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

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**KEY CENTRE AND OTHER TRAFFIC SECTION  
OF GMTU REPORT 1476  
TRANSPORT STATISTICS  
GREATER MANCHESTER 2008**

**SUMMARY**

The 2008 Transport Statistics Greater Manchester Report (GMTU Report 1476) is scheduled for publication during autumn 2009. Individual draft sections of the report are being published on the GMTU Website ([www.gmtu.gov.uk](http://www.gmtu.gov.uk)) upon completion. This Key Centre and other Traffic section contains statistics on traffic and pedestrian activity in key centres, car occupancy, walking and cycling. The paragraph numbering reflects that of the full report.

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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**





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**TRANSPORT STATISTICS GREATER MANCHESTER 2008****EXECUTIVE SUMMARY****Key Centre Monitoring**

- Bolton – Traffic flows have decreased substantially in all time periods between 1997 and 2009. A new road link from A676 Folds Road to St Peters Way has diverted some through traffic from the town centre as have traffic management measures. All, car and bus trips have decreased in the morning peak between 2001 and 2009. Rail, walking and cycling modes have increased. All non-car modes have increased in other time periods.
- Bury – Traffic flows have decreased in all time periods between 1997 and 2008. Car trips have decreased and all non-car modes have increased in all time periods between 2002 and 2008. Overall the number of trips has increased. Derby Way was opened between these surveys and the pedestrianisation of the Rock and development of that area is ongoing.
- Manchester - Traffic flows have decreased substantially in the morning and off-peak between 1997 and 2009. The car parking strategy and the completion of the Inner Relief Route and have both contributed to the increase in non-car mode share for Manchester. All trips increased by 3% between 2002 and 2009. Car trips decreased by 15% and bus trips decreased by 3% in the morning peak while rail trips increased by 25%, Metrolink by 7%, walk by 57% and cycle trips more than doubled.
- Oldham – Traffic flows increased in all time periods between 1997 and 2008. The south side of the key centre and access from Oldham Way have been redeveloped between the base and 2008 causing more through traffic to cross the cordon. Car trips have increased and public transport modes decreased in the morning peak between 2001 and 2008. Walk and cycle modes have increased. Overall the total number of trips has also increased.
- Rochdale - Traffic flows have decreased between 1997 and 2009 in all time periods. Between 2002 and 2009 car trips decreased slightly in the morning peak while other modes all increased. Travel patterns were distorted in 2008, probably due to the extensive works in the Townhead area.
- Eccles – Traffic flows have almost halved in the peak periods between 1997 and 2009. The completion of the Eccles bypass and the opening of Metrolink between 1997 and 2001 have both contributed to the increase in non-car mode share for Eccles. Car trips have decreased and all non-car modes have increased in all time periods between 2001 and 2009. Overall the number of trips has slightly decreased.
- Stockport - Traffic flows in the morning peak period increased between 1997 and 2000 but have since fallen back and have remained below the 1997 level since 2004. Car trips have decreased and bus trips have remained at a similar

level between 2003 and 2008. Other non-car modes have increased but overall, there has been little change in the number of trips.

- Ashton-under-Lyne – Traffic flows decreased by 10% in the morning peak but increased in other time periods between 1997 and 2008. Car trips decreased and all non-car modes increased in the morning peak between 2001 and 2008. Overall the number of trips has increased. A new development, which includes IKEA and Sainsbury's, was built just outside the cordon between the 2004 and 2007 surveys.
- Altrincham – Road traffic flows decreased between 1997 and 2009 in all time periods. The fall was 9% in the morning peak and 25% in the off-peak period. Road improvements on the outskirts of Altrincham key centre since 2002 have led to traffic being re-routed away from the town centre. Rail/Metrolink and walk trips have increased in all time periods but bus trips have fallen in the morning and off-peak period. The shopping area and other parts of the key centre have been and are undergoing redevelopment.
- Wigan - Traffic flows have fallen by 9% in the morning peak in 2009 since 1997 and by more than in the other time periods. The overall number of trips rose in the morning and off-peak periods between 2003 and 2009 largely due to an increase in non-car modes. The number of pedestrians crossing the cordon into Wigan has increased substantially, but this is thought to be due to the relocation of large car parks.

### **Other Road Traffic Statistics**

#### **Car Occupancy**

- Weekday surveys at 25 A road sites in 2009 showed that, between 08:00 and 09:00, 82% of cars had only a single occupant. This compares with 71% of driver only cars during the off-peak period (10:00-12:00).
- Peak car occupancy has increased from 1.18 persons per car in 2008 to 1.21 in 2009. Off-peak car occupancy has increased from 1.32 to 1.33.
- Longer term trends, based on 10 sites, show that the increase in the average number of persons per car from 2008 to 2009 followed a period of stable occupancy levels in the 1990s and a decline between 2000 and 2008. The trend for off-peak car occupancy is less clear.

#### **Cycle Flows**

- Pedal cycle kilometres on A & B roads decreased by 17% between 2001 and 2004 but are almost back to 2001 levels by 2008.
- Information from automatic cycle counters shows that cycle flows on routes used by leisure cyclists peak at 15:00 on Sunday. For commuter routes the peak hour is 17:00 on a weekday. Cycle flows are highest on leisure routes during the summer, and on commuting routes during spring and autumn.

### **3 KEY CENTRE MONITORING**



## Introduction to Key Centre Monitoring

- 3.1 Traffic and rail counts were conducted on a cordon around each of the 10 key centres in Greater Manchester in 1997. Subsequently, until April 2008, three or four centres have been surveyed annually with each centre being surveyed on a three yearly cycle to monitor progress towards key objectives in the Greater Manchester Local Transport Plan (GMLTP) and this continued for GMLTP2.
- 3.2 Stockport MBC allocated funds from a performance monitoring programme that, together with SEMMMS and LTP funding, allowed annual monitoring of Stockport key centre each Autumn since 2004. Similarly, Manchester was surveyed in March 2006 as part of Manchester City Council's second local performance service agreement (LPSA2).
- 3.3 It was decided that from April 2008 each key centre would be surveyed annually and that manual bus surveys would be conducted.
- 3.4 Previously, bus patronage was measured using CPS data. This data was not designed to give an accurate picture of bus passenger at a local level but has been the only data available. Trend analysis in this report still uses CPS data and a three-year rolling average but from April 2008, trends will be based on annual manual surveys.
- 3.5 Tables providing a summary of road traffic and modal share trends are presented here. Further details of the surveys conducted for each centre are shown in the Transport Statistics reports for the relevant districts.
- 3.6 The exact locations of the cordons and the extent of the areas they encompass have an influence on both the total volume of traffic and the relative proportions of each mode of travel. Therefore comparisons between centres should be treated with caution.
- 3.7 For each key centre, more detailed information and a map showing the location of the cordon are given in the latest individual GMTU Transport Statistics report for the relevant district.

### Bolton Key Centre

3.8 Table 3.1 presents traffic entering Bolton key centre in 1997, 1998, 2001, 2004, 2007 and 2009 together with indices of change between 1997 and 2009. Table 3.2 shows modal share of car and public transport trips crossing the cordon for the same years. Table 3.3 shows modal share of car and non-car (public transport, walk and cycle) trips since 2001.

3.9 Car trips were estimated using the vehicle count in table 3.1 multiplied by an average car occupancy estimated from a survey of the busiest sites on the cordon. Bus patronage is derived from counts of passengers crossing the cordon. Rail patronage is a count of people leaving Bolton rail station. Walk and pedal cycle trips are counts of people entering the key centre both on and off-road.

Time Period	Year	Cars	LGV	OGV	Buses	M/C	P/C	All
07:30-09:30	1997	7626	726	288	514	43	74	9274
	1998	7741	689	232	508	39	73	9284
	2001	7907	802	160	485	37	63	9454
	2004	7343	675	130	407	39	58	8652
	2007	7444	697	143	416	38	77	8815
	2009	6509	613	101	389	25	76	7713
	<b>2009/1997</b>	<b>0.85</b>	<b>0.84</b>	<b>0.35</b>	<b>0.76</b>	<b>0.58</b>	<b>1.03</b>	<b>0.83</b>
10:00-12:00	1997	6499	613	264	549	27	19	7981
	1998	6232	648	273	492	17	15	7688
	2001	6320	774	195	445	19	21	7774
	2004	5903	622	138	412	31	32	7138
	2007	5461	647	167	452	24	22	6773
	2009	4988	573	143	375	50	33	6162
	<b>2009/1997</b>	<b>0.77</b>	<b>0.93</b>	<b>0.54</b>	<b>0.68</b>	<b>1.85</b>	<b>1.74</b>	<b>0.77</b>
16:00-18:00	1997	6527	503	141	549	34	49	7803
	1998	5998	563	136	484	28	38	7248
	2001	6524	641	79	443	31	43	7761
	2004	4953	501	63	411	28	60	6016
	2007	5803	532	53	424	40	67	6919
	2009	4586	370	54	387	46	64	5507
	<b>2009/1997</b>	<b>0.70</b>	<b>0.74</b>	<b>0.38</b>	<b>0.70</b>	<b>1.35</b>	<b>1.31</b>	<b>0.71</b>

Table 3.2 Car and Public Transport Trips into Bolton Key Centre											
Time Period	Year	Car Trips		Bus Trips		Rail Trips		Car + PT Trips		% Car	% PT
		Number	Index	Number	Index	Number	Index	Number	Index		
07:30-09:30	1997	10032	100	5819	100	452	100	16303	100	62	38
	1998	10168	101	5380	92	538	119	16086	99	63	37
	2001	10365	103	5140	88	429	95	15934	98	65	35
	2004	9326	93	3975	68	429	95	13730	84	68	32
	2007	9603	96	4724	81	822	182	15149	93	63	37
	2009	8462	84	4460	77	709	157	13630	84	62	38
10:00-12:00	1997	9492	100	4834	100	406	100	14732	100	64	36
	1998	9114	96	3916	81	488	120	13518	92	67	33
	2001	9210	97	3790	78	394	97	13394	91	69	31
	2004	8914	94	3054	63	396	98	12364	84	72	28
	2007	7755	82	4722	98	610	150	13087	89	59	41
	2009	7233	76	4949	102	636	157	12817	87	56	44
16:00-18:00	1997	8911	100	2000	100	798	100	11709	100	76	24
	1998	8182	92	2277	114	887	111	11346	97	72	28
	2001	8901	100	2033	102	1086	136	12020	103	74	26
	2004	6874	77	1534	77	882	111	9290	79	74	26
	2007	8182	92	2125	106	1063	133	11370	97	72	28
	2009	6375	72	2754	138	1203	151	10331	88	62	38

Table 3.3 Car and Non-Car Trips into Bolton Key Centre									
Time Period	Year	Car	Bus	Rail	Cycle	Walk	Total	% Car	% Non-Car
07:30-09:30	2001	10365	5140	429	63	2220	18217	57	43
	2004	9326	3975	429	58	2486	16274	57	43
	2007	9603	4724	822	77	2355	17581	55	45
	2009	8462	4460	709	76	2464	16170	52	48
	2009/2001	<b>0.82</b>	<b>0.87</b>	<b>1.65</b>	<b>1.21</b>	<b>1.11</b>	<b>0.89</b>		
10:00-12:00	2001	9210	3790	394	23	2191	15608	59	41
	2004	8914	3054	396	32	2911	15307	58	42
	2007	7755	4722	610	22	2581	15690	49	51
	2009	7233	4949	636	33	2635	15485	47	53
	2009/2001	<b>0.79</b>	<b>1.31</b>	<b>1.61</b>	<b>1.43</b>	<b>1.20</b>	<b>0.99</b>		
16:00-18:00	2001	8901	2033	1086	45	1281	13346	67	33
	2004	6874	1534	882	60	1913	11263	61	39
	2007	8182	2125	1063	67	1807	13244	62	38
	2009	6375	2754	1203	64	2050	12445	51	49
	2009/2001	<b>0.72</b>	<b>1.35</b>	<b>1.11</b>	<b>1.42</b>	<b>1.60</b>	<b>0.93</b>		

### Bury Key Centre

- 3.10 Table 14 presents traffic entering Bury key centre in 1997, 1999, 2002, 2005 and 2008 together with indices of change between 1997 and 2008. Table 3.5 shows modal share of car and public transport trips crossing the cordon for the same years. Table 3.6 shows modal share of car and non-car (public transport, walk and cycle) trips since 2002
- 3.11 Car trips were estimated using the vehicle count in table 3.4 multiplied by an average car occupancy estimated from a survey of the busiest sites on the cordon. Bus patronage is derived from counts of passengers crossing the cordon. Metrolink patronage is a count of people leaving Bury Interchange. Walk and pedal cycle trips are counts of people entering the key centre both on and off-road.

Time Period	Year	Cars	Goods	Buses	M/C	P/C	All
07:30-09:30	1997	3960	478	248	10	32	4728
	1999	3714	419	240	16	41	4430
	2002	3733	362	237	23	18	4373
	2005	3493	436	204	20	43	4196
	2008	3693	448	211	24	70	4446
	<b>2008/1997</b>	<b>0.93</b>	<b>0.95</b>	<b>0.85</b>	<b>2.40</b>	<b>2.19</b>	<b>0.94</b>
10:00-12:00	1997	3551	493	265	13	15	4337
	1999	3504	462	240	9	11	4226
	2002	3914	481	255	15	7	4672
	2005	3551	480	222	9	21	4283
	2008	3475	468	229	19	34	4225
	<b>2008/1997</b>	<b>0.98</b>	<b>0.97</b>	<b>0.86</b>	<b>1.46</b>	<b>2.27</b>	<b>0.98</b>
16:00-18:00	1997	3424	267	247	22	25	3985
	1999	3076	266	238	15	31	3626
	2002	3264	263	222	17	14	3780
	2005	2976	254	184	9	19	3442
	2008	3082	246	198	9	61	3596
	<b>2008/1997</b>	<b>0.90</b>	<b>0.95</b>	<b>0.80</b>	<b>0.41</b>	<b>2.44</b>	<b>0.90</b>



<b>Table 3.5 Car and Public Transport Trips into Bury Key Centre</b>											
Time Period	Year	Car Trips		Bus Trips		Metrolink Trips		Car + PT Trips		Modal Split	
		No.	Index	No.	Index	No.	Index	No.	Index	% Car	% PT
07:30-09:30	1997	5504	100	4561	100	508	100	10573	100	52	48
	1999	5162	94	3602	79	686	135	9450	89	55	45
	2002	5189	94	2684	59	746	147	8619	82	60	40
	2005	4681	85	3917	86	858	169	9456	89	50	50
	2008	4690	85	3631	80	953	188	9274	88	51	49
10:00-12:00	1997	5149	100	2907	100	429	100	8485	100	61	39
	1999	5081	99	2846	98	573	134	8500	100	60	40
	2002	5675	110	2283	79	493	115	8451	100	67	33
	2005	4794	93	2677	92	513	120	7984	94	60	40
	2008	4726	92	3077	106	672	157	8475	100	56	44
16:00-18:00	1997	5068	100	1399	100	807	100	7274	100	70	30
	1999	4552	90	1170	84	874	108	6596	91	69	31
	2002	4831	95	1187	85	772	96	6790	93	71	29
	2005	4161	82	1296	93	952	118	6504	89	65	35
	2008	4161	82	1257	90	803	100	6221	86	67	33

<b>Table 3.6 Car and Non-Car Trips into Bury Key Centre</b>										
Time Period	Year	Car	Bus	Metro-link	Cycle	Walk	Total	% Car	% Non-Car	
07:30-09:30	2002	5189	2684	746	18	1849	10486	49	51	
	2005	4681	3917	858	43	1726	11225	42	58	
	2008	4690	3631	953	70	2262	11606	40	60	
	2008/2002	0.90	1.35	1.28	3.89	1.22	1.11			
10:00-12:00	2002	5675	2283	493	7	2642	11100	51	49	
	2005	4794	2677	513	21	2676	10681	45	55	
	2008	4726	3077	672	34	3801	12310	38	62	
	2008/2002	0.83	1.35	1.36	4.86	1.44	1.11			
16:00-18:00	2002	4831	1187	772	14	2433	9237	52	48	
	2005	4256	1296	952	19	2940	9463	45	55	
	2008	4161	1257	803	61	3693	9975	42	58	
	2008/2002	0.86	1.06	1.04	4.36	1.52	1.08			

### Manchester Key Centre

- 3.12 Table 3.7 gives the total traffic crossing the Manchester key centre cordon in 1997, 1999, 2002, 2005, 2006 and 2009 together with an index of change. Table 3.8 shows modal share of car and public transport trips crossing the cordon for the same years. Table 3.9 shows modal share of car and non-car (public transport, walk and cycle) trips since 2002.
- 3.13 Car trips were estimated using the vehicle count in table 3.7 multiplied by an average car occupancy estimated from surveys at the busiest sites on the cordon. Bus patronage is derived from counts of passengers crossing the cordon. Rail patronage is a count of people leaving platforms at Victoria, Piccadilly, Oxford Road, Deansgate and Salford Central. Metrolink patronage is estimated from boarding and alighting counts at stations on the Bury, Altrincham and Eccles lines in the November preceding the survey year. Walk and pedal cycle trips are counts of people entering the key centre both on and off-road.
- 3.14 The Manchester and Salford Inner Relief Route was completed in 2002 and this, together with traffic management changes within the cordon, has contributed to the reduction in road traffic entering the key centre.

Time Period	Year	Cars	LGV	OGV	Bus	Motor Cycle	Pedal Cycle	All
<b>07:30-0930</b>	1997	27989	2004	815	1079	281	704	32872
	1999	29194	2255	730	1053	276	645	34154
	2002	25980	2201	469	985	290	509	30434
	2005	27139	2079	561	1000	277	562	31618
	2006	24968	2136	450	1019	231	435	28804
	2009	21968	1675	510	997	274	1102	26526
	<b>2009/1997</b>	<b>0.78</b>	<b>0.84</b>	<b>0.63</b>	<b>0.92</b>	<b>0.98</b>	<b>1.57</b>	<b>0.81</b>
<b>10:00-12:00</b>	1997	14312	2008	973	973	208	285	18759
	1999	14242	2137	842	1096	148	232	18697
	2002	13303	1999	615	1023	138	184	17262
	2005	12526	2067	607	1101	85	234	16620
	2006	13057	2085	500	1083	75	128	16800
	2009	11978	1812	556	1075	101	466	15988
	<b>2009/1997</b>	<b>0.84</b>	<b>0.90</b>	<b>0.57</b>	<b>1.10</b>	<b>0.49</b>	<b>1.64</b>	<b>0.85</b>

<b>Table 3.8 Car and Public Transport Trips into Manchester Key Centre</b>													
Time period	Year	Car Trips		Bus Trips		Rail Trips		Metrolink Trips		Car + PT Trips		% Car	% PT
		No	Index	No	Index	No	Index	No	Index	No	Index		
07:30-09:30	1997	34426	100	25317	100	9699	100	5875	100	75317	100	46	54
	1999	35909	104	22011	87	13419	138	6319	108	77658	103	46	54
	2002	31955	93	25254	100	16612	171	6301	107	80122	106	40	60
	2005	32567	95	24696	98	16743	173	6556	112	80562	107	40	60
	2006	32958	96	25071	99	17950	185	6048	103	82027	109	40	60
	2009	27021	78	24615	97	20753	214	6716	114	79105	105	34	66
10:00-12:00	1997	18892	100	11184	100	3618	100	2549	100	36243	100	52	48
	1999	18799	100	10285	92	5144	142	2737	107	36965	102	51	49
	2002	17560	93	11415	102	6287	174	2408	94	37670	104	47	53
	2005	16159	86	11655	104	6429	178	2451	96	36694	101	44	56
	2006	18541	98	13079	117	6938	192	2801	110	41359	114	45	55
	2009	15452	82	15379	138	10012	277	3450	135	44293	122	35	65

<b>Table 3.9 Car and Non-Car Trips into Manchester Key Centre</b>										
Time Period	Year	Car	Bus	Rail	Met	Cycle	Walk	Total	% Car	% Non-Car
07:30-09:30	2002	31955	25254	16612	6301	509	5653	86284	37	63
	2005	32567	24696	16743	6556	562	6143	87267	37	63
	2006	32958	25071	17950	6048	470	7485	89982	37	63
	2009	27021	24615	20753	6716	1102	8877	89084	30	70
	2009/2002	<b>0.85</b>	<b>0.97</b>	<b>1.25</b>	<b>1.07</b>	<b>2.17</b>	<b>1.57</b>	<b>1.03</b>		
10:00-12:00	2002	17560	11415	6287	2408	184	3174	41028	43	57
	2005	16159	11655	6429	2451	234	3891	40819	40	60
	2006	18541	13079	6938	2801	139	3528	45026	41	59
	2009	15452	15379	10012	3450	466	5320	50079	31	69
	2009/2002	<b>0.88</b>	<b>1.35</b>	<b>1.59</b>	<b>1.43</b>	<b>2.53</b>	<b>1.68</b>	<b>1.22</b>		

### Oldham Key Centre

- 3.15 Table 3.10 presents traffic entering Oldham Key Centre in 1997, 1998, 2001, 2004, 2007 and 2008 together with indices of change between 1997 and 2008. Table 3.11 shows modal share of car and public transport trips crossing the cordon for the same years. Table 3.12 shows modal share of car and non-car (public transport, walk and cycle) trips since 2001.
- 3.16 Car trips were estimated using the vehicle count in table 3.10 multiplied by an average car occupancy estimated from a survey of the busiest sites on the cordon. Bus patronage is derived from counts of passengers crossing the cordon. Rail patronage is a count of people leaving Oldham Mumps station and entering the key centre. Walk and pedal cycle trips are counts of people entering the key centre both on and off-road.
- 3.17 Access from Oldham Way to new developments in the south of the key centre has been improved since 2004.

Time Period	Year	Cars	LGV	OGV	Buses	Motor Cycle	Pedal Cycle	All
07:30-09:30	1997	5970	590	187	337	25	53	7148
	1998	6382	539	203	363	26	40	7597
	2001	5127	500	109	269	29	24	6058
	2004	6111	546	121	336	30	27	7171
	2007	6757	697	160	308	34	31	7987
	2008	7140	802	162	348	29	35	8516
	<b>2008/1997</b>	<b>1.20</b>	<b>1.36</b>	<b>0.87</b>	<b>1.03</b>	<b>1.16</b>	<b>0.66</b>	<b>1.19</b>
10:00-12:00	1997	4879	566	202	331	7	15	5979
	1998	4497	537	199	340	22	43	5723
	2001	3871	503	92	294	7	2	4769
	2004	4494	522	116	348	12	16	5508
	2007	5610	638	159	330	23	16	6776
	2008	5541	680	156	359	16	19	6771
	<b>2008/1997</b>	<b>1.14</b>	<b>1.20</b>	<b>0.77</b>	<b>1.08</b>	<b>2.29</b>	<b>1.27</b>	<b>1.13</b>
16:00-18:00	1997	4819	453	112	337	16	42	5756
	1998	4986	399	89	355	15	52	5930
	2001	4495	400	46	300	15	20	5276
	2004	4706	416	52	310	21	36	5541
	2007	6278	582	59	291	38	28	7276
	2008	6801	599	48	352	30	31	7861
	<b>2008/1997</b>	<b>1.41</b>	<b>1.32</b>	<b>0.43</b>	<b>1.04</b>	<b>1.88</b>	<b>0.74</b>	<b>1.37</b>

Time Period	Year	Car Trips		Bus Trips		Rail Trips		Car + PT Trips		%Car	% PT
		Number	Index	Number	Index	Number	Index	Number	Index		
07:30-09:30	1997	7642	100	6665	100	79	100	14386	100	53	47
	1998	8169	107	5848	88	101	128	14118	98	58	42
	2001	6563	86	5455	82	105	133	12123	84	54	46
	2004	8005	105	5189	78	79	100	13273	92	60	40
	2007	9054	118	4375	66	87	110	13516	94	67	33
	2008	9211	121	5279	79	72	91	14562	101	63	37
10:00-12:00	1997	7221	100	4647	100	33	100	11901	100	61	39
	1998	6656	92	4072	88	42	127	10770	90	62	38
	2001	5729	79	4002	86	49	148	9780	82	59	41
	2004	6606	91	3284	71	24	73	9914	83	67	33
	2007	8527	118	3082	66	36	109	11645	98	73	27
	2008	7591	105	3907	84	35	106	11533	97	66	34
16:00-18:00	1997	6891	100	2810	100	106	100	9807	100	70	30
	1998	7130	103	2910	104	138	130	10178	104	70	30
	2001	6428	93	2630	94	232	219	9290	95	69	31
	2004	6824	99	2687	96	58	55	9569	98	71	29
	2007	9166	133	1880	67	128	121	11174	114	82	18
	2008	9385	136	2914	104	50	47	12349	126	76	24

Time Period	Year	Car	Bus	Rail	Cycle	Walk	Total	% Car	% Non-Car
07:30-09:30	2001	6563	5455	105	24	1237	13384	49	51
	2004	8005	5189	79	27	1359	14659	55	45
	2007	9054	4375	87	31	1576	15123	60	40
	2008	9211	5279	72	35	1891	16488	56	44
	<b>2008/2001</b>	<b>1.40</b>	<b>0.97</b>	<b>0.69</b>	<b>1.46</b>	<b>1.53</b>	<b>1.23</b>		
10:00-12:00	2001	5729	4002	49	2	2038	11820	48	52
	2004	6606	3284	24	16	2463	12393	53	47
	2007	8527	3082	36	16	2408	14069	61	39
	2008	7591	3907	35	19	2333	13885	55	45
	<b>2008/2001</b>	<b>1.33</b>	<b>0.98</b>	<b>0.71</b>	<b>9.50</b>	<b>1.14</b>	<b>1.17</b>		
16:00-18:00	2001	6428	2630	232	20	1616	10926	59	41
	2004	6824	2687	58	36	1884	11489	59	41
	2007	9166	1880	128	28	1636	12838	71	29
	2008	9385	2914	50	31	1799	14179	66	34
	<b>2008/2001</b>	<b>1.46</b>	<b>1.11</b>	<b>0.22</b>	<b>1.55</b>	<b>1.11</b>	<b>1.30</b>		

### Rochdale Key Centre

- 3.18 Table 3.13 gives the total traffic crossing the Rochdale key centre cordon in 1997, 1999, 2002, 2005, 2008 and 2009 together with indices of change between 1997 and 2009. Table 3.14 shows modal share of car and public transport trips crossing the cordon for the same years. Table 3.15 shows modal share of car and non-car (public transport, walk and cycle) trips since 2002
- 3.19 Car trips were estimated using the vehicle count in table 3.13 multiplied by an average car occupancy estimated from a survey of the busiest sites on the cordon. Bus patronage is derived from counts of passengers crossing the cordon. Rail patronage is a count of people leaving Rochdale station. Walk and pedal cycle trips are counts of people entering the key centre both on and off-road.

<b>Table 3.13 Rochdale Key Centre Inbound Cordon Counts 1997, 1999, 2002, 2005, 2008 and 2009</b>								
<b>Time Period</b>	<b>Year</b>	<b>Cars</b>	<b>LGV</b>	<b>OGV</b>	<b>Bus</b>	<b>M/C</b>	<b>P/C</b>	<b>All</b>
<b>07:30-09:30</b>	1997	3671	307	137	251	12	30	4408
	1999	3673	326	83	261	14	32	4389
	2002	3813	361	78	263	27	21	4563
	2005	3757	335	88	198	10	24	4412
	2008	3868	364	87	221	12	16	4568
	2009	3626	321	80	199	25	18	4269
	<b>2009/1997</b>	<b>0.99</b>	<b>1.05</b>	<b>0.58</b>	<b>0.79</b>	<b>2.08</b>	<b>0.60</b>	<b>0.97</b>
<b>10:00-12:00</b>	1997	3433	332	125	208	10	17	4125
	1999	3754	376	75	231	20	11	4467
	2002	3785	372	91	253	22	12	4535
	2005	3470	315	79	187	24	15	4090
	2008	3486	384	75	198	4	10	4157
	2009	3360	319	78	181	11	6	3955
	<b>2009/1997</b>	<b>0.98</b>	<b>0.96</b>	<b>0.62</b>	<b>0.87</b>	<b>1.10</b>	<b>0.35</b>	<b>0.96</b>
<b>16:00-18:00</b>	1997	3188	282	46	240	20	26	3802
	1999	3101	230	30	255	14	28	3658
	2002	3506	260	19	262	13	19	4079
	2005	3140	252	15	203	13	13	3636
	2008	3395	313	30	210	10	13	3971
	2009	3014	275	16	188	21	14	3528
	<b>2009/1997</b>	<b>0.95</b>	<b>0.98</b>	<b>0.35</b>	<b>0.78</b>	<b>1.05</b>	<b>0.54</b>	<b>0.93</b>

Time Period	Year	Car Trips		Bus Trips		Rail Trips		Car + PT Trips		Modal Split	
		Number	Index	Number	Index	Number	Index	Number	Index	% Car	% PT
07:30-09:30	1997	4993	100	1435	100	80	100	6508	100	77	23
	1999	4995	100	1305	91	100	125	6400	98	78	22
	2002	5186	104	1204	84	104	130	6494	100	80	20
	2005	5110	102	1603	112	134	168	6847	105	75	25
	2008	4951	99	1954	136	152	190	7057	108	70	30
	2009	<b>5113</b>	<b>102</b>	<b>1770</b>	<b>123</b>	<b>129</b>	<b>161</b>	<b>7011</b>	<b>108</b>	<b>73</b>	<b>27</b>
10:00-12:00	1997	4978	100	1282	100	115	100	6375	100	78	22
	1999	5443	109	989	77	74	64	6506	102	84	16
	2002	5488	110	1032	80	70	61	6590	103	83	17
	2005	4962	100	1001	78	84	73	6047	95	82	18
	2008	4671	94	1870	146	105	91	6646	104	70	30
	2009	<b>4973</b>	<b>100</b>	<b>1946</b>	<b>152</b>	<b>126</b>	<b>110</b>	<b>7045</b>	<b>111</b>	<b>71</b>	<b>29</b>
16:00-18:00	1997	4846	100	860	100	215	100	5921	100	82	18
	1999	4714	97	788	92	335	156	5837	99	81	19
	2002	5329	110	791	92	441	205	6561	111	81	19
	2005	4679	97	667	78	379	176	5725	97	82	18
	2008	4244	88	1142	133	510	237	5896	100	72	28
	2009	<b>4611</b>	<b>95</b>	<b>1416</b>	<b>165</b>	<b>829</b>	<b>386</b>	<b>6856</b>	<b>116</b>	<b>67</b>	<b>33</b>

Time Period	Year	Car	Bus	Rail	Cycle	Walk	Total	% Car	% Non-Car
07:30-09:30	2002	5186	1204	104	21	1521	8036	65	35
	2005	5110	1603	134	24	1769	8640	59	41
	2008	4951	1954	152	16	1927	9000	55	45
	2009	5113	1770	129	23	1886	8920	57	43
	2009/2002	<b>0.99</b>	<b>1.47</b>	<b>1.24</b>	<b>1.10</b>	<b>1.24</b>	<b>1.11</b>		
10:00-12:00	2002	5488	1032	70	12	2512	9115	60	40
	2005	4962	1001	84	15	3109	9171	54	46
	2008	4671	1870	105	10	1907	8562	55	45
	2009	4973	1946	126	5	2693	9743	51	49
	2009/2002	<b>0.91</b>	<b>1.89</b>	<b>1.80</b>	<b>0.42</b>	<b>1.07</b>	<b>1.07</b>		
16:00-18:00	2002	5329	791	441	19	1417	7997	67	33
	2005	4679	667	379	13	1496	7233	65	35
	2008	4244	1142	510	13	1106	7015	60	40
	2009	4611	1416	829	15	1473	8344	55	45
	2009/2002	<b>0.87</b>	<b>1.79</b>	<b>1.88</b>	<b>0.79</b>	<b>1.04</b>	<b>1.04</b>		

### Salford Key Centre - Eccles

- 3.20 Table 3.16 gives the total traffic crossing the Eccles key centre cordon in 1997, 2001, 2004, 2007 and 2009 together with indices of change between 1997 and 2009. Table 3.17 shows modal share of car and public transport trips crossing the cordon for the same years. Table 3.18 shows modal share of car and non-car (public transport, walk and cycle) trips since 2001.
- 3.21 Car trips were estimated using the vehicle count in table 3.16 multiplied by an average car occupancy estimated from a survey of the busiest sites on the cordon. Bus patronage is derived from counts of passengers crossing the cordon. Rail patronage is a count of people leaving Eccles rail station. Metrolink patronage is a count of people leaving Eccles Metrolink station. Walk and pedal cycle trips are counts of people entering the key centre both on and off-road.
- 3.22 The completion of the Eccles Bypass in November 2000 has contributed to the reduction in traffic crossing the cordon.

Time Period	Year	Cars	LGV	OGV	Buses	M/C	P/C	All
07:30-09:30	1997	2536	331	133	177	32	74	3283
	2001	1829	253	85	170	15	30	2382
	2004	1315	156	32	126	11	23	1663
	2007	1423	204	33	129	12	41	1842
	2009	1429	197	16	128	7	49	1826
	<b>2009/1997</b>	<b>0.56</b>	<b>0.60</b>	<b>0.12</b>	<b>0.72</b>	<b>0.22</b>	<b>0.66</b>	<b>0.56</b>
10:00-12:00	1997	2167	225	192	161	16	24	2784
	2001	1609	280	84	214	15	20	2222
	2004	1600	162	34	139	8	19	1962
	2007	1545	210	23	136	11	36	1961
	2009	1512	194	26	139	4	16	1891
	<b>2009/1997</b>	<b>0.70</b>	<b>0.86</b>	<b>0.14</b>	<b>0.86</b>	<b>0.25</b>	<b>0.67</b>	<b>0.68</b>
16:00-18:00	1997	2410	255	94	187	30	88	3064
	2001	1730	195	49	234	62	39	2309
	2004	1634	158	11	123	19	18	1963
	2007	1324	143	8	147	12	41	1675
	2009	1377	112	11	136	6	53	1695
	<b>2009/1997</b>	<b>0.57</b>	<b>0.44</b>	<b>0.12</b>	<b>0.73</b>	<b>0.20</b>	<b>0.60</b>	<b>0.55</b>



Time Period	Year	Car Trips		Bus Trips		Rail/Metro Trips		Car+PT Trips		% Car	% PT
		No.	Index	No.	Index	No.	Index	No.	Index		
07:30-09:30	1997	3452	100	1252	100	39	100	4743	100	73	27
	2001	2490	72	706	56	77	197	3273	69	76	24
	2004	1687	49	900	72	134	344	2721	57	62	38
	2007	1779	52	1201	96	209	536	3189	67	56	44
	2009	1815	53	983	79	167	428	2965	63	61	39
10:00-12:00	1997	3181	100	1108	100	11	100	4300	100	74	26
	2001	2362	74	717	65	81	736	3160	73	75	25
	2004	2367	74	333	30	97	882	2797	65	85	15
	2007	2240	70	903	81	123	1118	3266	76	69	31
	2009	2102	66	752	68	137	1245	2990	70	70	30
16:00-18:00	1997	3782	100	841	100	37	100	4660	100	81	19
	2001	2715	72	570	68	209	565	3494	75	78	22
	2004	2392	63	680	81	275	743	3347	72	71	29
	2007	1893	50	861	102	346	935	3100	67	61	39
	2009	1969	52	996	118	431	1165	3396	73	58	42

Time Period	Year	Car	Bus	Rail	Metrolink	Cycle	Walk	Total	% Car	% Non-Car
07:30-09:30	2001	2490	706	23	54	30	855	4158	60	40
	2004	1687	900	46	88	23	855	3599	47	53
	2007	1779	1201	37	172	41	975	4205	42	58
	2009	1815	983	55	115	49	990	4007	45	55
	2009/2001	0.73	1.39	2.39	2.13	1.63	1.16	0.96	0.76	1.36
10:00-12:00	2001	2362	717	8	73	20	1826	5006	47	53
	2004	2367	333	12	85	19	1826	4642	51	49
	2007	2240	903	6	117	36	1819	5121	44	56
	2009	2102	752	13	124	16	1849	4855	43	57
	2009/2001	0.89	1.05	1.63	1.70	0.80	1.01	0.97	0.92	1.07
16:00-18:00	2001	2715	570	43	166	39	1251	4784	57	43
	2004	2392	680	54	221	18	1251	4616	52	48
	2007	1893	861	40	306	41	1301	4442	43	57
	2009	1969	996	41	390	53	1287	4736	42	58
	2009/2001	0.73	1.75	0.95	2.35	1.36	1.03	0.99	0.73	1.35

Note: Pedestrians not counted in 2001, 2004 estimate used.

### Stockport Key Centre

3.23 Table 3.19 gives the total traffic crossing the Stockport key centre cordon in 1997, 2000 and 2003 - 2008 together with indices of change between 1997 and 2008. Table 3.20 shows modal share of car and public transport trips crossing the cordon for the same years. Table 3.21 shows modal share of car and non-car (public transport, walk and cycle) trips since 2003

3.24 Car trips were estimated using the vehicle count in table 3.19 multiplied by an average car occupancy estimated from surveys at the busiest sites on the cordon. Bus patronage is derived from counts of passengers crossing the cordon. Rail patronage is a count of people leaving Stockport rail station. Walk and pedal cycle trips are counts of people entering the key centre both on and off-road.

<b>Time Period</b>	<b>Year</b>	<b>Cars</b>	<b>LGV</b>	<b>OGV</b>	<b>Bus</b>	<b>M/C</b>	<b>P/C</b>	<b>All</b>
<b>07:30– 09:30</b>	<b>1997</b>	14068	1342	717	399	95	181	16802
	<b>2000</b>	14681	1758	430	408	111	160	17548
	<b>2003</b>	14234	1612	447	399	100	136	16928
	<b>2004</b>	13802	1620	452	385	118	133	16510
	<b>2005</b>	12915	1540	409	381	131	175	15551
	<b>2006</b>	12931	1573	398	437	98	137	15574
	<b>2007</b>	12852	1581	385	343	132	187	15480
	<b>2008</b>	12898	1655	528	384	111	245	15821
	<b>2008/1997</b>	<b>0.92</b>	<b>1.23</b>	<b>0.74</b>	<b>0.96</b>	<b>1.17</b>	<b>1.35</b>	<b>0.94</b>
<b>10:00– 12:00</b>	<b>1997</b>	9091	1308	826	406	50	55	11736
	<b>2000</b>	9837	1717	607	408	43	44	12656
	<b>2003</b>	9187	1453	546	372	50	38	11646
	<b>2004</b>	9444	1609	656	351	47	41	12148
	<b>2005</b>	8996	1490	503	392	72	66	11519
	<b>2006</b>	9103	1562	502	427	38	35	11667
	<b>2007</b>	9097	1564	435	353	72	61	11582
	<b>2008</b>	8709	1503	591	384	71	83	11341
	<b>2008/1997</b>	<b>0.96</b>	<b>1.15</b>	<b>0.72</b>	<b>0.95</b>	<b>1.42</b>	<b>1.51</b>	<b>0.97</b>
<b>16:00– 18:00</b>	<b>1997</b>	11295	1237	467	407	104	141	13651
	<b>2000</b>	11717	1358	265	408	99	104	13951
	<b>2003</b>	11113	1167	217	381	88	105	13071
	<b>2004</b>	11744	1309	273	363	106	107	13902
	<b>2005</b>	10973	1158	193	366	136	135	12961
	<b>2006</b>	11094	1288	234	441	101	114	13272
	<b>2007</b>	10132	1288	162	343	124	148	12197
	<b>2008</b>	9685	1161	210	389	107	196	11748
	<b>2008/1997</b>	<b>0.86</b>	<b>0.94</b>	<b>0.45</b>	<b>0.96</b>	<b>1.03</b>	<b>1.39</b>	<b>0.86</b>

<b>Table 3.20 Car and Public Transport Trips into Stockport Key Centre</b>											
<b>Time Period</b>	<b>Year</b>	<b>Car Trips</b>		<b>Bus Trips</b>		<b>Rail Trips</b>		<b>Car + PT Trips</b>			
		<b>No</b>	<b>Index</b>	<b>No</b>	<b>Index</b>	<b>No</b>	<b>Index</b>	<b>No</b>	<b>Index</b>	<b>% Car</b>	<b>% PT</b>
<b>07:30-09:30</b>	<b>1997</b>	17163	100	6439	100	836	100	24438	100	<b>70</b>	<b>30</b>
	<b>2000</b>	17911	104	6309	98	955	114	25175	103	<b>71</b>	<b>29</b>
	<b>2003</b>	17365	101	5914	92	613	73	23892	98	<b>73</b>	<b>27</b>
	<b>2004</b>	17391	101	5885	91	747	89	24023	98	<b>72</b>	<b>28</b>
	<b>2005</b>	16273	95	7432	115	1030	123	24735	101	<b>66</b>	<b>34</b>
	<b>2006</b>	15776	92	5130	80	1107	132	22013	90	<b>72</b>	<b>28</b>
	<b>2007</b>	15679	91	5643	88	1210	145	22532	92	<b>70</b>	<b>30</b>
	<b>2008</b>	15736	92	5983	93	1203	144	22922	94	<b>69</b>	<b>31</b>
<b>10:00-12:00</b>	<b>1997</b>	12364	100	6068	100	535	100	18967	100	<b>65</b>	<b>35</b>
	<b>2000</b>	13378	108	6563	108	410	77	20351	107	<b>66</b>	<b>34</b>
	<b>2003</b>	12494	101	5904	97	357	67	18755	99	<b>67</b>	<b>33</b>
	<b>2004</b>	13033	105	5024	83	356	67	18413	97	<b>71</b>	<b>29</b>
	<b>2005</b>	12414	100	5368	88	535	100	18317	97	<b>68</b>	<b>32</b>
	<b>2006</b>	11925	96	5020	83	594	111	17539	92	<b>68</b>	<b>32</b>
	<b>2007</b>	12554	102	6572	108	459	86	19585	103	<b>64</b>	<b>36</b>
	<b>2008</b>	11931	96	5398	89	606	113	17935	95	<b>67</b>	<b>33</b>
<b>16:00-18:00</b>	<b>1997</b>	15022	100	3750	100	1049	100	19821	100	<b>76</b>	<b>24</b>
	<b>2000</b>	15584	104	3575	95	1032	98	20191	102	<b>77</b>	<b>23</b>
	<b>2003</b>	14780	98	4540	121	691	66	20011	101	<b>74</b>	<b>26</b>
	<b>2004</b>	15150	101	3953	105	997	95	20100	101	<b>75</b>	<b>25</b>
	<b>2005</b>	14923	99	3556	95	1166	111	19645	99	<b>76</b>	<b>24</b>
	<b>2006</b>	13978	93	3360	90	1236	118	18574	94	<b>75</b>	<b>25</b>
	<b>2007</b>	13678	91	3542	94	1415	135	18635	94	<b>73</b>	<b>27</b>
	<b>2008</b>	12881	86	4042	108	1636	156	18559	94	<b>69</b>	<b>31</b>

<b>Table 3.21 Car and Non-car Trips into Stockport Key Centre</b>									
<b>Time Period</b>	<b>Year</b>	<b>Car</b>	<b>Bus</b>	<b>Rail</b>	<b>Cycle</b>	<b>Walk</b>	<b>Total</b>	<b>% Car</b>	<b>% Non-Car</b>
<b>07:30-09:30</b>	<b>2003</b>	17365	5914	613	136	1996	26024	67%	33%
	<b>2004</b>	17391	5885	747	133	1771	25927	67%	33%
	<b>2005</b>	16273	7432	1030	198	2140	27073	60%	40%
	<b>2006</b>	15776	5130	1107	157	2196	24366	65%	35%
	<b>2007</b>	15679	5643	1210	228	2258	25018	63%	37%
	<b>2008</b>	15736	5983	1203	245	2575	25742	61%	39%
	<b>2008/2003</b>	<b>0.91</b>	<b>1.01</b>	<b>1.96</b>	<b>1.80</b>	<b>1.29</b>	<b>0.99</b>		
<b>10:00-12:00</b>	<b>2003</b>	12494	5904	357	38	1507	20300	62%	38%
	<b>2004</b>	13033	5024	356	41	1343	19797	66%	34%
	<b>2005</b>	12414	5368	535	77	1782	20176	62%	38%
	<b>2006</b>	11925	5020	594	45	1589	19173	62%	38%
	<b>2007</b>	12554	6572	459	82	1314	20981	60%	40%
	<b>2008</b>	11931	5398	606	83	1489	19507	61%	39%
	<b>2008/2003</b>	<b>1.00</b>	<b>1.11</b>	<b>1.29</b>	<b>2.16</b>	<b>0.87</b>	<b>1.03</b>		
<b>16:00-18:00</b>	<b>2003</b>	14780	4540	691	105	1657	21773	68%	32%
	<b>2004</b>	15150	3953	997	107	1392	21599	70%	30%
	<b>2005</b>	14923	3556	1166	152	1264	21061	71%	29%
	<b>2006</b>	13978	3360	1236	125	1389	20088	70%	30%
	<b>2007</b>	13678	3542	1415	181	1590	20406	67%	33%
	<b>2008</b>	12881	4042	1636	196	1484	20239	64%	36%
	<b>2008/2003</b>	<b>0.87</b>	<b>0.89</b>	<b>2.37</b>	<b>1.87</b>	<b>0.90</b>	<b>0.93</b>		

**Note:** Cycles on other routes included in 'cycle' category.

### Tameside Key Centre – Ashton-under-Lyne

- 3.25 Table 3.22 gives the total traffic crossing the Ashton key centre cordon in 1997, 1998, 2001, 2004, 2007 and 2008 together with indices of change between 1997 and 2008. Table 3.23 shows modal share of car and public transport trips crossing the cordon for the same years. Table 3.24 shows modal share of car and non-car (pt, walk and cycle) trips since 2001.
- 3.26 Car trips were estimated using the vehicle count in table 3.22 multiplied by an average car occupancy estimated from surveys on the busiest sites on the cordon. Bus patronage is derived from counts of passengers crossing the cordon. Rail patronage is a count of people leaving Ashton rail station. Walk and pedal cycle trips are counts of people entering the key centre both on and off-road.
- 3.27 Results differ from those published prior to 2007, as traffic entering the Old Street area is no longer considered to be entering the key centre for the purposes of monitoring the indicator LTP6.

<b>Table 3.22 Ashton Key Centre Inbound Cordon Counts 1997, 1998, 2001, 2004, 2007 &amp; 2008</b>								
<b>Time Period</b>	<b>Year</b>	<b>Car</b>	<b>LGV</b>	<b>OGV</b>	<b>Bus</b>	<b>Motor Cycle</b>	<b>Pedal Cycle</b>	<b>All Vehicles</b>
<b>07.30-09.30</b>	1997	5952	622	263	321	29	45	7232
	1998	5417	637	265	337	15	46	6717
	2001	5796	660	126	268	44	36	6930
	2004	6336	669	135	256	30	35	7461
	2007	5900	677	104	246	18	42	6987
	2008	5282	726	181	244	31	77	6541
	<b>2008/1997</b>	<b>0.89</b>	<b>1.17</b>	<b>0.69</b>	<b>0.76</b>	<b>1.07</b>	<b>1.71</b>	<b>0.90</b>
<b>10.00-12.00</b>	1997	4323	553	221	338	21	29	5485
	1998	4256	484	270	340	22	38	5410
	2001	4221	532	137	285	35	19	5229
	2004	4865	646	154	272	32	22	5991
	2007	4778	703	123	231	12	10	5857
	2008	4461	627	183	250	23	30	5574
	<b>2008/1997</b>	<b>1.03</b>	<b>1.13</b>	<b>0.83</b>	<b>0.74</b>	<b>1.10</b>	<b>1.03</b>	<b>1.02</b>
<b>16.00-18.00</b>	1997	4411	459	101	309	33	59	5372
	1998	4613	499	120	352	28	58	5670
	2001	4386	486	68	289	44	56	5329
	2004	5257	559	52	257	29	48	6202
	2007	4818	677	43	230	25	54	5847
	2008	5090	569	76	246	50	89	6120
	<b>2008/1997</b>	<b>1.15</b>	<b>1.24</b>	<b>0.75</b>	<b>0.80</b>	<b>1.52</b>	<b>1.51</b>	<b>1.14</b>

Time Period	Year	Car Trips		Bus Trips		Rail Trips		Car + PT Trips		% Car	% PT
		No	Index	No	Index	No	Index	No	Index		
07:30-09:30	1997	7857	100	2986	100	40	100	10883	100	72	28
	1998	7150	91	3248	109	57	143	10455	96	68	32
	2001	7651	97	2402	80	49	123	10102	93	76	24
	2004	8046	102	2807	94	61	153	10914	100	74	26
	2007	7611	97	2024	68	63	158	9698	89	78	22
	2008	6867	87	3394	114	86	215	10347	95	66	34
10:00-12:00	1997	6614	100	3435	100	48	100	10097	100	66	34
	1998	6512	98	3995	116	31	65	10538	104	62	38
	2001	6458	98	3184	93	35	73	9677	96	67	33
	2004	6908	104	3647	106	44	92	10599	105	65	35
	2007	6403	97	2580	75	33	69	9016	89	71	29
	2008	6201	94	3172	92	78	163	9451	94	66	34
16:00-18:00	1997	6881	100	1802	100	126	100	8809	100	78	22
	1998	7196	105	2004	111	137	109	9337	106	77	23
	2001	6842	99	1749	97	161	128	8752	99	78	22
	2004	7570	110	1884	105	237	188	9691	110	78	22
	2007	6793	99	1527	85	271	215	8591	98	79	21
	2008	6872	100	1867	104	273	217	9012	102	76	24

Time Period	Year	Car	Bus	Rail	Cycle	Walk	Total	% Car	% Non-Car
07:30-09:30	2001	7651	2403	49	36	2379	12518	61	39
	2004	8046	2807	61	35	2550	13499	60	40
	2007	7611	2024	63	42	2808	12542	61	39
	2008	6867	3394	86	77	3027	13451	51	49
	2008/2001	<b>0.90</b>	<b>1.41</b>	<b>1.76</b>	<b>2.14</b>	<b>1.27</b>	<b>1.07</b>		
10:00-12:00	2001	6458	3184	35	19	2735	12431	52	48
	2004	6908	3647	44	22	2919	13540	51	49
	2007	6403	2580	33	10	2941	11967	54	46
	2008	6201	3172	78	30	2901	12382	50	50
	2008/2001	<b>0.96</b>	<b>1.00</b>	<b>2.23</b>	<b>1.58</b>	<b>1.06</b>	<b>1.00</b>		
16:00-18:00	2001	6842	1749	161	56	1784	10592	65	35
	2004	7570	1884	237	48	2261	12000	63	37
	2007	6793	1527	271	54	2085	10730	63	37
	2008	6872	1867	273	89	2412	11513	60	40
	2008/2001	<b>1.00</b>	<b>1.07</b>	<b>1.70</b>	<b>1.59</b>	<b>1.35</b>	<b>1.09</b>		

### Trafford Key Centre - Altrincham

- 3.28 Table 3.25 gives the total traffic crossing the Altrincham key centre cordon in 1997, 1999, 2002, 2005, 2008 and 2009 together with indices of change between 1997 and 2009. Table 3.26 shows modal share of car and public transport trips crossing the cordon for the same years. Table 3.27 shows modal share of car and non-car (public transport, walk and cycle) trips since 2002
- 3.29 Car trips were estimated using the vehicle count in table 3.25 multiplied by an average car occupancy estimated from surveys at the busiest sites on the cordon. Bus patronage is derived from counts of passengers crossing the cordon. Rail and Metrolink patronage is a count of people leaving Altrincham Interchange. Walk and pedal cycle trips are counts of people entering the key centre both on and off-road. Historical data for Rail/Metrolink and pedestrians has been revised to be consistent with 2009 counts.
- 3.30 Traffic flows crossing the cordon have fallen since the completion of the Altrincham Eastern Improvement Route in October 2002.

<b>Table 3.25 Altrincham Key Centre Inbound Cordon Counts 1997, 1999, 2002, 2005, 2008 and 2009</b>								
<b>Time Period</b>	<b>Year</b>	<b>Cars</b>	<b>LGV</b>	<b>OGV</b>	<b>Buses</b>	<b>M/C</b>	<b>P/C</b>	<b>All</b>
07:30-09:30	1997	3972	334	142	147	9	88	4692
	1999	4308	321	145	150	19	71	5014
	2002	4491	421	103	134	21	71	5241
	2005	3534	343	88	109	17	79	4170
	2008	3724	304	74	107	16	84	4309
	2009	3692	308	60	105	14	87	4273
	<b>2009/1997</b>	<b>0.93</b>	<b>0.92</b>	<b>0.42</b>	<b>0.71</b>	<b>1.56</b>	<b>0.99</b>	<b>0.91</b>
10:00-12:00	1997	3516	341	167	134	21	89	4268
	1999	3512	417	196	157	11	78	4371
	2002	3339	468	129	112	13	50	4111
	2005	3015	403	106	101	14	59	3698
	2008	2482	412	110	104	6	38	3152
	2009	2549	386	83	94	19	49	3185
	<b>2009/1997</b>	<b>0.72</b>	<b>1.13</b>	<b>0.50</b>	<b>0.70</b>	<b>0.90</b>	<b>0.55</b>	<b>0.75</b>
16:00-18:00	1997	3517	289	96	132	16	68	4118
	1999	3563	245	75	135	20	59	4097
	2002	3487	278	52	124	23	39	4003
	2005	3150	249	22	98	12	44	3575
	2008	2906	221	24	96	13	62	3322
	2009	2987	228	15	90	16	68	3407
	<b>2009/1997</b>	<b>0.85</b>	<b>0.79</b>	<b>0.16</b>	<b>0.68</b>	<b>1.00</b>	<b>1.00</b>	<b>0.83</b>

Time Period	Year	Car Trips		Bus Trips		Rail/Met Trips		Car + PT Trips		Modal Split	
		Number	Index	Number	Index	Number	Index	Number	Index	% Car	% PT
07:30-09:30	1997	5044	100	1596	100	1217	100	7857	100	64	36
	1999	5471	108	1923	120	1440	118	8834	112	62	38
	2002	5704	113	1233	77	1204	99	8141	104	70	30
	2005	4170	83	810	51	1303	107	6283	80	66	34
	2008	4543	90	943	59	1378	113	6864	87	66	34
	2009	4873	97	1125	70	1325	109	7323	93	67	33
10:00-12:00	1997	4500	100	1344	100	661	100	6505	100	69	31
	1999	4495	100	1655	123	519	79	6669	103	67	33
	2002	4274	95	1166	87	356	54	5796	89	74	26
	2005	3829	85	857	64	461	70	5147	79	74	26
	2008	3127	69	813	60	561	85	4501	69	69	31
	2009	3390	75	837	62	444	67	4672	72	73	27
16:00-18:00	1997	4713	100	396	100	890	100	5999	100	79	21
	1999	4774	101	466	118	897	101	6137	102	78	22
	2002	4673	99	304	77	649	73	5626	94	83	17
	2005	4158	88	329	83	926	104	5413	90	77	23
	2008	3574	76	379	96	789	89	4742	79	75	25
	2009	4242	90	402	101	743	83	5386	90	79	21

Time Period	Year	Car	Bus	Rail/Met	Cycle	Walk	Total	% Car	% Non-Car
07:30-09:30	2002	5704	1233	1204	71	1658	9870	58	42
	2005	4170	810	1303	79	2225	8587	49	51
	2008	4543	943	1378	89	2293	9246	49	51
	2009	4873	1125	1325	87	2289	9699	50	50
	2009/2002	0.85	0.91	1.10	1.23	1.38	0.98		
10:00-12:00	2002	4274	1166	356	50	1985	7831	55	45
	2005	3829	857	461	59	2202	7408	52	48
	2008	3127	813	561	38	2237	6776	46	54
	2009	3390	837	444	49	2262	6983	49	51
	2009/2002	0.79	0.72	1.25	0.98	1.14	0.89		
16:00-18:00	2002	4673	304	649	39	1196	6861	68	32
	2005	4158	329	926	44	2000	7457	56	44
	2008	3574	379	789	63	2036	6841	52	48
	2009	4242	402	743	68	1973	7427	57	43
	2009/2002	0.91	1.32	1.14	1.74	1.65	1.08		



## Wigan Key Centre

- 3.31 Table 3.28 gives the total traffic crossing the Wigan key centre cordon in 1997, 2000, 2003, 2006 and 2009 with indices of change between 1997 and 2009. Table 3.29 shows modal share of car and public transport trips crossing the cordon for the same years. Table 3.30 shows modal share of car and non-car (public transport, walk and cycle) trips since 2003
- 3.32 Car trips were estimated using the vehicle count in table 3.28 multiplied by an average car occupancy estimated from a survey of the busiest sites on the cordon. Bus patronage is derived from counts of passengers crossing the cordon. Rail patronage is a count of people leaving Wigan Wallgate and North Western stations. Walk and pedal cycle trips are counts of people entering the key centre both on and off-road.

<b>Table 3.28 Wigan Key Centre Inbound Vehicles 1997, 2000, 2003, 2006 and 2009</b>								
<b>Time Period</b>	<b>Year</b>	<b>Cars</b>	<b>LGV</b>	<b>OGV</b>	<b>Bus</b>	<b>M/C</b>	<b>P/C</b>	<b>All</b>
<b>07:30-09:30</b>	1997	2844	286	124	231	19	42	3546
	2000	2575	252	56	265	15	34	3197
	2003	2877	314	74	244	15	28	3552
	2006	2448	320	80	184	11	25	3068
	2009	2501	349	62	238	18	44	3212
	<b>2009 / 1997</b>	<b>0.88</b>	<b>1.22</b>	<b>0.50</b>	<b>1.03</b>	<b>0.95</b>	<b>1.05</b>	<b>0.91</b>
<b>10:00-12:00</b>	1997	3111	284	116	300	30	27	3868
	2000	2568	284	63	321	17	19	3272
	2003	2767	308	49	256	19	19	3418
	2006	2467	316	79	216	14	13	3105
	2009	2471	275	63	250	18	33	3110
	<b>2009/1997</b>	<b>0.79</b>	<b>0.97</b>	<b>0.54</b>	<b>0.83</b>	<b>0.60</b>	<b>1.22</b>	<b>0.80</b>
<b>16:00-18:00</b>	1997	2141	224	67	256	28	48	2764
	2000	1850	192	20	283	19	52	2416
	2003	2189	232	20	267	21	29	2758
	2006	1835	224	19	217	13	33	2341
	2009	1704	203	26	263	16	44	2256
	<b>2009/1997</b>	<b>0.80</b>	<b>0.91</b>	<b>0.39</b>	<b>1.03</b>	<b>0.57</b>	<b>0.92</b>	<b>0.82</b>

Time Period	Year	Car Trips		Bus Trips		Rail Trips		Car + PT Trips		% Car	% PT
		Number	Index	Number	Index	Number	Index	Number	Index		
07:30-09:30	1997	3754	100	2036	100	696	100	6486	100	58	42
	2000	3399	91	1726	85	773	111	5898	91	58	42
	2003	3798	101	1364	67	619	89	5781	89	66	34
	2006	3623	97	1787	88	558	80	5968	92	61	39
	2009	3626	97	1936	95	711	102	6273	97	58	42
10:00-12:00	1997	4915	100	2208	100	650	100	7773	100	63	37
	2000	4057	83	1477	67	661	102	6195	80	65	35
	2003	4372	89	1109	50	367	56	5848	75	75	25
	2006	3750	76	1545	70	402	62	5697	73	66	34
	2009	3954	80	2551	116	362	56	6866	88	58	42
16:00-18:00	1997	3212	100	692	100	675	100	4579	100	70	30
	2000	2775	86	543	78	601	89	3919	86	71	29
	2003	3284	102	385	56	782	116	4451	97	74	26
	2006	2459	77	576	83	611	91	3646	80	67	33
	2009	2403	75	999	144	944	140	4346	95	55	45

Time Period	Year	Car	Bus	Rail	Cycle	Walk	Total	% Car	% Non-Car
07:30-09:30	2003	3798	1364	619	28	1889	7698	49	51
	2006	3623	1787	558	25	2722	8715	42	58
	2009	3626	1936	711	44	2713	9030	40	60
	2009/2003	0.95	1.42	1.15	1.57	1.44	1.17		
10:00-12:00	2003	4372	1109	367	19	2811	8678	50	50
	2006	3750	1545	402	13	3830	9540	39	61
	2009	3954	2551	362	33	4044	10943	36	64
	2009/2003	0.90	2.30	0.99	1.74	1.44	1.26		
16:00-18:00	2003	3284	385	782	29	2148	6628	50	50
	2006	2459	576	611	33	1849	5528	44	56
	2009	2403	999	944	44	2143	6533	37	63
	2009/2003	0.73	2.60	1.21	1.52	1.00	0.99		

## **4 OTHER ROAD TRAFFIC STATISTICS**

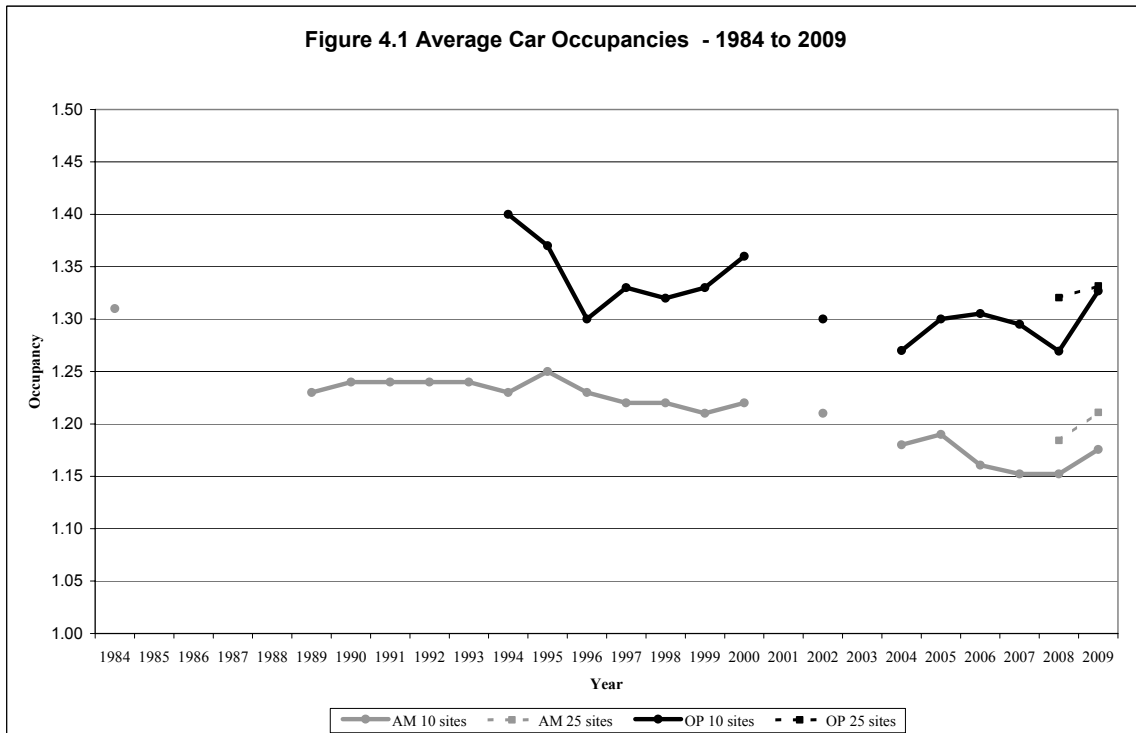


## Car Occupancy

- 4.1 Peak car occupancy based on surveys at ten monitoring sites on A roads across Greater Manchester are available for the years 1984, 1989 to 2000, 2002 and 2004 to 2009.
- 4.2 Off-peak surveys have been undertaken since 1994.
- 4.3 Since 2008 15 additional sites have been surveyed as part of congestion monitoring.
- 4.4 Table 4.1 shows the results of these surveys for the AM peak hour (08:00-09:00) and the off-peak period (10:00-12:00) respectively. Figure 4.1 shows trends in peak and off-peak car occupancy since 1984.

<b>Table 4.1 Average Peak and Off-Peak Car Occupancy in Greater Manchester</b>								
Year	Average Occupancy				% Single Occupant			
	(08:00-09:00)		(10:00-12:00)		(08:00-09:00)		(10:00-12:00)	
	10 sites	25 sites	10 sites	25 sites	10 sites	25 sites	10 sites	25 sites
1984(1)	1.31				76			
1989(2)	1.23				81			
1990	1.24				81			
1991	1.24				80			
1992	1.24				80			
1993	1.24				80			
1994	1.23		1.40		81		69	
1995	1.25		1.37		80		69	
1996	1.23		1.30		81		74	
1997	1.22		1.33		82		72	
1998	1.22		1.32		83		73	
1999	1.21		1.33		83		72	
2000	1.22		1.36		83		71	
2002	1.21		1.30		83		75	
2004	1.18		1.27		85		76	
2005	1.19		1.30		84		74	
2006	1.16		1.31		86		73	
2007	1.15		1.30		87		74	
2008	1.15	1.18	1.27	1.32	87	84	75	73
2009	1.18	1.21	1.33	1.33	85	82	72	71

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



## Walking

- 4.5 Levels of walking are monitored in several ways for the Greater Manchester Local Transport Plan Walking Strategy. The Local Transport Plan Indicator is based on National Travel Survey data and can be found in the Local Transport Plan section.
- 4.6 Manual counts of pedestrian flows crossing a cordon of sites around each of the ten Key Centres began in 2001 to complement the surveys of travel by other modes of transport (see paragraph 3.1). The counts now form an integral part of the Key Centre Monitoring programme and are undertaken annually. A summary of the pedestrian data collected in the morning and off-peak periods is shown in Tables 4.2 and 4.3.

<b>Table 4.2 Key Centre Cordon Pedestrian Flows AM Peak Period (07:30-09:30)</b>									
		<b>2001</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008/09</b>
Bolton	No	2220	-	-	2486	-	-	2355	2464
	Index	<b>100</b>	-	-	<b>112</b>	-	-	<b>106</b>	<b>111</b>
Bury	No	-	1849	-	-	1726	-	-	2262
	Index	-	<b>100</b>	-	-	<b>93</b>	-	-	<b>122</b>
Manchester	No	-	5653	-	-	6143	7485	-	8877
	Index	-	<b>100</b>	-	-	<b>109</b>	<b>132</b>	-	<b>157</b>
Oldham	No	1237	-	-	1359	-	-	1576	1849
	Index	<b>100</b>	-	-	<b>110</b>	-	-	<b>127</b>	<b>149</b>
Rochdale	No	-	1080	-	-	1256	-	-	1368
	Index	-	<b>100</b>	-	-	<b>116</b>	-	-	<b>127</b>
Eccles	No	-	-	-	855	-	-	975	990
	Index	-	-	-	<b>100</b>	-	-	<b>114</b>	<b>116</b>
Stockport	No	-	-	1996	1771	2140	2196	2258	2575
	Index	-	-	<b>100</b>	<b>89</b>	<b>107</b>	<b>110</b>	<b>113</b>	<b>129</b>
Ashton	No	2379	-	-	2550	-	-	2802	3027
	Index	<b>100</b>	-	-	<b>107</b>	-	-	<b>118</b>	<b>127</b>
Altrincham	No	-	1898	-	-	2123	-	-	2144
	Index	-	<b>100</b>	-	-	<b>112</b>	-	-	<b>113</b>
Wigan	No	-	-	1889	-	-	2722	-	2713
	Index	-	-	<b>100</b>	-	-	<b>144</b>	-	
Ave	No	Ave 2001-2004 = 2122				Ave 2005-2007 = 2238			2827
	Index	100				105			133

<b>Table 4.3 Key Centre Cordon Pedestrian Flows Off-Peak Period (10:00-12:00)</b>										
		<b>2001</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008/09</b>	
Bolton	No	2191	-	-	2911	-	-	2581	2635	
	Index	<b>100</b>	-	-	<b>133</b>	-	-	<b>118</b>	<b>120</b>	
Bury	No	-	2642	-	-	2676	-	-	3801	
	Index	-	<b>100</b>	-	-	<b>101</b>	-	-	<b>144</b>	
Manchester	No	-	3174	-	-	3891	3528	-	5320	
	Index	-	<b>100</b>	-	-	<b>123</b>	<b>111</b>	-	<b>168</b>	
Oldham	No	2038	-	-	2463	-	-	2408	2288	
	Index	<b>100</b>	-	-	<b>121</b>	-	-	<b>118</b>	<b>112</b>	
Rochdale	No	-	1738	-	-	2151	-	-	1319	
	Index	-	<b>100</b>	-	-	<b>124</b>	-	-	<b>76</b>	
Eccles	No	-	-	-	1826	-	-	1819	1849	
	Index	-	-	-	<b>100</b>	-	-	<b>100</b>	<b>101</b>	
Stockport	No	-	-	1507	1343	1782	1589	1314	1489	
	Index	-	-	<b>100</b>	<b>89</b>	<b>118</b>	<b>105</b>	<b>87</b>	<b>99</b>	
Ashton	No	2735	-	-	2919	-	-	2941	2901	
	Index	<b>100</b>	-	-	<b>107</b>	-	-	<b>108</b>	<b>106</b>	
Altrincham	No	-	2186	-	-	1870	-	-	2456	
	Index	-	<b>100</b>	-	-	<b>86</b>	-	-	<b>112</b>	
Wigan	No	-	-	2811	-	-	3830	-	4044	
	Index	-	-	<b>100</b>	-	-	<b>136</b>	-		
	No					2343				2810
	Index					100				98



## Cycling

4.7 Manual counts of cycle flows crossing a cordon of sites around each of the ten Key Centres are undertaken as part of the key centre modal split monitoring. A summary of the cycle data collected in the morning and off-peak periods since 1997 is shown in Tables 4.4 and 4.5.

<b>Table 4.4 Key Centre Cordon Cycle Flows AM Peak Period (07:30-09:30)</b>					
		<b>1997</b>	<b>2002-2004</b>	<b>2005-2007</b>	<b>2008/09</b>
Bolton	No	74	58	77	76
	Index	<b>100</b>	<b>78</b>	<b>104</b>	<b>103</b>
Bury	No	32	18	43	70
	Index	<b>100</b>	<b>56</b>	<b>134</b>	<b>219</b>
Manchester	No	704	509	516	1102
	Index	<b>100</b>	<b>72</b>	<b>73</b>	<b>157</b>
Oldham	No	53	27	31	35
	Index	<b>100</b>	<b>51</b>	<b>58</b>	<b>66</b>
Rochdale	No	30	21	24	16
	Index	<b>100</b>	<b>70</b>	<b>80</b>	<b>53</b>
Eccles	No	74	23	41	49
	Index	<b>100</b>	<b>31</b>	<b>55</b>	<b>66</b>
Stockport	No	181	135	194	240
	Index	<b>100</b>	<b>74</b>	<b>107</b>	<b>133</b>
Ashton	No	45	35	42	77
	Index	<b>100</b>	<b>78</b>	<b>93</b>	<b>171</b>
Altrincham	No	88	71	79	84
	Index	<b>100</b>	<b>81</b>	<b>90</b>	<b>95</b>
Wigan	No	42	28	25	44
	Index	<b>100</b>	<b>67</b>	<b>60</b>	<b>105</b>
GM Ave	No	1323	925	1072	1793
	Index	<b>100</b>	<b>70</b>	<b>81</b>	<b>136</b>

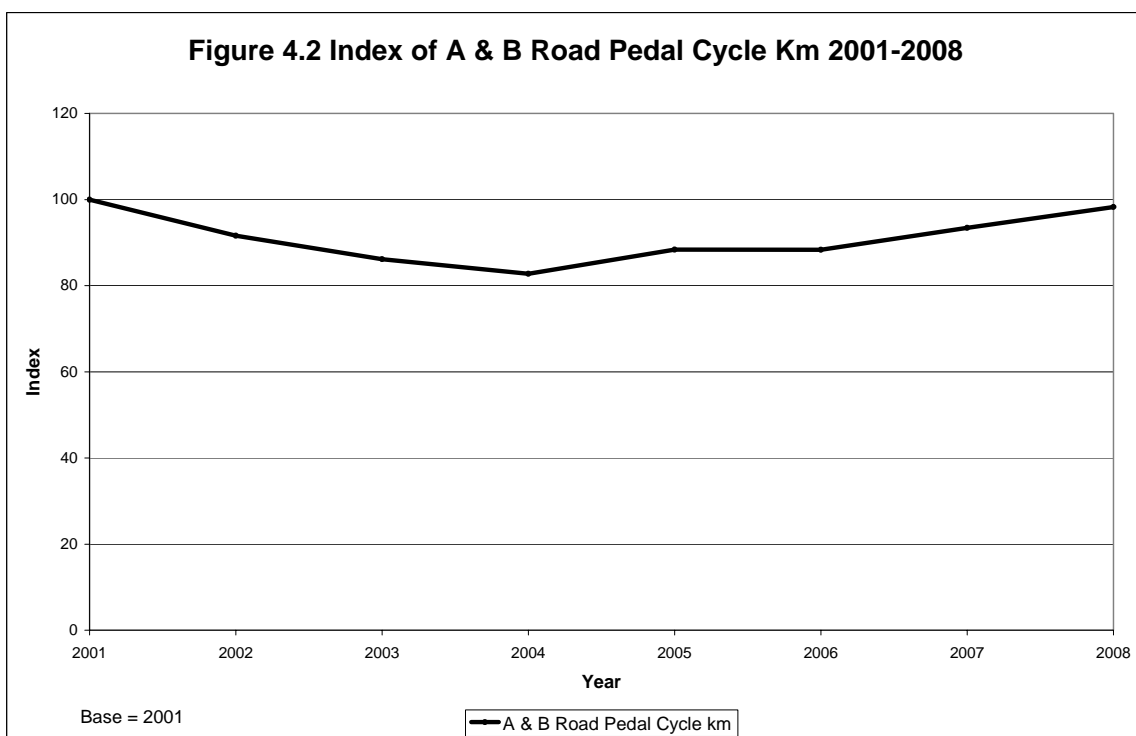
<b>Table 4.5 Key Centre Cordon Cycle Flows Off-Peak Period (10:00-12:00)</b>					
		<b>1997</b>	<b>2002-2004</b>	<b>2005-2007</b>	<b>2008/09</b>
Bolton	No	19	32	22	33
	Index	<b>100</b>	<b>168</b>	<b>116</b>	<b>174</b>
Bury	No	15	7	21	34
	Index	<b>100</b>	<b>47</b>	<b>140</b>	<b>227</b>
Manchester	No	285	184	187	466
	Index	<b>100</b>	<b>65</b>	<b>65</b>	<b>164</b>
Oldham	No	15	16	16	19
	Index	<b>100</b>	<b>107</b>	<b>107</b>	<b>127</b>
Rochdale	No	17	12	15	10
	Index	<b>100</b>	<b>71</b>	<b>88</b>	<b>59</b>
Eccles	No	24	19	36	16
	Index	<b>100</b>	<b>79</b>	<b>150</b>	<b>67</b>
Stockport	No	55	40	68	81
	Index	<b>100</b>	<b>72</b>	<b>124</b>	<b>147</b>
Ashton	No	29	22	10	30
	Index	<b>100</b>	<b>76</b>	<b>34</b>	<b>103</b>
Altrincham	No	89	50	59	38
	Index	<b>100</b>	<b>56</b>	<b>66</b>	<b>43</b>
Wigan	No	27	19	13	33
	Index	<b>100</b>	<b>70</b>	<b>48</b>	<b>122</b>
GM Ave	No	575	401	447	760
	Index	<b>100</b>	<b>70</b>	<b>78</b>	<b>132</b>

### Cycle Flows on Major Roads

- 4.8 12-hour 2-way cycle flows on major road links in 2008 are presented in individual District reports.
- 4.9 By using the cycle flow on each link it has been possible to calculate an average cycle flow per link for each District. These averages, and the highest link flows in each District, are given in Table 4.6.
- 4.10 Since 2001, pedal cycle factors have been developed from automatic cycle counts to factor 12-hour 2-way cycle flows counted manually to 24-hour average daily flows. These have been combined with the length of each road link to give an estimate of pedal cycle kilometres travelled in a year. Table 4.7 and Figure 4.2 show the trend in pedal cycle kilometres travelled on A and B roads combined since 2001.

<b>Table 4.6 Average and Highest 12-Hour Two-way Cycle Flows on A and B Roads in Each District, 2008</b>					
<b>District</b>	<b>Road Class</b>	<b>Average 12-hr Cycle Flow</b>	<b>Highest 12-hr Cycle Flow</b>	<b>Location of Highest Cycle Flow</b>	
Bolton	A	60	159	A575	Bolton Rd Moses Gate
	B	38	135	B6536	Manchester Rd Burnden
Bury	A	69	224	A58	Bolton St Bury
	B	42	126	B6213	Crostones Rd Bury
Manchester	A	166	981	A34	Oxford Rd Manchester City Centre
	B	251	771	B5117	Oxford Rd Higher Education Precinct
Oldham	A	44	119	A627	King St Oldham
	B	31	65	B6194	Shaw Rd Shaw
Rochdale	A	56	147	A58	Halifax Rd Smallbridge
	B	37	93	B6266	Drake St Rochdale
Salford	A	89	281	A6	Crescent Salford
	B	88	261	B5211	Redclyffe Rd Trafford Park
Stockport	A	79	275	A6	Wellington Rd North Heaton Chapel
	B	93	314	B5095	Manchester Rd Cheadle
Tameside	A	67	189	A6017	Ashton Rd Denton
	B	43	124	B6169	Shepley Rd Audenshaw
Trafford	A	156	383	A56	Chester Rd Stretford
	B	137	582	B5218	Chorlton Rd Old Trafford
Wigan	A	58	195	A49	Wallgate Wigan
	B	44	109	B5238	Poolstock Ln Worsley Mesnes
Greater Manchester	A	89	981	A34	Oxford Rd Manchester City Centre
	B	90	771	B5117	Oxford Rd Higher Education Precinct

<b>Table 4.7 Pedal Cycle Kilometres on A &amp; B Roads 2001-2008</b>				
<b>Year</b>	<b>Pedal Cycle Kilometres (millions)</b>			<b>A &amp; B Road Index</b>
	<b>A Roads</b>	<b>B Roads</b>	<b>A &amp; B Roads</b>	
2001	30.4	11.8	42.1	100
2002	27.6	11.0	38.6	92
2003	25.5	10.8	36.3	86
2004	24.3	10.6	34.9	83
2005	25.9	11.4	37.2	88
2006	25.7	11.5	37.2	88
2007	27.3	12.0	39.4	93
2008	28.9	12.5	41.4	98



### Automatic Cycle Counts

- 4.11 GMTU have operated Automatic Cycle Counters (ACC) at a variety of on-road and off-road locations throughout Greater Manchester since 2001. Data from these are used to monitor the LTP, local strategies and transport schemes. In 2008 there were 64 operational sites suitable for producing profiles.
- 4.12 These sites have been divided into those with a higher weekday than Saturday or Sunday flow (52 commuting sites) and a higher or the same Saturday or Sunday flow as the weekday flow (12 leisure sites). The two sets of sites have different hourly, daily and monthly profiles and these can be seen in Tables 4.8 to 4.13 and Figures 4.3 to 4.5.
- 4.13 Details of individual sites and cycle flows can be found in the respective Transport Statistics Reports for districts.

<b>Hour Beginning</b>	<b>% of 24-hr Flow Weekday</b>	<b>% of 24-hr Flow Saturday</b>	<b>% of 24-hr Flow Sunday</b>
00:00	0.6	1.1	1.0
01:00	0.3	0.7	0.7
02:00	0.2	0.7	0.5
03:00	0.2	0.6	0.4
04:00	0.6	0.9	0.5
05:00	2.3	2.1	1.5
06:00	4.4	2.9	1.9
07:00	7.9	4.0	3.0
08:00	8.0	4.8	4.0
09:00	5.5	5.3	5.9
10:00	4.3	6.3	6.8
11:00	4.4	7.0	7.7
12:00	4.9	7.4	7.9
13:00	5.6	8.1	8.3
14:00	6.1	8.3	8.6
15:00	6.5	7.9	8.2
16:00	8.6	7.7	7.7
17:00	9.7	6.6	6.6
18:00	7.1	5.5	5.6
19:00	4.7	4.0	4.5
20:00	3.2	2.9	3.1
21:00	2.2	2.1	2.5
22:00	1.8	1.9	1.9
23:00	1.0	1.3	1.1

**Note:** based on 52 sites

Hour Beginning	% of 24-hr Flow Weekday	% 24-hr Flow Saturday	% 24-hr Flow Sunday
00:00	0.2	0.3	0.2
01:00	0.1	0.2	0.1
02:00	0.1	0.1	0.1
03:00	0.2	0.1	0.2
04:00	0.4	0.2	0.2
05:00	0.8	0.5	0.3
06:00	2.0	1.2	0.6
07:00	3.5	1.8	1.4
08:00	4.3	3.3	2.5
09:00	4.1	4.7	4.6
10:00	4.4	6.0	6.6
11:00	5.2	7.1	8.1
12:00	6.0	8.7	10.1
13:00	7.3	10.7	11.0
14:00	8.3	11.2	11.7
15:00	8.4	11.4	11.9
16:00	9.2	9.6	9.8
17:00	9.4	8.0	7.2
18:00	8.8	5.6	5.3
19:00	7.9	4.2	4.0
20:00	5.3	2.6	2.3
21:00	2.7	1.7	1.1
22:00	0.9	0.6	0.5
23:00	0.4	0.3	0.3

Note: based on 12 sites

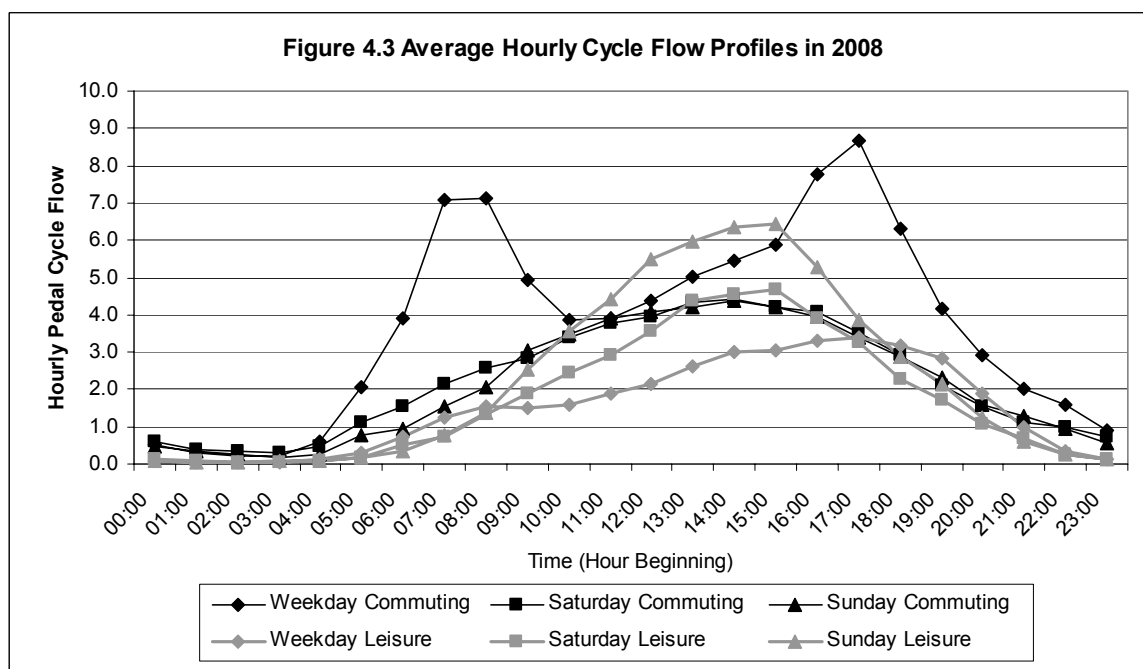


Table 4.10 Daily Indices at ACC “Commuting” Sites in 2008		
Day of Week	24-hr Average Weekday Index=100	24-hr Average Day Index=100
Monday	100	113
Tuesday	102	115
Wednesday	105	117
Thursday	98	110
Friday	94	106
Saturday	62	68
Sunday	64	70

**Note:** based on 52 sites

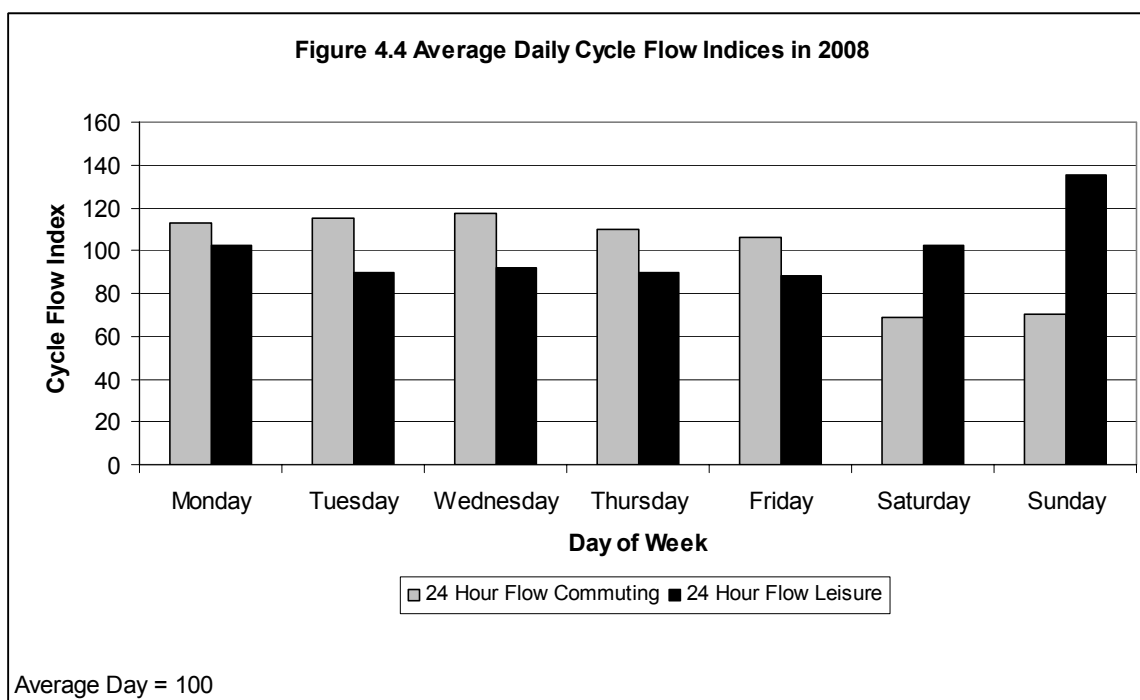
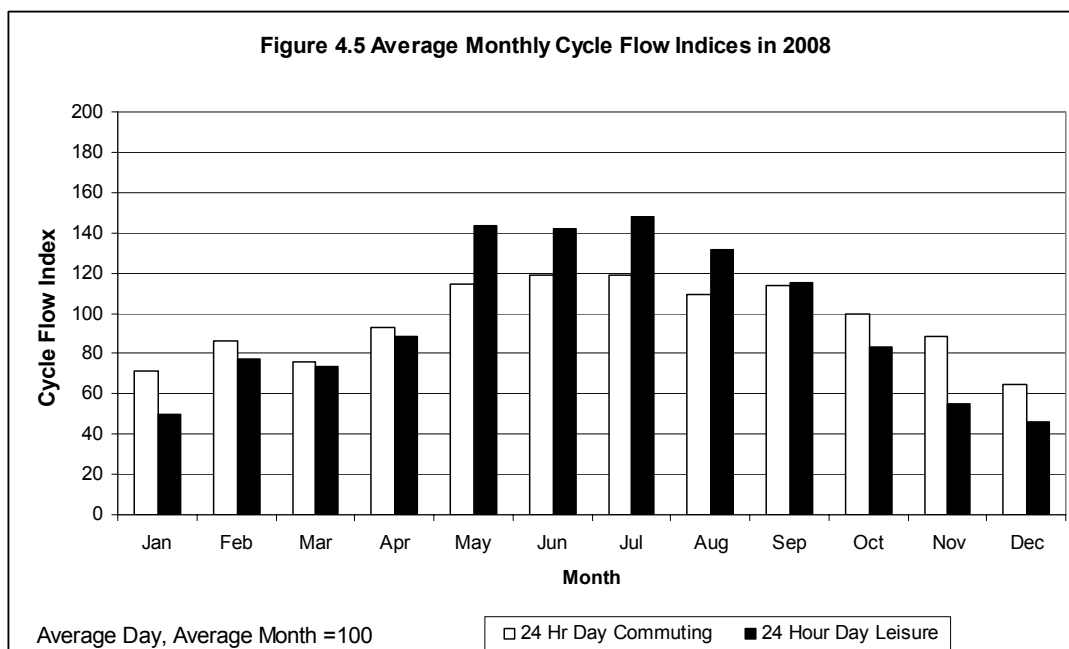


Table 4.11 Daily Indices at ACC “Leisure” Sites in 2008		
Day of Week	24-hr Average Weekday Index=100	24-hr Average Day Index=100
Monday	111	103
Tuesday	97	90
Wednesday	99	92
Thursday	97	90
Friday	95	88
Saturday	112	103
Sunday	148	135

**Note:** based on 12 sites

<b>Table 4.12 Monthly Indices at ACC “Commuting” Sites in 2008</b>		
<b>Month</b>	<b>24-hr Ave Weekday Index=100</b>	<b>24-hr Ave Day Index=100</b>
January	70	72
February	87	86
March	76	76
April	96	93
May	115	114
June	120	119
July	121	119
August	109	109
September	108	114
October	99	100
November	91	88
December	65	65

**Note:** based on 52 sites



<b>Table 4.13 Monthly Indices at ACC “Leisure” Sites in 2008</b>		
<b>Month</b>	<b>24-hr Ave Weekday Index=100</b>	<b>24-hr Ave Day Index=100</b>
January	41	50
February	69	78
March	72	74
April	95	89
May	148	144
June	150	142
July	153	148
August	140	131
September	97	115
October	79	83
November	56	55
December	46	46

**Note:** based on 12 sites.



### Carriage of Cycles on Trains

4.14 Table 4.14 compares the number of cycles carried on trains in the years 2003 to 2008. The numbers relate to cycles carried by passengers boarding and alighting trains on a single day in November between 07:30 and 13:30 at 42 of the busiest stations where GMTU surveys patronage every year.

<b>Table 4.14 Cycles Carried on Trains (Single Day 07:30 to 13:30) 2003 - 2008</b>													
<b>Corridor and No of Stations</b>		<b>2003</b>		<b>2004</b>		<b>2005</b>		<b>2006</b>		<b>2007</b>		<b>2008</b>	
		<b>B</b>	<b>A</b>	<b>B</b>	<b>A</b>	<b>B</b>	<b>A</b>	<b>B</b>	<b>A</b>	<b>B</b>	<b>A</b>	<b>B</b>	<b>A</b>
Wigan & Bolton	8	23	14	30	26	28	27	23	24	21	29	24	42
Rochdale & Oldham	4	6	14	7	12	10	8	4	16	7	5	11	11
Ashton	4	12	2	6	5	3	3	5	3	1	5	8	4
Marple & Glossop	10	21	18	31	18	28	11	25	10	22	25	41	17
Stockport	8	31	26	23	21	32	21	44	34	36	30	37	28
Styal/Airport	5	5	2	5	5	5	3	8	8	12	14	14	9
Irlam	2	4	4	6	7	8	3	8	3	12	3	9	2
Eccles	1	1	0	1	1	0	1	0	3	0	2	1	0
<b>Total</b>	<b>42</b>	<b>103</b>	<b>80</b>	<b>109</b>	<b>95</b>	<b>114</b>	<b>77</b>	<b>117</b>	<b>101</b>	<b>111</b>	<b>113</b>	<b>145</b>	<b>113</b>

**Notes:** B = Boarders A = Alighters

### Cycle Training in Schools

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

<b>Table 4.15 On Road Cycle Training by District 2008/09</b>			
<b>District</b>	<b>Number of trained Year 6 children in 2008/09</b>	<b>Total number of year 6 children in 2008/09</b>	<b>% trained</b>
Bolton	908	3459	26.3
Bury	641	2124	30.2
Manchester	2395	5187	46.2
Oldham	635	3061	20.7
Rochdale	1777	2658	66.9
Salford	582	2459	23.7
Stockport	1700	3000	56.7
Tameside	839	2617	32.1
Trafford	1257	2481	50.7
Wigan	728	3800	19.2
<b>GM Total</b>	<b>11462</b>	<b>30846</b>	<b>37.2</b>

4.16 Table 4.16 shows the trend in the proportion of children receiving on road training in the last three years.

4.17 Overall levels of cycle training have increased year on year, although this masks some variations between Districts. Additional government funding for delivery of cycle training is expected to have a significant effect from next year.

<b>Table 4.16 Trend in Proportion of Children receiving on road training</b>			
<b>District</b>	<b>% 06/07</b>	<b>% 07/08</b>	<b>% 08/09</b>
Bolton	18.2	23.7	26.3
Bury	21.4	32.7	30.2
Manchester	32.9	48.5	46.2
Oldham	10.0	17.0	20.7
Rochdale	35.7	17.2	66.9
Salford	22.9	21.2	23.7
Stockport	44.5	43.8	56.7
Tameside	45.6	61.5	32.1
Trafford	66.4	66.4	50.7
Wigan	12.7	16.4	19.2
<b>GM</b>	<b>30.4</b>	<b>35.1</b>	<b>37.2</b>