

---

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

---

**KEY CENTRE AND OTHER TRAFFIC SECTION  
OF GMTU REPORT 1580  
TRANSPORT STATISTICS  
GREATER MANCHESTER 2009**

**SUMMARY**

The 2009 Transport Statistics Greater Manchester Report (GMTU Report 1580) is scheduled for publication during autumn 2010. 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.

Version No.	Purpose/ Changes	Author	Date Changed	Date Issued	To Whom
1	First Release	E Ellis et al	20/09/2010	September 10	GMTU Website

All enquiries to:

Greater Manchester Transportation Unit  
3rd Floor  
Heron House  
47 Lloyd St  
Manchester  
M2 5LE

Telephone: 0161 455 2061  
Internal Tel; 815 2061

Fax: 0161 455 2071

e-mail: [gmtu@manchester.gov.uk](mailto:gmtu@manchester.gov.uk)

website: <http://www.gmtu.gov.uk/>

The Greater Manchester Transportation Unit provides a strategic and local transportation service to and on behalf of the ten district councils of Greater Manchester. The unit is funded by the ten districts and attached to Manchester City Council as lead authority.

---

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

---

**C O N T E N T S**

	<b>Page</b>
<b>EXECUTIVE SUMMARY .....</b>	<b>1</b>
<b>3 KEY CENTRE MONITORING .....</b>	<b>7</b>
Introduction to Key Centre Monitoring .....	9
Bolton Key Centre .....	10
Bury Key Centre .....	12
Manchester Key Centre .....	14
Oldham Key Centre .....	16
Rochdale Key Centre .....	18
Salford Key Centre - Eccles.....	20
Stockport Key Centre.....	22
Tameside Key Centre – Ashton-under-Lyne.....	25
Wigan Key Centre .....	30
<b>4 OTHER ROAD TRAFFIC STATISTICS .....</b>	<b>33</b>
Car Occupancy .....	35
Walking.....	37
Cycling.....	39
Cycle Flows on Major Roads .....	41
Automatic Cycle Counts .....	43
Carriage of Cycles on Trains .....	47
Cycle Training in Schools .....	48

## LIST OF TABLES

	Page
<b>KEY CENTRE MONITORING</b>	
Table 3.1 Bolton Key Centre Cordon Counts 1997, 1998, 2001, 2004, 2007, 2009 and 2010 .....	10
Table 3.2 Car and Public Transport Trips into Bolton Key Centre .....	11
Table 3.3 Car and Non-Car Trips into Bolton Key Centre.....	11
Table 3.4 Bury Key Centre Inbound Vehicles 1997, 1999, 2002, 2005, 2008 and 2010 .....	12
Table 3.5 Car and Public Transport Trips into Bury Key Centre .....	13
Table 3.6 Car and Non-Car Trips into Bury Key Centre.....	13
Table 3.7 Manchester Key Centre Cordon Counts 1997, 1999, 2002, 2005, 2009 and 2010 .....	14
Table 3.8 Car and Public Transport Trips into Manchester Key Centre.....	15
Table 3.9 Car and Non-Car Trips into Manchester Key Centre .....	15
Table 3.10 Oldham Key Centre Inbound Vehicles 1997, 1998, 2001, 2004, 2007, 2008 & 2009.....	16
Table 3.11 Car and Public Transport Trips into Oldham Key Centre .....	17
Table 3.12 Car and Non-Car Trips into Oldham Key Centre .....	17
Table 3.13 Rochdale Key Centre Inbound Vehicles 1997, 1999, 2002, 2005, 2008, 2009 and 2010 .....	18
Table 3.14 Car and Public Transport Trips into Rochdale Key Centre .....	19
Table 3.15 Car and Non-Car Trips into Rochdale Key Centre.....	19
Table 3.16 Eccles Key Centre Inbound Cordon Counts 1997, 2001, 2004, 2007, 2009 and 2010 .....	20
Table 3.17 Car and Public Transport Trips into Eccles Key Centre.....	21
Table 3.18 Car and Non-Car Trips into Eccles Key Centre .....	21
Table 3.19 Stockport Key Centre Inbound Cordon Counts 1997, 2000, & 2003-2009 .....	22
Table 3.20 Car and Public Transport Trips into Stockport Key Centre .....	23
Table 3.21 Car and Non-Car Trips into Stockport Key Centre.....	24
Table 3.22 Ashton Key Centre Inbound Cordon Counts 1997, 1998, 2001, 2004, 2007, 2008 and 2009 .....	25
Table 3.23 Car and Public Transport Trips into Ashton Key Centre (excl. Ikea and Old St).....	26
Table 3.24 Car and Non-Car Trips into Ashton Key Centre.....	26
Table 3.25 Altrincham Key Centre Inbound Cordon Counts 1997, 1999, 2002, 2005, 2008, 2009 and 2010 .....	27
Table 3.26 Car and Public Transport Trips into Altrincham Key Centre .....	28
Table 3.27 Car and Non-Car Trips into Altrincham Key Centre.....	29
Table 3.28 Wigan Key Centre Inbound Cordon Counts 1997, 2000, 2003, 2007, 2009 and 2010 .....	30
Table 3.29 Car and Public Transport Trips into Wigan Key Centre .....	31
Table 3.30 Car and Non-Car Trips into Wigan Key Centre.....	31

## LIST OF TABLES

	<b>Page</b>
<b>OTHER TRAFFIC STATISTICS</b>	
Table 4.1 Average Peak and Off-Peak Car Occupancy in Greater Manchester .....	35
Table 4.2 Key Centre Cordon Pedestrian Flows AM Peak Period (07:30-09:30).....	37
Table 4.3 Key Centre Cordon Pedestrian Flows Off-Peak Period (10:00-12:00).....	38
Table 4.4 Key Centre Cordon Cycle Flows AM Peak Period (07:30-09:30) ..	39
Table 4.5 Key Centre Cordon Cycle Flows Off-Peak Period (10:00-12:00)...	40
Table 4.6 Average and Highest 12-Hour Two-way Cycle Flows on A and B Roads in Each District, 2009 .....	41
Table 4.7 Pedal Cycle Kilometres on A & B Roads 2001-2009 .....	42
Table 4.8 Average Hourly Profile at ACC “Commuting” Sites in 2009.....	43
Table 4.9 Average Hourly Profile at ACC “Leisure” Sites in 2009 .....	44
Table 4.10 Daily Indices at ACC “Commuting” Sites in 2009 .....	45
Table 4.11 Daily Indices at ACC “Leisure” Sites in 2009.....	45
Table 4.12 Monthly Indices at ACC “Commuting” Sites in 2009.....	46
Table 4.13 Monthly Indices at ACC “Leisure” Sites in 2009 .....	46
Table 4.14 Cycles Carried on Trains (Single Day 07:30 to 13:30) 2003 – 2009 .....	47
Table 4.15 On Road Cycle Training by District 2009/10 .....	48
Table 4.16 Trend in Proportion of Children receiving on road training.....	48

---

**LIST OF FIGURES**

<b>Figure</b>		<b>Page</b>
<b>4</b>	<b>OTHER ROAD TRAFFIC STATISTICS</b>	
4.1	Average Car Occupancies – 1994-2010	36
4.2	Index of A & B Pedal Cycle Km 2001-2009	42
4.3	Average Hourly Cycle Flow Profiles in 2009	44
4.4	Average Daily Cycle Flow Indices in 2009	45
4.5	Average Monthly Cycle Flow Indices in 2009	46

## **EXECUTIVE SUMMARY**





---

**TRANSPORT STATISTICS GREATER MANCHESTER 2009****EXECUTIVE SUMMARY****Key Centre Monitoring**

- Bolton – Between 1997 and 2010, traffic flows have decreased in all time periods. A link road built from A676 Folds Road to St Peter's Way continues to divert some traffic away from the town centre in conjunction with traffic management measures. The proportion of car journeys to non-car journeys has decreased in all time periods between 2001 and 2010. Walking trips have decreased in all time periods between 2009 and 2010, while bus and cycle trips have increased in the off-peak and evening peak periods.
- Bury – Car trips have decreased and non-car trips have increased in all periods between 2002 and 2010. Levels of Metrolink use, cycling and walking have all increased between 2002 and 2010, but have seen slight decreases in the off-peak and evening peak periods between 2008 and 2010. Overall the total number of trips has increased between 2002 and 2010. 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 in the morning and off peak periods between 1997 and 2010. Between 2002 and 2010, there has been a 14% decrease in the number of car trips in the morning peak, while there have been increases of 30% and 82% for rail and walking trips respectively. Between 2009 and 2010 there has been a slight increase in the number of car trips, with the total number of trips increasing in the morning peak period and decreasing in the off peak period. Between 2002 and 2010 the total number of trips has increased by 4% in the morning peak period and 16% in the off peak period.
- Oldham – Traffic flows have increased in all time periods between 1997 and 2009, with increases of 2%, 7% and 19% respectively in the morning peak, off peak and evening peak periods. The redevelopment of the south side of the key centre and access from Oldham Way between the base and 2009 has caused more traffic to cross the cordon. The proportion of car trips to non-car trips has increased in all periods between 2001 and 2009, but has fallen between 2008 and 2009. Cycle and walking trips have increased in all periods between 2008 and 2009.
- Rochdale – Traffic flows in 2010 are slightly below their 1997 levels in the morning and off peak periods, but are slightly higher in the evening peak period. The proportion of car trips to non-car trips has fallen slightly in the morning peak period between 2009 and 2010, but remains constant in the other time periods. Walking trips have increased in all periods, as have the total number of trips.
- Eccles – Traffic flows have decreased significantly between 1997 and 2010, with flows in the morning peak period almost being half of their 1997 level.

The proportion of car trips to non-car trips has decreased in all periods between 2001 and 2010 and between 2009 and 2010. The completion of the Eccles bypass and the opening of Metrolink between 1997 and 2001 have both contributed to the decrease in car mode share for Eccles. Walking trips have increased in the morning and evening peak periods and have remained fairly constant in the off peak period.

- Stockport – Traffic flows in all periods have decreased between 1997 and 2010, with flows in the morning and evening peak periods being at 85% of their 1997 values. The proportion of car trips to non-car trips has fallen in all periods since 2003, but there was a rise in the proportion of car trips between 2008 and 2009 in the off peak and evening peak periods. The number of walking trips has increased in the morning and off peak periods between 2008 and 2009, while rail trips have decreased in all periods. Overall the number of trips has decreased in all periods since 2003, with there being small decreases in the number of trips in all periods between 2008 and 2009.
- Ashton-under-Lyne – Traffic flows in 2009 have fallen by 10% in the morning peak, but have increased by 11% in the evening peak and are at their 1997 values in the off peak period. The proportion of car trips to non-car trips has fallen in the morning and evening peak periods between 2001 and 2009, but remains at the same level in the off peak period. Between 2008 and 2009, the proportion of car trips has increased in all periods. Overall the number of trips has decreased in the morning peak period but increased in the other two periods. A new development, which includes IKEA and Sainsbury's, was built just outside the cordon between the 2004 and 2007 surveys.
- Altrincham – Traffic flows have decreased in all time periods between 1997 and 2010, particularly in the off-peak period where levels are at 76% of their 1997 value. The proportions of car trips to non-car trips are below 2002 values in all time periods, but have increased between 2009 and 2010. The number of walking trips has decreased in all time periods, while cycling and rail trips have increased in the morning and off peak periods. Overall the number of trips has decreased in the morning and off peak periods but increased in the evening peak period between 2002 and 2010.
- Wigan – Traffic flows have decreased in all periods since 1997, with levels now at 84%, 74% and 79% of their previous levels in the morning peak, off peak and evening peak periods respectively. The proportion of car trips to non-car trips has fallen in all periods between 2003 and 2010 and also between 2009 and 2010. Rail and walking trips have increased in all periods between 2009 and 2010, while cycle and bus trips have increased in the evening peak periods. The increase in the number of walking trips into the key centre is thought to be due to the relocation of large car parks. Overall the number of trips has increased in all periods between 2003 and 2010.

## Other Road Traffic Statistics

### Car Occupancy

- Weekday surveys at 25 A road sites in 2010 showed that, between 08:00 and 09:00, 83% 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 decreased from 1.21 persons per car in 2009 to 1.20 in 2010. Off-peak car occupancy has increased from 1.33 in 2009 to 1.34 in 2010.
- Longer term trends, based on 10 sites, show that occupancy levels in 2010, after an initial increase between 2008 and 2009, have remained constant. This follows a period of stable occupancy levels in the 1990s, followed by a decline between 2000 and 2008. The trend of off-peak car occupancy is less clear, but since 2008 there has been a steady increase in the average number of occupants.

### Cycle Flows

- Pedal cycle kilometres on A & B roads decreased by 17% between 2001 and 2004, but since then have increased steadily to the extent that 2009 figures are now 7% above their 2001 values.
- Information from automatic cycle counters shows that cycle flows on routes used by leisure cyclists peak at 14:00 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 the 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, 2009 and 2010 together with indices of change between 1997 and 2010. 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
	2010	6530	532	111	343	36	76	7628
	<b>2010/1997</b>	<b>0.86</b>	<b>0.73</b>	<b>0.39</b>	<b>0.67</b>	<b>0.84</b>	<b>1.03</b>	<b>0.82</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
	2010	4943	523	111	337	19	45	5978
	<b>2010/1997</b>	<b>0.76</b>	<b>0.85</b>	<b>0.42</b>	<b>0.61</b>	<b>0.70</b>	<b>2.37</b>	<b>0.75</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
	2010	4825	437	47	328	45	69	5751
	<b>2010/1997</b>	<b>0.74</b>	<b>0.87</b>	<b>0.33</b>	<b>0.60</b>	<b>1.32</b>	<b>1.41</b>	<b>0.74</b>



Time Period	Year	Car Trips		Bus Trips		Rail Trips		Car + PT Trips		Modal Split	
		No.	Index	No.	Index	No.	Index	No.	Index	% Car	% PT
07:30-09:30	1997	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%
	2010	8750	87	4360	75	680	150	13790	85	63%	37%
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%
	2010	7810	82	5758	119	497	122	14065	95	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%
	2010	7141	80	3025	151	1236	155	11402	97	63%	37%

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%
	2010	8750	4360	680	76	2167	16033	55%	45%
	2010/2001	0.84	0.85	1.59	1.21	0.98	0.88	0.96	1.05
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%
	2010	7810	5758	497	45	2499	16609	47%	53%
	2010/2001	0.85	1.52	1.26	1.96	1.14	1.06	0.80	1.29
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%
	2010	7141	3025	1236	69	1497	12968	55%	45%
	2010/2001	0.80	1.49	1.14	1.53	1.17	0.97	0.83	1.35

### Bury Key Centre

- 3.10 Table 3.4 presents traffic entering Bury key centre in 1997, 1999, 2002, 2005, 2008 and 2010 together with indices of change between 1997 and 2010. 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.

<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>
<b>07:30-09:30</b>	<b>1997</b>	3960	328	146	248	10	32	4724
	<b>1999</b>	3714	333	86	240	16	41	4430
	<b>2002</b>	3733	293	69	237	23	18	4373
	<b>2005</b>	3493	331	105	204	20	43	4196
	<b>2008</b>	3693	320	128	211	24	70	4446
	<b>2010</b>	3286	281	99	192	8	65	3931
	<b>2010/1997</b>	<b>0.83</b>	<b>0.86</b>	<b>0.68</b>	<b>0.77</b>	<b>0.80</b>	<b>2.03</b>	<b>0.83</b>
<b>10:00-12:00</b>	<b>1997</b>	3551	332	149	265	13	15	4325
	<b>1999</b>	3504	357	105	240	9	11	4226
	<b>2002</b>	3914	374	107	255	15	7	4672
	<b>2005</b>	3551	394	86	222	9	21	4283
	<b>2008</b>	3475	363	105	229	19	34	4225
	<b>2010</b>	3285	320	102	215	11	22	3955
	<b>2010/1997</b>	<b>0.93</b>	<b>0.96</b>	<b>0.68</b>	<b>0.81</b>	<b>0.85</b>	<b>1.47</b>	<b>0.91</b>
<b>16:00-18:00</b>	<b>1997</b>	3424	190	70	247	22	25	3978
	<b>1999</b>	3076	232	34	238	15	31	3626
	<b>2002</b>	3264	220	43	222	17	14	3780
	<b>2005</b>	2976	239	15	184	9	19	3442
	<b>2008</b>	3082	216	30	198	9	61	3596
	<b>2010</b>	2894	185	40	200	13	38	3370
	<b>2010/1997</b>	<b>0.85</b>	<b>0.97</b>	<b>0.57</b>	<b>0.81</b>	<b>0.59</b>	<b>1.52</b>	<b>0.85</b>

Table 3.5 Car and Public Transport Trips into Bury Key Centre											
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%
	2010	4535	82	2759	60	1069	210	8363	79	54%	46%
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%
	2010	4698	91	2292	79	671	156	7661	90	61%	39%
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	4256	84	1296	93	952	118	6504	89	65%	35%
	2008	4161	82	1257	90	803	100	6221	86	67%	33%
	2010	4167	82	1235	88	762	94	6164	85	68%	32%

Table 3.6 Car and Non-Car Trips into Bury Key Centre									
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%	72%
	2010	4535	2759	1069	65	3756	12184	37%	63%
	2010/2002	0.87	1.03	1.43	3.61	2.03	1.11	0.75	1.24
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%
	2010	4698	2292	671	22	3704	11387	41%	59%
	2010/2002	0.83	1.00	1.36	3.14	1.40	1.11	0.81	1.20
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%
	2010	4167	1235	762	38	3688	9890	42%	58%
	2010/2002	0.86	1.04	0.99	2.71	1.52	1.08	0.81	1.21

### Manchester Key Centre

- 3.12 Table 3.7 gives the total traffic crossing the Manchester key centre cordon in 1997, 1999, 2002, 2005, 2006, 2009 and 2010 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.

<b>Table 3.7 Manchester Key Centre Cordon Counts 1997, 1999, 2002, 2005, 2009 and 2010</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>
<b>07:30-09:30</b>	<b>1997</b>	27989	2004	815	1079	281	704	32872
	<b>1999</b>	29194	2255	730	1053	276	645	34154
	<b>2002</b>	25980	2201	469	985	290	509	30434
	<b>2005</b>	27139	2079	561	1000	277	562	31618
	<b>2006</b>	24968	2136	450	1019	231	435	28804
	<b>2009</b>	21968	1675	510	997	274	1102	26526
	<b>2010</b>	21408	1657	280	973	248	1143	25709
	<b>2010/1997</b>	<b>0.76</b>	<b>0.83</b>	<b>0.34</b>	<b>0.90</b>	<b>0.88</b>	<b>1.62</b>	<b>0.78</b>
<b>10:00-12:00</b>	<b>1997</b>	14312	2008	973	973	208	285	18759
	<b>1999</b>	14242	2137	842	1096	148	232	18697
	<b>2002</b>	13303	1999	615	1023	138	184	17262
	<b>2005</b>	12526	2067	607	1101	85	234	16620
	<b>2006</b>	13057	2085	500	1083	75	128	16800
	<b>2009</b>	11978	1812	556	1075	101	466	15988
	<b>2010</b>	10912	1661	316	1008	53	321	14271
	<b>2010/1997</b>	<b>0.76</b>	<b>0.83</b>	<b>0.32</b>	<b>1.04</b>	<b>0.25</b>	<b>1.13</b>	<b>0.76</b>

Time period	Year	Car Trips		Bus Trips		Rail Trips		Metrolink Trips		Car + PT Trips		Modal Split	
		No.	Index	No.	Index	No.	Index	No.	Index	No.	Index	% Car	% PT
07:30-09:30	1997	34426	96	25317	115	9699	72	5875	93	75317	97	46%	54%
	1999	35909	100	22011	100	13419	100	6319	100	77658	100	46%	54%
	2002	31955	89	25254	115	16612	124	6301	100	80122	103	40%	60%
	2005	32567	91	24696	112	16743	125	6556	104	80562	104	40%	60%
	2006	32958	92	25071	114	17950	134	6048	96	82027	106	40%	60%
	2009	27021	75	24615	112	20753	155	6716	106	79105	102	34%	66%
	2010	27402	80	23418	92	21638	223	6448	110	78906	105	35%	65%
10:00-12:00	1997	18892	100	11184	109	3618	70	2549	93	36243	98	52%	48%
	1999	18799	100	10285	100	5144	100	2737	100	36965	100	51%	49%
	2002	17560	93	11415	111	6287	122	2408	88	37670	102	47%	53%
	2005	16159	86	11655	113	6429	125	2451	90	36694	99	44%	56%
	2006	18541	99	13079	127	6938	135	2801	102	41359	112	45%	55%
	2009	15452	82	15379	150	10012	195	3450	126	44293	120	35%	65%
	2010	15386	81	13851	124	9343	258	2947	116	41527	115	37%	63%

Time Period	Year	Car	Bus	Rail	Metro-link	Cycle	Walk	Total	% Car	% Non-Car
07:30-09:30	2002	31955	25254	16612	6301	509	5279	85910	37%	63%
	2005	32567	24696	16743	6556	562	5723	86847	37%	63%
	2006	32958	25071	17950	6048	470	7485	89982	37%	63%
	2009	27021	24615	20753	6716	1102	8877	89084	30%	70%
	2010	27402	23418	21638	6448	1143	9599	89648	31%	69%
	2010/2002	0.86	0.93	1.30	1.02	2.25	1.82	1.04	0.82	1.11
10:00-12:00	2002	17560	11415	6287	2408	184	3000	40854	43%	57%
	2005	16159	11655	6429	2451	234	3713	40641	40%	60%
	2006	18541	13079	6938	2801	139	3528	45026	41%	59%
	2009	15452	15379	10012	3450	466	5320	50079	31%	69%
	2010	15386	13851	9343	2947	321	5583	47431	32%	68%
	2010/2002	0.88	1.21	1.49	1.22	1.74	1.86	1.16	0.75	1.18

### Oldham Key Centre

- 3.15 Table 3.10 presents traffic entering Oldham Key Centre in 1997, 1998, 2001, 2004, 2007, 2008 and 2009 together with indices of change between 1997 and 2009. 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.

<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>
<b>07:30-09:30</b>	<b>1997</b>	5970	590	187	337	25	53	7148
	<b>1998</b>	6382	569	216	363	26	40	7597
	<b>2001</b>	5127	500	109	269	29	24	6058
	<b>2004</b>	6111	546	121	336	30	27	7171
	<b>2007</b>	6757	697	160	308	34	31	7987
	<b>2008</b>	7140	802	162	348	29	35	8516
	<b>2009</b>	5997	738	166	316	35	39	7291
	<b>2009/1997</b>	<b>1.00</b>	<b>1.25</b>	<b>0.89</b>	<b>0.94</b>	<b>1.40</b>	<b>0.74</b>	<b>1.02</b>
<b>10:00-12:00</b>	<b>1997</b>	4879	566	202	331	7	15	5979
	<b>1998</b>	5263	568	212	353	19	15	6430
	<b>2001</b>	3871	503	92	294	7	2	4769
	<b>2004</b>	4494	522	116	348	12	16	5508
	<b>2007</b>	5610	638	159	330	23	16	6776
	<b>2008</b>	5541	680	156	359	16	19	6771
	<b>2009</b>	5118	712	172	338	20	26	6386
	<b>2009/1997</b>	<b>1.05</b>	<b>1.26</b>	<b>0.85</b>	<b>1.02</b>	<b>2.86</b>	<b>1.73</b>	<b>1.07</b>
<b>16:00-18:00</b>	<b>1997</b>	4819	453	112	337	16	42	5756
	<b>1998</b>	4986	429	93	355	15	52	5930
	<b>2001</b>	4495	400	46	300	15	20	5276
	<b>2004</b>	4706	416	52	310	21	36	5541
	<b>2007</b>	6278	582	59	291	38	28	7276
	<b>2008</b>	6801	599	48	352	30	31	7861
	<b>2009</b>	5851	554	51	325	34	42	6857
	<b>2009/1997</b>	<b>1.21</b>	<b>1.22</b>	<b>0.46</b>	<b>0.96</b>	<b>2.13</b>	<b>1.00</b>	<b>1.19</b>

Time Period	Year	Car Trips		Bus Trips		Rail Trips		Car & PT Trips		Modal Split	
		No.	Index	No.	Index	No.	Index	No.	Index	% Car	% PT
07:30-09:30	1997	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%
	2009	8456	111	4629	69	57	72	13142	91	64%	36%
10:00-12:00	1997	7221	100	4647	100	33	100	11901	100	61%	39%
	1998	7789	108	4072	88	42	127	11903	100	65%	35%
	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%
	2009	7472	103	3647	78	40	121	11159	94	67%	33%
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	12350	126	76%	24%
	2009	8718	127	2866	102	35	33	11619	118	75%	25%

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%
	2009	8456	4629	57	39	2244	15425	55%	45%
	2009/2001	<b>1.29</b>	<b>0.85</b>	<b>0.54</b>	<b>1.63</b>	<b>1.81</b>	<b>1.15</b>	<b>1.12</b>	<b>0.89</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%
	2009	7472	3647	40	26	2874	14059	53%	47%
	2009/2001	<b>1.30</b>	<b>0.91</b>	<b>0.82</b>	<b>13.00</b>	<b>1.41</b>	<b>1.19</b>	<b>1.10</b>	<b>0.91</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%
	2009	8718	2866	35	42	1963	13624	64%	36%
	2009/2001	<b>1.36</b>	<b>1.09</b>	<b>0.15</b>	<b>2.10</b>	<b>1.21</b>	<b>1.25</b>	<b>1.09</b>	<b>0.87</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, 2009 and 2010 together with indices of change between 1997 and 2010. 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>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>
<b>07:30-09:30</b>	<b>1997</b>	3671	307	137	251	12	30	4408
	<b>1999</b>	3673	326	83	261	14	32	4389
	<b>2002</b>	3813	361	78	263	27	21	4563
	<b>2005</b>	3757	335	88	198	10	24	4412
	<b>2008</b>	3868	364	87	221	12	16	4568
	<b>2009</b>	3626	321	80	199	25	28	4279
	<b>2010</b>	3584	225	112	189	25	28	4163
	<b>2010/1997</b>	<b>0.98</b>	<b>0.73</b>	<b>0.82</b>	<b>0.75</b>	<b>2.08</b>	<b>0.93</b>	<b>0.94</b>
<b>10:00-12:00</b>	<b>1997</b>	3433	332	125	208	10	17	4125
	<b>1999</b>	3754	376	75	231	20	11	4467
	<b>2002</b>	3785	372	91	253	22	12	4535
	<b>2005</b>	3470	315	79	187	24	15	4090
	<b>2008</b>	3486	384	75	198	4	10	4157
	<b>2009</b>	3360	319	78	181	11	6	3955
	<b>2010</b>	3390	287	85	170	15	25	3972
	<b>2010/1997</b>	<b>0.99</b>	<b>0.86</b>	<b>0.68</b>	<b>0.82</b>	<b>1.50</b>	<b>1.47</b>	<b>0.96</b>
<b>16:00-18:00</b>	<b>1997</b>	3188	282	46	240	20	26	3802
	<b>1999</b>	3101	230	30	255	14	28	3658
	<b>2002</b>	3506	260	19	262	13	19	4079
	<b>2005</b>	3140	252	15	203	13	13	3636
	<b>2008</b>	3395	313	30	210	10	13	3971
	<b>2009</b>	3014	275	16	188	21	22	3536
	<b>2010</b>	3356	226	37	176	15	34	3844
	<b>2010/1997</b>	<b>1.05</b>	<b>0.80</b>	<b>0.80</b>	<b>0.73</b>	<b>0.75</b>	<b>1.31</b>	<b>1.01</b>



Time Period	Year	Car Trips		Bus Trips		Rail Trips		Car + PT Trips		Modal Split	
		No.	Index	No.	Index	No.	Index	No.	Index	% Car	% PT
07:30-09:30	1997	4993	100	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	5113	102	1770	123	129	161	7011	108	73%	27%
	2010	5053	101	1716	120	157	196	6927	106	73%	27%
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	4973	100	1946	152	126	110	7045	111	71%	29%
	2010	5153	104	1664	130	120	104	6937	109	74%	26%
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	4611	95	1416	165	574	267	6601	111	70%	30%
	2010	5135	106	1177	137	546	254	6858	116	75%	25%

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	28	1886	8925	57%	43%
	2010	5053	1716	157	28	2160	9115	55%	45%
	2010/2002	0.97	1.43	1.51	1.33	1.42	1.13	0.86	1.26
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	6	2693	9744	51%	49%
	2010	5153	1664	120	25	3065	10027	51%	49%
	2010/2002	0.94	1.61	1.71	2.08	1.22	1.10	0.85	1.22
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	574	22	1473	8096	57%	43%
	2010	5135	1177	546	34	2133	9025	57%	43%
	2010/2002	0.96	1.49	1.24	1.79	1.51	1.13	0.85	1.29

**Salford Key Centre - Eccles**

- 3.20 Table 3.16 gives the total traffic crossing the Eccles key centre cordon in 1997, 2001, 2004, 2007, 2009 and 2010 together with indices of change between 1997 and 2010. 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.

<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>
<b>07:30-09:30</b>	<b>1997</b>	2536	331	133	177	32	74	3283
	<b>2001</b>	1829	253	85	170	15	30	2382
	<b>2004</b>	1315	156	32	126	11	23	1663
	<b>2007</b>	1423	204	33	129	12	41	1842
	<b>2009</b>	1429	197	16	128	7	49	1826
	<b>2010</b>	1301	179	35	125	4	35	1679
	<b>2010/1997</b>	<b>0.51</b>	<b>0.54</b>	<b>0.26</b>	<b>0.71</b>	<b>0.13</b>	<b>0.47</b>	<b>0.51</b>
<b>10:00-12:00</b>	<b>1997</b>	2167	225	192	161	16	24	2784
	<b>2001</b>	1609	280	84	214	15	20	2222
	<b>2004</b>	1600	162	34	139	8	19	1962
	<b>2007</b>	1545	210	23	136	11	36	1961
	<b>2009</b>	1512	194	26	139	4	16	1891
	<b>2010</b>	1627	204	19	149	6	19	2024
	<b>2010/1997</b>	<b>0.75</b>	<b>0.91</b>	<b>0.10</b>	<b>0.93</b>	<b>0.38</b>	<b>0.79</b>	<b>0.73</b>
<b>16:00-18:00</b>	<b>1997</b>	2410	255	94	187	30	88	3064
	<b>2001</b>	1730	195	49	234	62	39	2309
	<b>2004</b>	1634	158	11	123	19	18	1963
	<b>2007</b>	1324	143	8	147	12	41	1675
	<b>2009</b>	1377	112	11	136	6	53	1695
	<b>2010</b>	1352	128	12	148	3	56	1699
	<b>2010/1997</b>	<b>0.56</b>	<b>0.50</b>	<b>0.13</b>	<b>0.79</b>	<b>0.10</b>	<b>0.64</b>	<b>0.55</b>

Time Period	Year	Car Trips		Bus Trips		Rail/Metro Trips		Car+PT Trips		Modal Split	
		No.	Index	No.	Index	No.	Index	No.	Index	% Car	% PT
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%
	2010	1639	47	876	70	162	415	2677	56	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%
	2010	2278	72	1029	93	118	1073	3425	80	67%	33%
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%
	2010	1920	51	1176	140	281	759	3377	72	57%	43%

Time Period	Year	Car	Bus	Rail	Metro-link	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%
	2010	1639	876	52	110	35	1059	3771	43%	57%
	2010/2001	0.66	1.24	2.26	2.04	1.17	1.24	0.91	0.72	1.41
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%
	2010	2278	1029	13	105	19	1822	5266	43%	57%
	2010/2001	0.96	1.43	1.63	1.44	0.95	1.00	1.05	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%
	2010	1920	1176	41	240	56	1393	4826	40%	60%
	2010/2001	0.71	2.06	0.95	1.45	1.44	1.11	1.01	0.70	1.39

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 - 2009 together with indices of change between 1997 and 2009. 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.

Time Period	Year	Cars	LGV	OGV	Buses	M/C	P/C	All
07.30-09.30	1997	14068	1342	717	399	95	181	16802
	2000	14681	1758	430	408	111	160	17548
	2003	14234	1612	447	399	100	136	16928
	2004	13802	1620	452	385	118	133	16510
	2005	12915	1540	409	381	131	198	15574
	2006	12931	1573	398	437	98	157	15594
	2007	12852	1581	385	343	132	228	15521
	2008	12898	1655	528	384	111	245	15821
	2009	11603	1408	415	450	131	251	14258
	<b>2009/1997</b>	<b>0.82</b>	<b>1.05</b>	<b>0.58</b>	<b>1.13</b>	<b>1.38</b>	<b>1.39</b>	<b>0.85</b>
10.00-12.00	1997	9091	1308	826	406	50	55	11736
	2000	9837	1717	607	408	43	44	12656
	2003	9187	1453	546	372	50	38	11646
	2004	9444	1609	656	351	47	41	12148
	2005	8996	1490	503	392	72	77	11530
	2006	9103	1562	502	427	38	45	11677
	2007	9097	1564	435	353	72	82	11603
	2008	8709	1503	591	384	71	83	11341
	2009	8377	1379	486	367	44	70	10723
	<b>2009/1997</b>	<b>0.92</b>	<b>1.05</b>	<b>0.59</b>	<b>0.90</b>	<b>0.88</b>	<b>1.27</b>	<b>0.91</b>
16.00-18.00	1997	11295	1237	467	407	104	141	13651
	2000	11717	1358	265	408	99	104	13951
	2003	11113	1167	217	381	88	105	13071
	2004	11744	1309	273	363	106	107	13902
	2005	10973	1158	193	366	136	152	12978
	2006	11094	1288	234	441	101	125	13283
	2007	10132	1288	162	343	124	181	12230
	2008	9685	1161	210	389	107	196	11748
	2009	9557	1133	196	390	99	194	11569
	<b>2009/1997</b>	<b>0.85</b>	<b>0.92</b>	<b>0.42</b>	<b>0.96</b>	<b>0.95</b>	<b>1.38</b>	<b>0.85</b>

Time Period	Year	Car Trips		Bus Trips		Rail Trips		Car & PT Trips		Modal Split	
		No.	Index	No.	Index	No.	Index	No.	Index	% Car	% PT
07:30-09:30	1997	17163	100	6439	100	836	100	24438	100	70%	30%
	2000	17911	104	6309	98	955	114	25175	103	71%	29%
	2003	17365	101	5914	92	613	73	23892	98	73%	27%
	2004	17391	101	5885	91	747	89	24023	98	72%	28%
	2005	16273	95	7432	115	1030	123	24735	101	66%	34%
	2006	15776	92	5130	80	1107	132	22013	90	72%	28%
	2007	15679	91	5643	88	1210	145	22532	92	70%	30%
	2008	15736	92	5983	93	1203	144	22922	94	69%	31%
	2009	14620	85	6846	106	961	115	22427	92	65%	35%
10:00-12:00	1997	12364	100	6068	100	535	100	18967	100	65%	35%
	2000	13378	108	6563	108	410	77	20351	107	66%	34%
	2003	12494	101	5904	97	357	67	18755	99	67%	33%
	2004	13033	105	5024	83	356	67	18413	97	71%	29%
	2005	12414	100	5368	88	535	100	18317	97	68%	32%
	2006	11925	96	5020	83	594	111	17539	92	68%	32%
	2007	12554	102	6572	108	459	86	19585	103	64%	36%
	2008	11931	96	5398	89	606	113	17935	95	67%	33%
	2009	11812	96	4651	77	461	86	16924	89	70%	30%
16:00-18:00	1997	15022	100	3750	100	1049	100	19821	100	76%	24%
	2000	15584	104	3575	95	1032	98	20191	102	77%	23%
	2003	14780	98	4540	121	691	66	20011	101	74%	26%
	2004	15150	101	3953	105	997	95	20100	101	75%	25%
	2005	14923	99	3556	95	1166	111	19645	99	76%	24%
	2006	13978	93	3360	90	1236	118	18574	94	75%	25%
	2007	13678	91	3542	94	1415	135	18635	94	73%	27%
	2008	12881	86	4042	108	1636	156	18559	94	69%	31%
	2009	13189	88	4023	107	1140	109	18352	93	72%	28%

<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	<b>67%</b>	<b>33%</b>
	<b>2004</b>	17391	5885	747	133	1771	25927	<b>67%</b>	<b>33%</b>
	<b>2005</b>	16273	7432	1030	198	2140	27073	<b>60%</b>	<b>40%</b>
	<b>2006</b>	15776	5130	1107	157	2196	24366	<b>65%</b>	<b>35%</b>
	<b>2007</b>	15679	5643	1210	228	2258	25018	<b>63%</b>	<b>37%</b>
	<b>2008</b>	15736	5983	1203	245	2575	25742	<b>61%</b>	<b>39%</b>
	<b>2009</b>	14620	6846	961	251	2601	25279	<b>58%</b>	<b>42%</b>
	<b>2009/2003</b>	<b>0.84</b>	<b>1.16</b>	<b>1.57</b>	<b>1.85</b>	<b>1.30</b>	<b>0.97</b>	<b>1.15</b>	<b>0.79</b>
<b>10:00-12:00</b>	<b>2003</b>	12494	5904	357	38	1507	20300	<b>62%</b>	<b>38%</b>
	<b>2004</b>	13033	5024	356	41	1343	19797	<b>66%</b>	<b>34%</b>
	<b>2005</b>	12414	5368	535	77	1782	20176	<b>62%</b>	<b>38%</b>
	<b>2006</b>	11925	5020	594	45	1589	19173	<b>62%</b>	<b>38%</b>
	<b>2007</b>	12554	6572	459	82	1314	20981	<b>60%</b>	<b>40%</b>
	<b>2008</b>	11931	5398	606	83	1489	19507	<b>61%</b>	<b>39%</b>
	<b>2009</b>	11812	4651	461	70	1673	18667	<b>63%</b>	<b>37%</b>
	<b>2009/2003</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>1.03</b>	<b>0.96</b>
<b>16:00-18:00</b>	<b>2003</b>	14780	4540	691	105	1657	21773	<b>68%</b>	<b>32%</b>
	<b>2004</b>	15150	3953	997	107	1392	21599	<b>70%</b>	<b>30%</b>
	<b>2005</b>	14923	3556	1166	152	1264	21061	<b>71%</b>	<b>29%</b>
	<b>2006</b>	13978	3360	1236	125	1389	20088	<b>70%</b>	<b>30%</b>
	<b>2007</b>	13678	3542	1415	181	1590	20406	<b>67%</b>	<b>33%</b>
	<b>2008</b>	12881	4042	1636	196	1484	20239	<b>64%</b>	<b>36%</b>
	<b>2009</b>	13189	4023	1140	194	1387	19933	<b>66%</b>	<b>34%</b>
	<b>2009/2003</b>	<b>0.89</b>	<b>0.89</b>	<b>1.65</b>	<b>1.85</b>	<b>0.84</b>	<b>0.92</b>	<b>0.97</b>	<b>1.05</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, 2008 and 2009 together with indices of change between 1997 and 2009. 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>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>
<b>07.30-09.30</b>	<b>1997</b>	5952	622	263	321	29	45	7232
	<b>1998</b>	5417	637	265	337	15	46	6717
	<b>2001</b>	5796	660	126	268	44	36	6930
	<b>2004</b>	6336	669	135	256	30	35	7461
	<b>2007</b>	5900	677	104	246	18	42	6987
	<b>2008</b>	5282	726	181	244	31	77	6541
	<b>2009</b>	5379	631	159	228	25	60	6482
	<b>2009/1997</b>	<b>0.90</b>	<b>1.01</b>	<b>0.60</b>	<b>0.71</b>	<b>0.86</b>	<b>1.33</b>	<b>0.90</b>
<b>10.00-12.00</b>	<b>1997</b>	4323	553	221	338	21	29	5485
	<b>1998</b>	4256	484	270	340	22	38	5410
	<b>2001</b>	4221	532	137	285	35	19	5229
	<b>2004</b>	4865	646	154	272	32	22	5991
	<b>2007</b>	4778	703	123	231	12	10	5857
	<b>2008</b>	4461	627	183	250	23	30	5574
	<b>2009</b>	4381	660	137	202	30	60	5470
	<b>2009/1997</b>	<b>1.01</b>	<b>1.19</b>	<b>0.62</b>	<b>0.60</b>	<b>1.43</b>	<b>2.07</b>	<b>1.00</b>
<b>16.00-18.00</b>	<b>1997</b>	4411	459	101	309	33	59	5372
	<b>1998</b>	4613	499	120	352	28	58	5670
	<b>2001</b>	4386	486	68	289	44	56	5329
	<b>2004</b>	5257	559	52	257	29	48	6202
	<b>2007</b>	4818	677	43	230	25	54	5847
	<b>2008</b>	5090	569	76	246	50	89	6120
	<b>2009</b>	5047	511	54	235	26	114	5987
	<b>2009/1997</b>	<b>1.14</b>	<b>1.11</b>	<b>0.53</b>	<b>0.76</b>	<b>0.79</b>	<b>1.93</b>	<b>1.11</b>

Time Period	Year	Car Trips		Bus Trips		Rail Trips		Car & PT Trips		Modal Split	
		No.	Index	No.	Index	No.	Index	No.	Index	% Car	% PT
07:30-09:30	1997	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%
	2009	7100	90	2428	81	94	235	9622	88	74%	26%
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%
	2009	6528	99	2490	72	102	213	9120	90	72%	28%
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%
	2009	7470	109	1604	89	228	181	9302	106	80%	20%

Time Period	Year	Car	Bus	Rail	Cycle	Walk	Total	% Car	% PT
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	2802	12542	61%	39%
	2008	6867	3394	86	77	3027	13451	51%	49%
	2009	7100	2428	94	60	2973	12655	56%	44%
	2008/2001	<b>0.93</b>	<b>1.01</b>	<b>1.92</b>	<b>1.67</b>	<b>1.25</b>	<b>1.01</b>	<b>0.92</b>	<b>1.13</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%
	2009	6528	2490	102	60	3263	12443	52%	48%
	2008/2001	<b>1.01</b>	<b>0.78</b>	<b>2.91</b>	<b>3.16</b>	<b>1.19</b>	<b>1.00</b>	<b>1.01</b>	<b>0.99</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%
	2009	7470	1604	228	114	2678	12094	62%	38%
	2008/2001	<b>1.09</b>	<b>0.92</b>	<b>1.42</b>	<b>2.04</b>	<b>1.50</b>	<b>1.14</b>	<b>0.96</b>	<b>1.08</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, 2009 and 2010 together with indices of change between 1997 and 2010. 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>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>
<b>07:30-09:30</b>	<b>1997</b>	3972	334	142	147	9	88	4692
	<b>1999</b>	4308	321	145	150	19	71	5014
	<b>2002</b>	4491	421	103	134	21	71	5241
	<b>2005</b>	3534	343	88	109	17	79	4170
	<b>2008</b>	3724	304	74	107	16	84	4309
	<b>2009</b>	3692	308	60	105	14	87	4273
	<b>2010</b>	3671	330	68	101	17	89	4283
	<b>2010/1997</b>	<b>0.92</b>	<b>0.99</b>	<b>0.48</b>	<b>0.69</b>	<b>1.89</b>	<b>1.01</b>	<b>0.91</b>
<b>10:00-12:00</b>	<b>1997</b>	3516	341	167	134	21	89	4268
	<b>1999</b>	3512	417	196	157	11	78	4371
	<b>2002</b>	3339	468	129	112	13	50	4111
	<b>2005</b>	3015	403	106	101	14	59	3698
	<b>2008</b>	2482	412	110	104	6	38	3152
	<b>2009</b>	2549	386	83	94	19	49	3185
	<b>2010</b>	2586	392	97	98	11	55	3245
	<b>2010/1997</b>	<b>0.74</b>	<b>1.15</b>	<b>0.58</b>	<b>0.73</b>	<b>0.52</b>	<b>0.62</b>	<b>0.76</b>
<b>16:00-18:00</b>	<b>1997</b>	3517	289	96	132	16	68	4118
	<b>1999</b>	3563	245	75	135	20	59	4097
	<b>2002</b>	3487	278	52	124	23	39	4003
	<b>2005</b>	3150	249	22	98	12	44	3575
	<b>2008</b>	2906	221	24	96	13	62	3322
	<b>2009</b>	2987	228	15	90	16	68	3407
	<b>2010</b>	3275	230	34	96	14	53	3707
	<b>2010/1997</b>	<b>0.93</b>	<b>0.80</b>	<b>0.35</b>	<b>0.73</b>	<b>0.88</b>	<b>0.78</b>	<b>0.90</b>

Time Period	Year	Car Trips		Bus Trips		Rail/Met Trips		Car + PT Trips		Modal Split	
		No.	Index	No.	Index	No.	Index	No.	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	1444	119	8380	107	68%	32%
	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%
	2010	4809	95	973	61	1360	112	7142	91	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	557	84	5997	92	71%	29%
	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%
	2010	3517	78	693	52	459	69	4669	72	75%	25%
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	936	105	5913	99	79%	21%
	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%
	2010	4618	98	444	112	740	83	5802	97	80%	20%

<b>Table 3.27 Car and Non-Car Trips into Altrincham Key Centre</b>									
<b>Time Period</b>	<b>Year</b>	<b>Car</b>	<b>Bus</b>	<b>Rail/ Metro</b>	<b>Cycle</b>	<b>Walk</b>	<b>Total</b>	<b>% Car</b>	<b>% Non-Car</b>
<b>07:30- 09:30</b>	<b>2002</b>	5704	1233	1444	71	1658	10109	56%	44%
	<b>2005</b>	4170	810	1303	79	2225	8587	49%	51%
	<b>2008</b>	4543	943	1378	89	2293	9246	49%	51%
	<b>2009</b>	4873	1125	1325	87	2289	9699	50%	50%
	<b>2010</b>	4809	973	1360	89	2171	9402	51%	49%
	<b>2010/2002</b>	<b>0.84</b>	<b>0.79</b>	<b>0.94</b>	<b>1.25</b>	<b>1.31</b>	<b>0.93</b>		
<b>10:00- 12:00</b>	<b>2002</b>	4274	1166	557	50	1985	8032	53%	47%
	<b>2005</b>	3829	857	461	59	2202	7408	52%	48%
	<b>2008</b>	3127	813	561	38	2237	6776	46%	54%
	<b>2009</b>	3390	837	444	49	2262	6983	49%	51%
	<b>2010</b>	3517	693	459	55	2089	6813	52%	48%
	<b>2010/2002</b>	<b>0.82</b>	<b>0.59</b>	<b>0.82</b>	<b>1.10</b>	<b>1.05</b>	<b>0.85</b>		
<b>16:00- 18:00</b>	<b>2002</b>	4673	304	936	39	1196	7148	65%	35%
	<b>2005</b>	4158	329	926	44	2000	7457	56%	44%
	<b>2008</b>	3574	379	789	63	2036	6841	52%	48%
	<b>2009</b>	4242	402	743	68	1973	7427	57%	43%
	<b>2010</b>	4618	444	740	53	1600	7455	62%	38%
	<b>2010/2002</b>	<b>0.99</b>	<b>1.46</b>	<b>0.79</b>	<b>1.36</b>	<b>1.34</b>	<b>1.04</b>		

### Wigan Key Centre

- 3.31 Table 3.28 gives the total traffic crossing the Wigan key centre cordon in 1997, 2000, 2003, 2006, 2009 and 2010 with indices of change between 1997 and 2010. 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.

Time Period	Year	Cars	LGV	OGV	Buses	M/C	P/C	All
07:30-09:30	1997	2844	286	124	231	19	42	3546
	2000	2575	252	56	265	15	34	3197
	2003	2877	314	74	244	15	28	3552
	2006	2448	320	80	184	11	25	3068
	2009	2501	349	62	238	18	44	3212
	2010	2389	276	69	201	13	42	2990
	2010/1997	<b>0.84</b>	<b>0.97</b>	<b>0.56</b>	<b>0.87</b>	<b>0.68</b>	<b>1.00</b>	<b>0.84</b>
10:00-12:00	1997	3111	284	116	300	30	27	3868
	2000	2568	284	63	321	17	19	3272
	2003	2767	308	49	256	19	19	3418
	2006	2467	316	79	216	14	13	3105
	2009	2471	275	63	250	18	33	3110
	2010	2300	234	79	218	12	30	2873
	2010/1997	<b>0.74</b>	<b>0.82</b>	<b>0.68</b>	<b>0.73</b>	<b>0.40</b>	<b>1.11</b>	<b>0.74</b>
16:00-18:00	1997	2141	224	67	256	28	48	2764
	2000	1850	192	20	283	19	52	2416
	2003	2189	232	20	267	21	29	2758
	2006	1835	224	19	217	13	33	2341
	2009	1704	203	26	263	16	44	2256
	2010	1672	192	30	213	11	63	2181
	2010/1997	<b>0.78</b>	<b>0.86</b>	<b>0.45</b>	<b>0.83</b>	<b>0.39</b>	<b>1.31</b>	<b>0.79</b>

Time Period	Year	Car Trips		Bus Trips		Rail Trips		Car+PT Trips		Modal Split	
		No.	Index	No.	Index	No.	Index	No.	Index	% Car	% PT
07:30-09:30	1997	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%
	2010	3440	92	1889	93	893	128	6223	96	55%	45%
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%
	2010	3611	73	2201	100	572	88	6384	82	57%	43%
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%
	2010	2458	77	1106	160	1124	167	4687	102	52%	48%

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%
	2010	3440	1889	893	42	2719	8984	38%	62%
	2010/2003	0.91	1.39	1.44	1.50	1.44	1.17	0.78	1.22
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%
	2010	3611	2201	572	30	4059	10473	34%	66%
	2010/2003	0.83	1.98	1.56	1.58	1.44	1.21	0.68	1.32
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%
	2010	2458	1106	1124	63	2309	7059	35%	65%
	2010/2003	0.75	2.87	1.44	2.17	1.07	1.07	0.7	1.29



## **4 OTHER ROAD TRAFFIC STATISTICS**



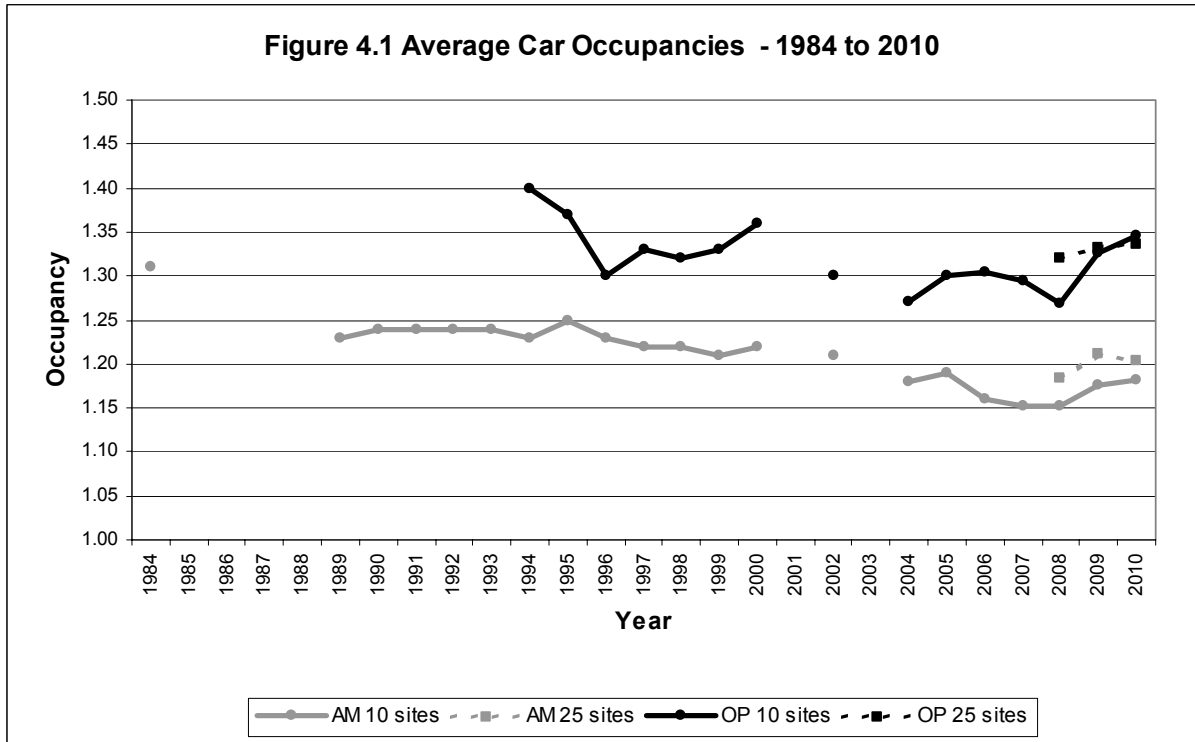


## Car Occupancy

- 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 2010.
- 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
2010	1.18	1.20	1.35	1.34	85	83	70	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>	<b>2009/10</b>
Bolton	No	2220	-	-	2486	-	-	2355	2464	2167
	Index	<b>100</b>	-	-	<b>112</b>	-	-	<b>106</b>	<b>111</b>	<b>98</b>
Bury	No	-	1849	-	-	1726	-	-	2262	3756
	Index	-	<b>100</b>	-	-	<b>93</b>	-	-	<b>122</b>	<b>203</b>
Manchester	No	-	5653	-	-	6143	7485	-	8877	9599
	Index	-	<b>100</b>	-	-	<b>109</b>	<b>132</b>	-	<b>157</b>	<b>170</b>
Oldham	No	1237	-	-	1359	-	-	1576	1849	2244
	Index	<b>100</b>	-	-	<b>110</b>	-	-	<b>127</b>	<b>149</b>	<b>181</b>
Rochdale	No	-	1521	-	-	1769	-	-	1927	1886
	Index	-	<b>100</b>	-	-	<b>116</b>	-	-	<b>127</b>	<b>124</b>
Eccles	No	-	-	-	855	-	-	975	990	1059
	Index	-	-	-	<b>100</b>	-	-	<b>114</b>	<b>116</b>	<b>124</b>
Stockport	No	-	-	1996	1771	2140	2196	2258	2575	2601
	Index	-	-	<b>100</b>	<b>89</b>	<b>107</b>	<b>110</b>	<b>113</b>	<b>129</b>	<b>130</b>
Ashton	No	2379	-	-	2550	-	-	2802	3027	2973
	Index	<b>100</b>	-	-	<b>107</b>	-	-	<b>118</b>	<b>127</b>	<b>125</b>
Altrincham	No	-	1658	-	-	2225	-	-	2293	2289
	Index	-	<b>100</b>	-	-	<b>134</b>	-	-	<b>138</b>	<b>138</b>
Wigan	No	-	-	1889	-	-	2722	-	2713	2719
	Index	-	-	<b>100</b>	-	-	<b>144</b>	-	<b>144</b>	<b>144</b>
Ave	No	Ave 2001-2004 = 2142				Ave 2005-2007 = 2300			2898	3129
	Index	100				107			135	146

<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>	<b>2009/10</b>
Bolton	No	2191	-	-	2911	-	-	2581	2635	2499
	Index	<b>100</b>	-	-	<b>133</b>	-	-	<b>118</b>	<b>120</b>	<b>114</b>
Bury	No	-	2642	-	-	2676	-	-	3801	3704
	Index	-	<b>100</b>	-	-	<b>101</b>	-	-	<b>144</b>	<b>140</b>
Manchester	No	-	3174	-	-	3891	3528	-	5320	5583
	Index	-	<b>100</b>	-	-	<b>123</b>	<b>111</b>	-	<b>168</b>	<b>176</b>
Oldham	No	2038	-	-	2463	-	-	2408	2288	2874
	Index	<b>100</b>	-	-	<b>121</b>	-	-	<b>118</b>	<b>112</b>	<b>141</b>
Rochdale	No	-	2512	-	-	3109	-	-	1907	2693
	Index	-	<b>100</b>	-	-	<b>124</b>	-	-	<b>76</b>	<b>107</b>
Eccles	No	-	-	-	1826	-	-	1819	1849	1822
	Index	-	-	-	<b>100</b>	-	-	<b>100</b>	<b>101</b>	<b>100</b>
Stockport	No	-	-	1507	1343	1782	1589	1314	1489	1673
	Index	-	-	<b>100</b>	<b>89</b>	<b>118</b>	<b>105</b>	<b>87</b>	<b>99</b>	<b>111</b>
Ashton	No	2735	-	-	2919	-	-	2941	2901	3263
	Index	<b>100</b>	-	-	<b>107</b>	-	-	<b>108</b>	<b>106</b>	<b>119</b>
Altrincham	No	-	1985	-	-	2202	-	-	2237	2262
	Index	-	<b>100</b>	-	-	<b>111</b>	-	-	<b>113</b>	<b>114</b>
Wigan	No	-	-	2811	-	-	3830	-	4044	4059
	Index	-	-	<b>100</b>	-	-	<b>136</b>	-	<b>144</b>	<b>144</b>
	No	Ave 2001-2004 = 2400				Ave 2005-2007 = 2414			2847	3043
	Index	100				101			119	127

## 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>	<b>2009/10</b>
Bolton	No	74	58	77	76	76
	Index	<b>100</b>	<b>78</b>	<b>104</b>	<b>103</b>	<b>103</b>
Bury	No	32	18	43	70	65
	Index	<b>100</b>	<b>56</b>	<b>134</b>	<b>219</b>	<b>203</b>
Manchester	No	704	509	516	1102	1143
	Index	<b>100</b>	<b>72</b>	<b>73</b>	<b>157</b>	<b>162</b>
Oldham	No	53	27	31	35	39
	Index	<b>100</b>	<b>51</b>	<b>58</b>	<b>66</b>	<b>74</b>
Rochdale	No	30	21	24	16	28
	Index	<b>100</b>	<b>70</b>	<b>80</b>	<b>53</b>	<b>93</b>
Eccles	No	74	23	41	49	35
	Index	<b>100</b>	<b>31</b>	<b>55</b>	<b>66</b>	<b>47</b>
Stockport	No	181	135	194	240	251
	Index	<b>100</b>	<b>74</b>	<b>107</b>	<b>133</b>	<b>139</b>
Ashton	No	45	35	42	77	60
	Index	<b>100</b>	<b>78</b>	<b>93</b>	<b>171</b>	<b>133</b>
Altrincham	No	88	71	79	89	87
	Index	<b>100</b>	<b>81</b>	<b>90</b>	<b>101</b>	<b>99</b>
Wigan	No	42	28	25	44	42
	Index	<b>100</b>	<b>67</b>	<b>60</b>	<b>105</b>	<b>100</b>
GM Ave	No	1323	925	1072	1798	1826
	Index	<b>100</b>	<b>70</b>	<b>81</b>	<b>136</b>	<b>138</b>

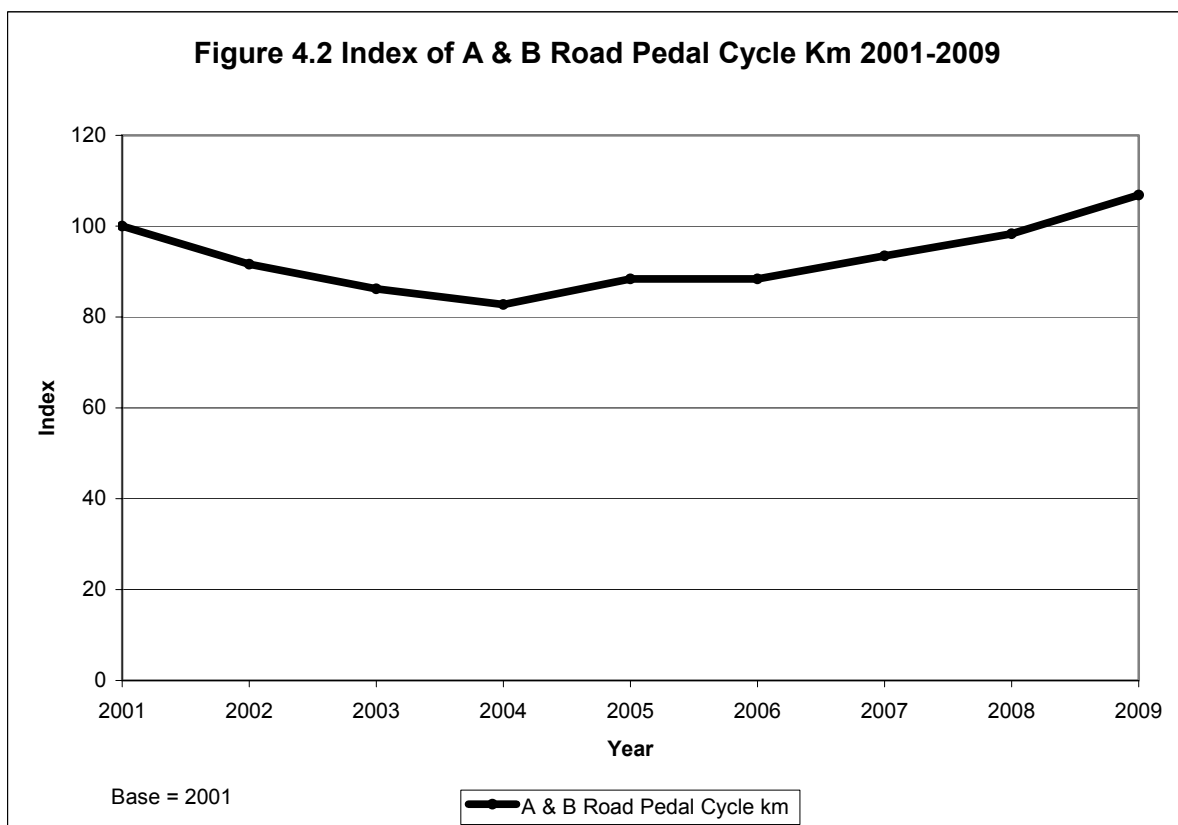
<b>Table 4.5 Key Centre Cordon Cycle Flows Off-Peak Period (10:00-12:00)</b>						
		<b>1997</b>	<b>2002-2004</b>	<b>2005-2007</b>	<b>2008/09</b>	<b>2009/10</b>
Bolton	No	19	32	22	33	45
	Index	<b>100</b>	<b>168</b>	<b>116</b>	<b>174</b>	<b>237</b>
Bury	No	15	7	21	34	22
	Index	<b>100</b>	<b>47</b>	<b>140</b>	<b>227</b>	<b>147</b>
Manchester	No	285	184	187	466	321
	Index	<b>100</b>	<b>65</b>	<b>65</b>	<b>164</b>	<b>113</b>
Oldham	No	15	16	16	19	26
	Index	<b>100</b>	<b>107</b>	<b>107</b>	<b>127</b>	<b>173</b>
Rochdale	No	17	12	15	10	6
	Index	<b>100</b>	<b>71</b>	<b>88</b>	<b>59</b>	<b>35</b>
Eccles	No	24	19	36	16	19
	Index	<b>100</b>	<b>79</b>	<b>150</b>	<b>67</b>	<b>79</b>
Stockport	No	55	40	68	81	70
	Index	<b>100</b>	<b>72</b>	<b>124</b>	<b>147</b>	<b>127</b>
Ashton	No	29	22	10	30	60
	Index	<b>100</b>	<b>76</b>	<b>34</b>	<b>103</b>	<b>207</b>
Altrincham	No	89	50	59	38	49
	Index	<b>100</b>	<b>56</b>	<b>66</b>	<b>43</b>	<b>55</b>
Wigan	No	27	19	13	33	30
	Index	<b>100</b>	<b>70</b>	<b>48</b>	<b>122</b>	<b>111</b>
GM Ave	No	575	401	447	760	648
	Index	<b>100</b>	<b>70</b>	<b>78</b>	<b>132</b>	<b>113</b>

### Cycle Flows on Major Roads

- 4.8 12-hour 2-way cycle flows on major road links in 2009 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, 2009</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	59	159	A575	Bolton Rd Moses Gate
	B	35	84	B6536	Manchester Rd Burnden
Bury	A	69	147	A56	Bury New Rd Whitefield
	B	46	192	B6213	Crostones Rd Bury
Manchester	A	180	981	A34	Oxford Rd Manchester City Centre
	B	273	771	B5117	Oxford Rd Higher Education Precinct
Oldham	A	45	126	A627	King St Oldham
	B	32	63	B6194	Cross St Oldham
Rochdale	A	55	109	A640	Newhey Rd Milnrow
	B	36	93	B6266	Drake St Rochdale
Salford	A	92	289	A6	Crescent Salford
	B	90	267	B5320	Liverpool Rd Irlam
Stockport	A	88	334	A6	Wellington Rd South Stockport
	B	95	314	B5095	Manchester Rd Cheadle
Tameside	A	73	189	A6017	Ashton Rd Denton
	B	43	124	B6169	Shepley Rd Audenshaw
Trafford	A	166	531	A56	Chester Rd Stretford
	B	147	715	B5218	Chorlton Rd Old Trafford
Wigan	A	63	239	A577	Darlington St Wigan
	B	52	137	B5206	Shevington Ln Shevington
Greater Manchester	A	95	981	A34	Oxford Rd Manchester City Centre
	B	95	771	B5117	Oxford Rd Higher Education Precinct

<b>Table 4.7 Pedal Cycle Kilometres on A &amp; B Roads 2001-2009</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
2009	31.4	13.6	45.0	107





### 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 2009 there were 48 operational sites suitable for producing profiles.
- 4.12 These sites have been divided into those with a higher weekday than Saturday or Sunday flow (35 commuting sites) and a higher or the same Saturday or Sunday flow as the weekday flow (13 leisure sites). The two sets of sites have different hourly, daily and monthly profiles and these can be seen in Tables 4.8 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	0.5	1.0	0.9
01:00	0.2	0.6	0.6
02:00	0.2	0.6	0.5
03:00	0.3	0.5	0.4
04:00	0.8	1.1	0.7
05:00	2.5	2.6	1.9
06:00	4.8	2.9	2.0
07:00	8.4	3.9	2.9
08:00	9.6	5.0	4.6
09:00	6.1	5.9	6.3
10:00	4.4	6.4	7.4
11:00	4.6	7.4	7.9
12:00	5.0	8.2	8.1
13:00	5.5	7.7	8.5
14:00	5.8	8.1	8.0
15:00	6.1	7.3	7.9
16:00	8.2	6.9	7.2
17:00	9.3	6.7	6.2
18:00	6.5	5.3	5.3
19:00	4.0	3.7	4.2
20:00	2.6	2.8	3.1
21:00	2.0	2.3	2.4
22:00	1.5	1.8	1.7
23:00	0.9	1.3	1.2

**Note:** based on 35 sites

Hour Beginning	% of 24-hr Flow Weekday	% 24-hr Flow Saturday	% 24-hr Flow Sunday
00:00	0.3	0.3	0.3
01:00	0.2	0.3	0.2
02:00	0.1	0.2	0.1
03:00	0.1	0.2	0.2
04:00	0.3	0.3	0.3
05:00	1.3	0.9	0.4
06:00	2.3	1.4	0.8
07:00	5.0	2.5	1.8
08:00	5.7	3.9	3.6
09:00	4.6	5.7	5.7
10:00	4.7	7.4	8.2
11:00	5.4	8.6	9.9
12:00	6.1	8.6	9.9
13:00	6.7	9.6	10.9
14:00	7.2	10.5	11.1
15:00	7.4	10.3	10.3
16:00	9.1	8.6	8.0
17:00	9.6	6.7	6.2
18:00	8.6	5.4	4.5
19:00	6.6	3.2	3.2
20:00	4.2	2.4	2.0
21:00	2.4	1.4	1.5
22:00	1.2	1.1	0.8
23:00	0.6	0.5	0.3

Note: based on 13 sites

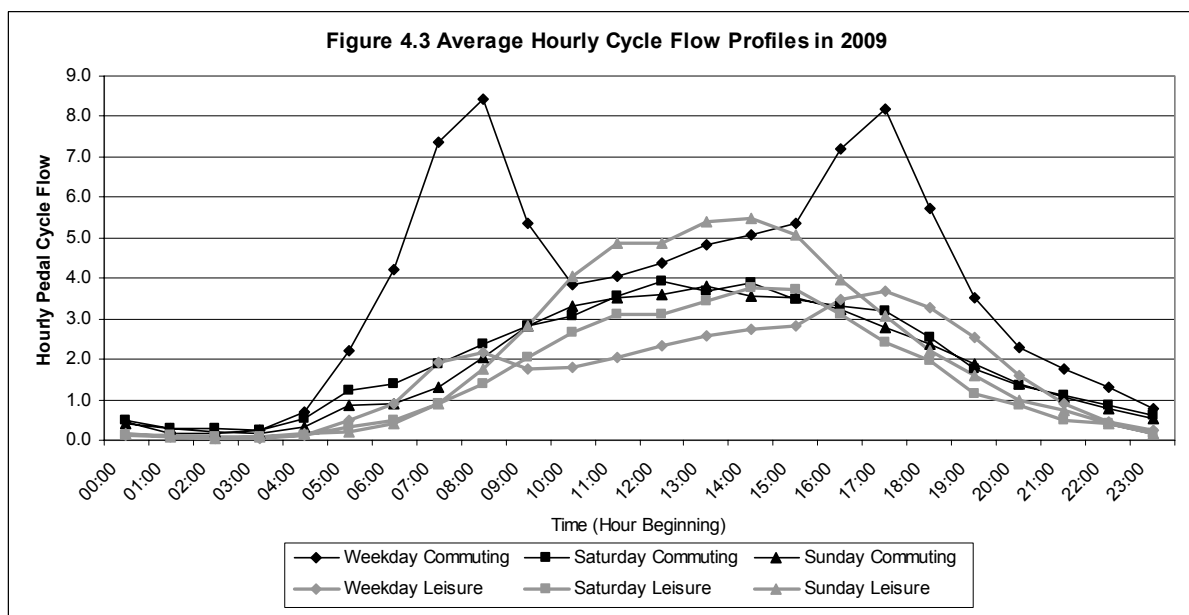


Table 4.10 Daily Indices at ACC “Commuting” Sites in 2009		
Day of Week	24-hr Average Weekday Index=100	24-hr Average Day Index=100
Monday	97	111
Tuesday	104	119
Wednesday	103	118
Thursday	102	116
Friday	94	107
Saturday	59	67
Sunday	56	63

**Note:** based on 35 sites

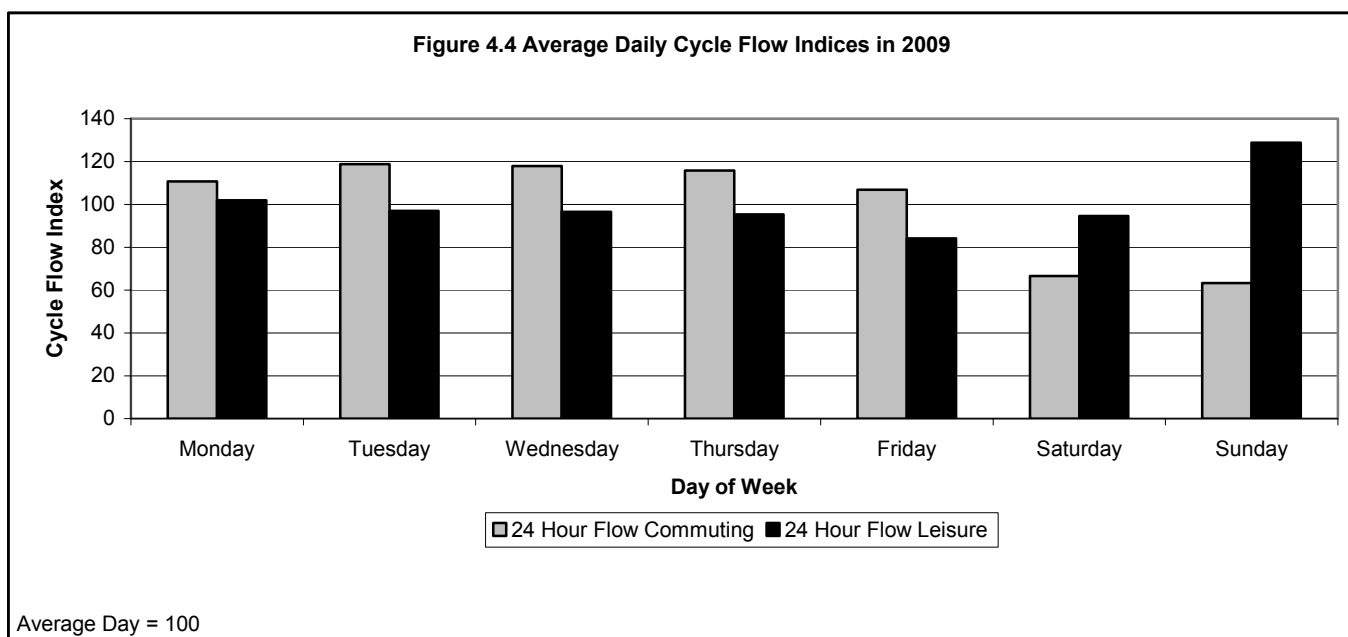
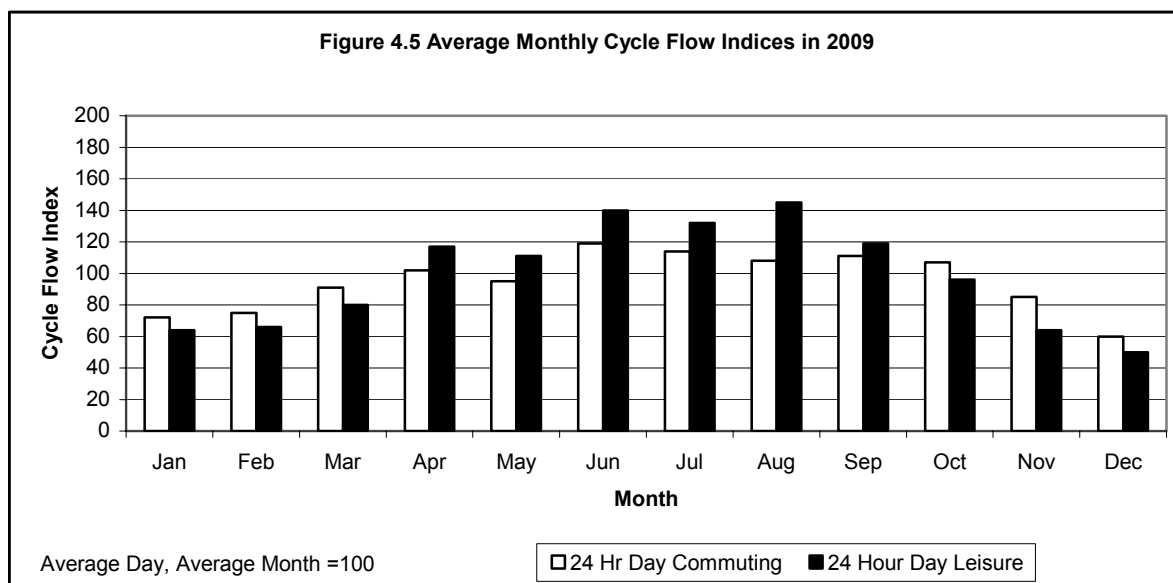


Table 4.11 Daily Indices at ACC “Leisure” Sites in 2009		
Day of Week	24-hr Average Weekday Index=100	24-hr Average Day Index=100
Monday	107	102
Tuesday	102	97
Wednesday	101	97
Thursday	100	95
Friday	90	84
Saturday	100	95
Sunday	137	129

**Note:** based on 13 sites

<b>Table 4.12 Monthly Indices at ACC “Commuting” Sites in 2009</b>		
<b>Month</b>	<b>24-hr Ave Weekday Index=100</b>	<b>24-hr Ave Day Index=100</b>
January	75	72
February	78	75
March	93	91
April	100	102
May	93	95
June	122	119
July	113	114
August	108	108
September	112	111
October	111	107
November	90	85
December	66	60

**Note:** based on 35 sites



<b>Table 4.13 Monthly Indices at ACC “Leisure” Sites in 2009</b>		
<b>Month</b>	<b>24-hr Ave Weekday Index=100</b>	<b>24-hr Ave Day Index=100</b>
January	61	64
February	67	66
March	75	80
April	112	117
May	104	111
June	146	140
July	131	132
August	153	145
September	115	119
October	100	96
November	69	64
December	54	50

**Note:** based on 13 sites.

### Carriage of Cycles on Trains

4.14 Table 4.14 compares the number of cycles carried on trains in the years 2003 to 2009. 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 40 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 – 2009</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>2009</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>	<b>B</b>	<b>A</b>
Wigan & Bolton 8	23	14	30	26	28	27	23	24	21	29	24	42	22	30
Rochdale & Oldham 4	6	14	7	12	10	8	4	16	7	5	11	11	8	20
Ashton 4	12	2	6	5	3	3	5	3	1	5	8	4	9	6
Marple & Glossop 10	21	18	31	18	28	11	25	10	22	25	41	17	27	13
Stockport 8	31	26	23	21	32	21	44	34	36	30	37	28	44	26
Styal/Airport 5	5	2	5	5	5	3	8	8	12	14	14	9	15	11
Irlam 2	4	4	6	7	8	3	8	3	12	3	9	2	8	7
Eccles 1	1	0	1	1	0	1	0	3	0	2	1	0	2	2
<b>Total 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>	<b>135</b>	<b>115</b>

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

2009/10 data is for 40 sites instead of 42 for previous years as Shaw and Oldham Mumps were closed

### Cycle Training in Schools

4.15 Table 4.15 shows the number of year 6 pupils in 2009/10 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 2009/10 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 2009/10</b>			
<b>District</b>	<b>Number of trained Year 6 children in 2009/10</b>	<b>Total number of year 6 children in 2009/10</b>	<b>% trained</b>
Bolton	1758	3287	53.5
Bury	562	2114	26.6
Manchester	1659	5158	32.2
Oldham	1191	2992	39.8
Rochdale	2182	2585	84.4
Salford	533	2426	22.0
Stockport	1402	2954	47.5
Tameside	1264	2622	48.2
Trafford	2059	2612	78.8
Wigan	1,040	3,500	29.7
<b>GM Total</b>	<b>13650</b>	<b>30250</b>	<b>45.1</b>

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

4.17 Overall levels of cycle training have increased year on year, although this masks some variations between Districts.

<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>	<b>% 09/10</b>
Bolton	18.2	23.7	26.3	53.5
Bury	21.4	32.7	30.2	26.6
Manchester	32.9	48.5	46.2	32.2
Oldham	10.0	17.0	20.7	39.8
Rochdale	35.7	17.2	66.9	84.4
Salford	22.9	21.2	23.7	22.0
Stockport	44.5	43.8	56.7	47.5
Tameside	45.6	61.5	32.1	48.2
Trafford	66.4	66.4	50.7	78.8
Wigan	12.7	16.4	19.2	29.7
<b>GM</b>	<b>30.4</b>	<b>35.1</b>	<b>37.2</b>	<b>45.1</b>