<b>2004/05</b>	<b>2005/06</b>	<b>2006/07</b>	<b>2007/08</b>	<b>2008/09</b>	<b>2008/09</b>	<b>2009/10</b>	<b>2010/11</b>
Bolton	67.0	65.0	67.0	80.0	84.0	81.0	82.0	83.0
Bury	81.9	81.0	86.0	88.0	87.0	89.0	88.0	89.0
Manchester	66.3	66.9	73.4	70.7	78.0	85.0	90.0	95.0
Oldham	46.5	54.0	76.1	37.2	No longer collected			
Rochdale	42.0	50.0	56.0	90.0	No longer collected			
Salford*	66.0	71.0	79.5	85.1	95.4	75.3	75.3	75.3
Stockport*	79.1	81.4	83.9	85.0	91.0	91.0	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	90.0	95.0	
Wigan	68.0	71.0	71.0	72.0	No longer collected			

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

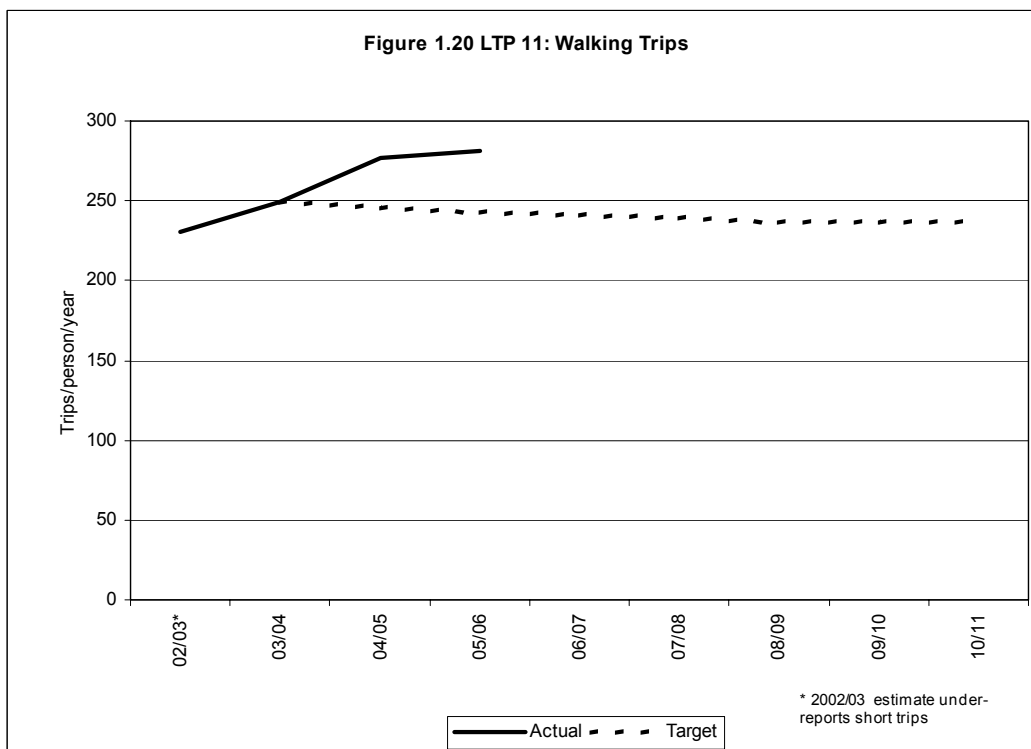


**LTP 11: Walking**

1.64 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 will not be available until August 2009.

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

\* NTS report under-counting of short trips.

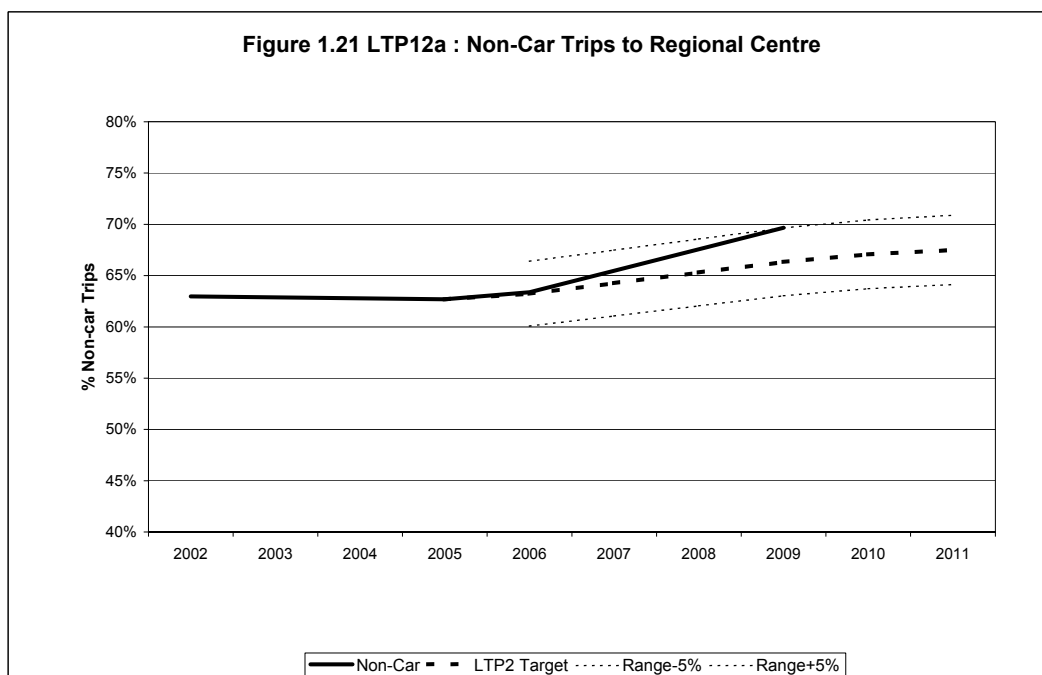


**LTP 12a: Modal Share to Regional Centre**

- 1.65 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).
- 1.66 From 2009 the Regional Centre will be monitored annually. Also the method of monitoring bus patronage has changed from using Continuous Passenger Sampling (CPS) Data to manually counting bus passengers. Manual bus surveys were conducted in March 2006 and March 2009. 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.
- 1.67 The proportion of non-car trips has risen slightly since 2009, well above GMLTP2 targets.

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		67.1%
2011		67.5%

\* Denotes GMLTP2 baseline.

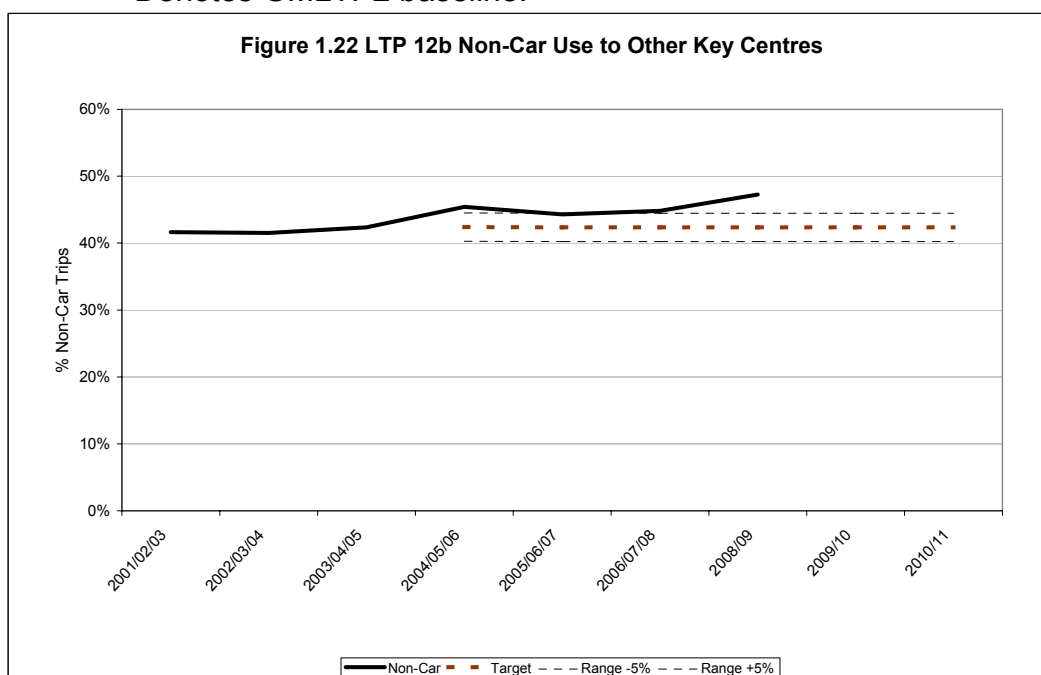


**LTP 12b: Modal Share to Other Key Centres**

- 1.68 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).
- 1.69 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 will be 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.
- 1.70 Percentage non-car trips is now 47.3%, 2.5 percentage points up from last year and 4.9 percentage points up from the base.

Table 1.31 LTP 12b – Modal Share to Other Key Centres		
Year	Non-Car Trips	Target
2001/02/03	41.6%	
2002/03/04	41.5%	
2003/04/05	*42.4%	42.4%
2004/05/06	45.4%	42.4%
2005/06/07	44.3%	42.4%
2006/07/08	44.8%	42.4%
2008/09	47.3%	42.4%
2009/10		42.4%
2010/11		42.4%

\*Denotes GMLTP2 baseline.



**LTP 12c: Modal Share to Manchester Airport**

1.71 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.

<b>Table 1.32 LTP 12c – Modal Share to Manchester Airport</b>		
<b>Year</b>	<b>Actual (Vehicle Trips per Passenger)</b>	<b>Target (Vehicle Trips per Passenger)</b>
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		1.40
2010		1.39
2011		1.38

\*Denotes GMLTP2 baseline.

