

**TRANSPORT FOR GREATER MANCHESTER**  
**HIGHWAYS FORECASTING AND ANALYTICAL SERVICES**

**Transport Statistics Stockport 2010**

**HFAS Report 1661    November 2011**

**SUMMARY**

This report complements HFAS Reports 1654, 'Transport Statistics Greater Manchester 2010' and 1651, 'Reported Road Casualty Statistics Greater Manchester 2010'. It focuses on the statistics for Stockport and compares them to those for Greater Manchester where appropriate.

It includes:

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

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All enquiries to  
Transport for Greater Manchester  
Highways Forecasting and Analytical Services  
2<sup>nd</sup> Floor  
2 Piccadilly Place  
Manchester  
M1 3BG

Telephone: 0161 244 1791

Fax: 0161 228 1530

e-mail: [elwyn.ellis@tfgm.com](mailto:elwyn.ellis@tfgm.com)

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



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## 1. INTRODUCTION AND SUMMARY

- 1.1 This report has been written to complement GMTU Reports 1654, 'Transport Statistics Greater Manchester 2010' and 1651, 'Road Casualty Statistics Greater Manchester 2010'. Whereas those reports present statistics for Greater Manchester, this report focuses on Stockport and compares it to Greater Manchester where appropriate.
- 1.2 The key points from this report are summarised below.

### Key Facts

- Stockport has a population of 284,600 and covers an area of 126 square kilometres.
- There are 993 kilometres (km) of road consisting of 12 km motorway, 84 km A road, 38 km B road, 43 km other classified road and 815 km unclassified road. Discrepancies between these figures and those in table 4 are due to the simplification of the network used.
- The average daily flow per kilometre is 100,100 vehicles on motorways, 20,300 on A roads and 12,300 on B roads.
- There were 479 injury accidents in Stockport during 2010 resulting in 645 casualties. There were 54 killed or seriously injured (KSI) casualties.
- Stockport was awarded an allocation of £3.25 million through the LTP process in 2011/12.

### Traffic Flows

- The highest estimated 24-hour Annual Average Weekday Traffic (AAWT) flow was 155,500 vehicles on the M60 between Junctions 2 and 3.
- The busiest all-purpose road was the A34 Kingsway in Gatley where the estimated 24-hour AAWT flow reached 77,400 vehicles just south of the M60.
- The site with the highest 12-hour pedal cycle flow was the A6 Wellington Road South in Stockport, with 334 cycles recorded between 07:00 and 19:00.
- The average 12-hour A and B road pedal cycle flows in Stockport were 92 and 101 cycles respectively, compared to the Greater Manchester average of 100 for A Roads and 107 for B roads.

### Traffic Growth

- 24-hour average weekday traffic flows on motorways in Stockport decreased by 4% between 2009 and 2010 compared to a 2% decrease across Greater Manchester as a whole.

- 12-hour weekday flows on A and B roads in Stockport saw a 2% decrease between 2009 and 2010 while the average for Greater Manchester fell by 3%.
- Since 1993, traffic flows on A and B roads in Stockport have increased by 2% compared to a 3% decrease in Greater Manchester and a 2% increase nationally.

### **Annual Vehicle Kilometres**

- 452 million vehicle kilometres were travelled on motorways, 622 million on A roads and 163 million on B roads.
- Motorways, A roads and B roads in Stockport carried 10% of the major road traffic in Greater Manchester on 9% of the major road network.

### **Traffic Composition**

- Motorways: 78% cars, 13% light goods vehicles (LGVs) and 9% other goods vehicles (OGVs).
- A roads: 84% cars, 11% LGVs and 4% OGVs.
- B roads: 83% cars, 12% LGVs and 2% OGVs.
- Minor roads: 87% cars, 9% LGVs and 1% OGVs.
- Traffic composition on Stockport's major road network was broadly similar to Greater Manchester but with a slightly higher proportion of cars and a lower proportion of goods vehicles.

### **Rail Patronage**

- Peak Manchester bound boarders in Stockport increased by 3% between 2009 and 2010 and were at 18% above their 1991 level. In Greater Manchester they decreased by 4% between 2009 and 2010 but have increased by 38% since 1991.
- Off-peak Manchester bound boarders in the Stockport district increased by 6% between 2009 and 2010, compared to a 3% increase across Greater Manchester. Off-peak Manchester bound boarders in Stockport stand 51% above their 1991 level, and in Greater Manchester they have more than doubled since 1991.

### **Key Centre Monitoring**

- Traffic flows into Stockport town centre decreased in all time periods between 1997 and 2010. Between 2009 and 2010 car trips have remained consistent and non-car trips decreased in the morning peak, car trips increased and non-car trips decreased evening peak period, while both car and non-car trips have in the off peak period. The total number of trips has decreased in the morning and off peak periods and increased in the evening peak.

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- The number of vehicles crossing the cordon into Stockport Key Centre in 2010 was about 13,800 in the morning peak, 10,500 in the off-peak and 11,800 in the evening peak, representing decreases of 18%, 10% and 14% respectively from vehicle numbers in 1997.
  - The inbound modal share in 2010 was 63% car and 37% non-car in the morning peak, 64% car and 36% non-car in the off peak and 67% car and 33% non-car in the evening peak.

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

- Morning weekday peak flows and 24-hour average weekday flows decreased by 4% and 5% respectively between the base year (2006/07) and 2009/10.
- Key Centre ATC surveys were last carried out in Autumn 2009 and were not been repeated in 2010/11.

#### **Road Traffic Casualties**

- The total number of reported injury accidents in Stockport was 479 in 2010, 59% lower than the average from the base years (1994-1998) and 12% lower than the 547 in 2009.
- The total number of casualties in Stockport was 645 in 2010, 58% lower than the average from the base years (1994-1998) and 10% lower than the 716 in 2009.
- There were 57 killed or seriously injured (KSI) in 2010 compared with an average of 111 KSI in the base years.
- The 2008-2010 three-year average used for monitoring KSI GMLTP2 targets was 39% below the base years average.
- The 2008-2010 three-year average for child KSI casualties was 50% below the baseline average.
- Slight casualties in 2010 were 60% below the baseline average and 43% below the 2010 GMLTP2 target.

#### **Congestion**

- Average journey time rates in Stockport have increased in all time periods between 2008/09 and 2009/10. Average journey time rates for Stockport are higher than those for Greater Manchester as a whole in the morning peak hour, but are lower in all other periods
- The slowest roads in the morning peak (0800 – 0900) were the A560 Gatley Road, the A6 Wellington Road North, the A626 Manchester Road and the A560 Stockport Road East in Bredbury.



## **2. ROAD TRAFFIC**

### **Traffic Flows 2010**

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

- The busiest motorway section was on the M60 between Junctions 2 and 3 where traffic flow reached an estimated 155,500 vehicles.
- The busiest all-purpose road was the A34 Kingsway in Gatley where traffic flow reached an estimated 77,400 vehicles just south of the M60.
- The second list in Appendix 1 shows that the road with the highest recorded 12-hour pedal cycle flow is the A6 Wellington Road South in Stockport, with 334 cycles between 07:00 and 19:00.
- The average 12-hour A Road pedal cycle flow in Stockport is 92. The average B Road pedal cycle flow is 101. The Greater Manchester average is 107 for A Roads and 100 for B roads.

### **Motorway Traffic Growth 2009-2010**

2.2 Due to insufficient reliable manual count data, motorway traffic growth has been calculated using 24-hour average weekday automatic traffic count data supplied by the Highways Agency. ATC data is unclassified and goods vehicle estimates are based on the most recent manual counts factored to 2009 or 2010. Combined goods vehicle flow differences are thought to be more reliable than LGV and OGV differences.

2.3 Table 1 gives 24-hour AAWT flows on the eight motorway sections in Stockport for which automatic traffic count data was available in both 2009 and 2010. Percentage changes in flows since 2009 are shown in parentheses. Countywide figures based on 58 motorway sections are also given.

- Traffic flows in Stockport decreased by 4% between 2009 and 2010 while there was 2% decrease in Greater Manchester as a whole.

<b>Table 1 Average 24-Hour Weekday Motorway Flows in 2010 with Percentage Changes Since 2009</b>									
		<b>LGV</b>	<b>%</b>	<b>OGV</b>	<b>%</b>	<b>Goods</b>	<b>%</b>	<b>All Motors</b>	<b>%</b>
M56	Bet Jns 1 & 2	10800	(-13)	6700	(-6)	17400	(-10)	88800	(-11)
M60	Bet Jns 1 & 2	16400	(-13)	11700	(7)	28100	(-6)	132300	(-1)
M60	Bet Jns 2 & 3	18600	(-8)	12300	(-4)	30900	(-6)	155500	(-3)
M60	Bet Jn 2 & A560	2300	(-15)	1300	(-10)	3600	(-13)	23200	(-14)
M60	Bet Jns 4 & 5	8500	(-17)	4700	(-23)	13300	(-19)	82200	(-4)
M60	Bet Jns 24 & 25	16200	(3)	10200	(-4)	26300	(0)	119300	(-4)
M60	Bet Jns 25 and 26	13600	(-8)	9300	(23)	22900	(2)	102100	(-6)
M60	Bet Jns 26 & 27	13600	(10)	10300	(40)	23900	(21)	103300	(-2)
M60	Bet Jns 27 & 1	16000	(-4)	11300	(5)	27400	(-1)	128400	(-3)
<b>Stockport Sample</b>		12900	(-7)	8600	(4)	21500	(-3)	103900	(-4)
GM 58 links		13600	(-4)	11300	(4)	24900	(-1)	110400	(-2)

### A and B Road Traffic Growth 2009-2010

2.4 Table 2 gives average 12-hour traffic flows on A and B roads in Stockport in 2010 together with percentage changes since 2009. The figures for A and B road growth are based on counts on 16 of the 74 A and B road links in Stockport.

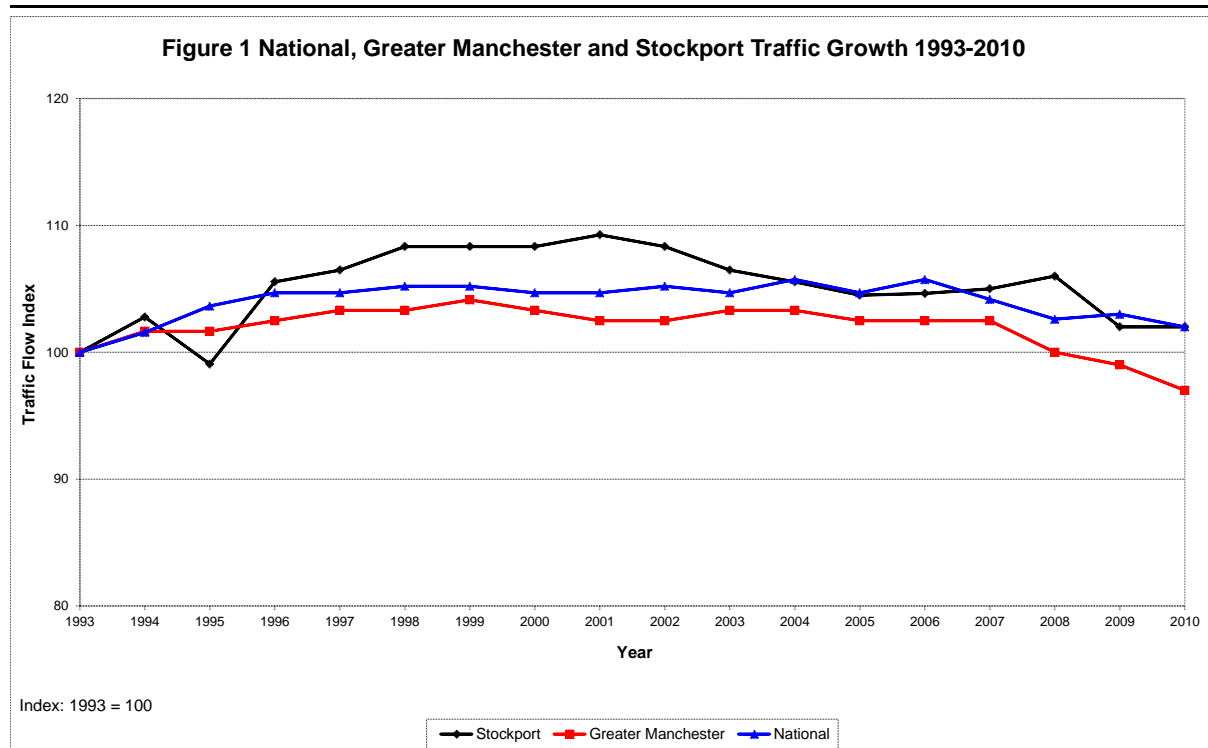
- Motor traffic in Stockport was unchanged between 2009 and 2010, while the average for Greater Manchester as a whole fell by 2%.

<b>Table 2 Average 12-Hour Weekday A and B Traffic Flows in 2010 with Percentage Changes Since 2009</b>										
		<b>No. of Sites</b>	<b>Cars</b>	<b>(%)</b>	<b>LGV</b>	<b>(%)</b>	<b>OGV</b>	<b>(%)</b>	<b>All Motors</b>	<b>(%)</b>
Stockport		16	22567	(1)	2871	(-4)	995	(5)	26821	(0)
Greater Manchester		176	17105	(-2)	2378	(-4)	856	(2)	20728	(-2)

### Traffic Growth Since 1993

2.5 Table 3 and Figure 1 illustrate local and national traffic growth since 1993. Traffic growth for Stockport and Greater Manchester is based on 12-hour average weekday flows on a sample of A and B road links throughout Stockport and Greater Manchester. National growth is based on average 24-hour daily traffic flow data for major urban A roads published in Table 2.1 Road Statistics 2010: Traffic, Speeds and Congestion DfT.

- Since 1993 traffic has grown by 2% in Stockport, decreased by 3% in Greater Manchester and grown by 2% nationally.



**Table 3 National, Greater Manchester and Stockport Traffic Growth 1993- 2010**

	Stockport	Greater Manchester	National
1993	100	100	100
1994	103	102	102
1995	99	102	104
1996	106	102	105
1997	106	103	105
1998	108	103	105
1999	108	104	105
2000	108	103	105
2001	109	102	105
2002	108	102	105
2003	106	103	105
2004	106	103	106
2005	105	102	105
2006	105	102	106
2007	105	102	104
2008	106	100	103
2009	102	99	103
2010	102	97	102

**Index: 1993 = 100**

**Notes:** Traffic growth for Stockport and Greater Manchester has been based on 12-hour average weekday flows on a sample of A and B road links throughout Stockport and Greater Manchester. 1993 – 2010 National growth is based on average 24-hour daily traffic flow data for major urban A Roads published in Table 2.1 Road Traffic Statistics 2010: Traffic, Speeds and Congestion DfT.

### Annual Vehicle Kilometres 2010

2.6 Table 4 shows annual vehicle kilometres on major roads in Stockport and Greater Manchester in 2010.

- Motorways made up 9% of Stockport's major road network and carried 37% of all motor traffic. These figures are less than those for the county as a whole where motorways made up 12% of the major road network and carried 45% of major road traffic.
- Motorways carried 53% of all goods traffic on major roads in Stockport. This is lower than for Greater Manchester as a whole where motorways carried 62% of all major road goods traffic.
- A roads made up 63% of Stockport's network and carried 50% of the traffic. These figures are slightly higher than for Greater Manchester as a whole where A roads account for 61% of the major road network and carried 44% of the traffic.
- B roads made up 27% of the Stockport network and carried 13% of the traffic. These figures are similar to the respective proportions for Greater Manchester where B roads formed 27% of the major road network and carried 11% of the traffic.
- Motorways, A roads and B roads in Stockport carried 10% of the major road traffic in Greater Manchester on 9% of the road network.

Table 4 Vehicle Kilometres in 2010								
	Road Type	Length (km)	Vehicle Kilometres (millions)					Av. Daily Flow per km
			Cars	LGV	OGV	All Goods	All Motors	
Stockport	Motorway	12	353	56	38	95	452	100100
	A Roads	84	545	51	17	69	622	20300
	B Roads	36	144	14	2	16	163	12300
	All Roads	133	1042	122	58	180	1237	25500
Greater Manchester	Motorway	171	4392	727	629	1355	5787	92600
	A Roads	863	4874	520	169	689	5666	18000
	B Roads	375	1260	125	23	149	1438	10500
	All Roads	1409	10526	1372	821	2193	12891	25100

**Notes:** Figures may not sum due to rounding. Road lengths are based on the link lengths of a model road network and may differ slightly from other sources, eg Greater Manchester Network Information System (GMNIS) and as quoted by DfT form R199b.

### Traffic Composition 2010

2.7 Table 5 shows the percentage composition of traffic in Stockport in 2010 compared to the county as a whole.

- Traffic composition on Stockport's major road network was broadly similar to Greater Manchester.
- Motorways and A Roads in Stockport carried more cars and less goods vehicles than the average across Greater Manchester.
- A roads, B roads and minor roads in Stockport carried fewer buses than the average across Greater Manchester.

		Cars	LGV	OGV1		OGV2		Buses and Coaches	Motor Cycles	Pedal Cycles
Stockport	Motorways	77.8	12.6	5.4	(61)	3.4	(39)	0.4	0.4	0.0
	A Roads	83.7	10.6	2.8	(66)	1.4	(34)	0.6	0.5	0.3
	B Roads	82.8	12.1	1.5	(73)	0.5	(27)	1.8	0.6	0.7
	Minor Roads	87.0	8.6	0.8	(88)	0.1	(13)	1.1	0.2	2.2
Greater Manchester	Motorways	76.8	12.3	5.3	(51)	5.0	(49)	0.3	0.4	0.0
	A Roads	81.7	11.4	2.9	(68)	1.3	(32)	1.4	0.6	0.6
	B Roads	82.8	11.4	1.4	(75)	0.5	(25)	2.1	0.6	1.1
	Minor Roads	83.7	11.2	1.5	(77)	0.4	(23)	1.7	0.4	1.1

**Notes:**

- LGV = Commercial Vehicles with 2 axles and up to 6 wheels without a side bar.
- OGV1 = Medium Goods Vehicles with 2 axles and up to 6 wheels with a side bar and Heavy Goods Vehicles with 3 axles.
- OGV2 = Heavy Goods Vehicles with 4 or more axles.

Figures in parentheses are the percentage split between OGV1 and OGV2.  
Figures may not sum due to rounding.

### 3. PUBLIC TRANSPORT

#### Rail Patronage

3.1 Tables 6 and 7 show trends in Manchester bound rail boarders at Stockport stations and across Greater Manchester as a whole in 1991 and from 2001-2010. Comparisons are based on boarders of trains inbound to Manchester.

- Peak: Manchester bound boarders in Stockport increased by 3% between 2009 and 2010 and stood at 18% above their 1991 level. In Greater Manchester they decreased by 4% between 2009 and 2010 but remained at 38% above their 1991 level.
- Off-peak: Manchester bound boarders in the Stockport district increased by 6% between 2009 and 2010, compared to a 3% increase across Greater Manchester. Off-peak Manchester bound boarders in Stockport stand 51% above their 1991 level, and in Greater Manchester they have more than doubled since 1991.

<b>Table 6 Manchester Bound Rail Boarders - Stockport and Greater Manchester 1991 &amp; 2001-2010 Peak Period 07:30-09:30</b>											
<b>Line</b>	<b>1991</b>	<b>2001</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
Bramhall	207	153	135	96	139	142	215	183	195	162	182
Bredbury	115	96	99	96	106	126	130	107	113	134	140
Brinnington	47	*30	27	*31	*34	36	*35	*38	34	-	-
Cheadle Hulme	431	332	364	357	376	362	385	397	485	358	403
Davenport	182	150	114	130	129	147	154	179	180	152	132
Gatley	116	140	93	155	171	237	199	218	242	253	258
Hazel Grove	467	448	416	476	388	407	482	515	480	461	475
Heald Green	124	228	187	207	227	225	236	243	270	258	258
Heaton Chapel	302	271	296	316	339	486	438	499	479	493	489
Marple	321	278	319	353	407	411	325	389	403	328	340
Middlewood	20	*7	5	*5	*5	1	*1	*1	3	-	-
Reddish North	76	55	45	62	65	72	64	75	107	99	75
Romiley	248	202	199	212	232	213	252	240	234	230	249
Rose Hill	77	60	71	62	69	84	100	94	85	78	104
Stockport	481	533	603	642	533	621	558	602	655	743	747
Woodley	59	*36	29	*33	*37	38	*37	*40	35	-	-
Woodsmoor	98	93	91	138	81	92	102	123	129	107	132
<b>Total</b>	<b>3371</b>	<b>3112</b>	<b>3093</b>	<b>3371</b>	<b>3338</b>	<b>3700</b>	<b>3713</b>	<b>3943</b>	<b>4129</b>	<b>3856</b>	<b>3984</b>
<b>Index</b>	<b>100</b>	<b>92</b>	<b>92</b>	<b>100</b>	<b>99</b>	<b>110</b>	<b>110</b>	<b>117</b>	<b>122</b>	<b>114</b>	<b>118</b>
<b>GM</b>	<b>9808</b>	<b>11290</b>	<b>10222</b>	<b>11448</b>	<b>12399</b>	<b>13286</b>	<b>13422</b>	<b>14400</b>	<b>14635</b>	<b>14173</b>	<b>13544</b>
<b>Index</b>	<b>100</b>	<b>115</b>	<b>104</b>	<b>117</b>	<b>126</b>	<b>135</b>	<b>137</b>	<b>147</b>	<b>149</b>	<b>145</b>	<b>138</b>

**Notes:**

\* These are estimates based on the trends at all other stations counted on the relevant corridor.

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

<b>Table 7 Manchester Bound Rail Boarders –Stockport and Greater Manchester 1991 and 1998-2010 Off-peak Period 09:30-13:30</b>											
<b>Line</b>	<b>1991</b>	<b>2001</b>	<b>2002</b>	<b>2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>
Bramhall	54	69	19	52	79	47	80	91	66	78	88
Bredbury	35	41	42	54	52	79	67	102	133	95	72
Brinnington	44	*24	25	*30	*29	25	*25	*33	21	-	-
Cheadle Hulme	157	140	139	150	125	129	157	145	190	151	142
Davenport	53	67	28	43	45	35	60	72	76	94	66
Gatley	47	50	33	73	56	46	74	70	69	91	108
Hazel Grove	133	150	142	123	139	198	178	182	182	204	241
Heald Green	55	117	119	116	126	140	144	111	134	134	176
Heaton Chapel	139	107	92	106	103	100	148	103	156	165	181
Marple	53	113	100	149	143	172	153	191	157	170	165
Middlewood	5	*1	2	*2	*2	3	*3	*4	1	-	-
Reddish North	39	24	23	24	21	30	27	24	19	25	39
Romiley	93	114	80	99	97	93	114	146	111	143	124
Rose Hill	22	39	36	17	33	36	34	69	53	53	61
Stockport	382	391	327	340	312	417	383	516	398	444	514
Woodley	12	4	3	4	4	16	*16	*21	14	-	-
Woodsmoor	30	*34	22	*42	*44	55	42	36	52	71	64
<b>Total</b>	<b>1353</b>	<b>1485</b>	<b>1232</b>	<b>1424</b>	<b>1410</b>	<b>1621</b>	<b>1705</b>	<b>1916</b>	<b>1832</b>	<b>1918</b>	<b>2041</b>
<b>Index</b>	<b>100</b>	<b>110</b>	<b>91</b>	<b>105</b>	<b>104</b>	<b>120</b>	<b>126</b>	<b>142</b>	<b>135</b>	<b>142</b>	<b>151</b>
<b>GM</b>	<b>4536</b>	<b>6392</b>	<b>5599</b>	<b>7095</b>	<b>6959</b>	<b>7558</b>	<b>8631</b>	<b>9243</b>	<b>9650</b>	<b>9719</b>	<b>10047</b>
<b>Index</b>	<b>100</b>	<b>141</b>	<b>123</b>	<b>156</b>	<b>153</b>	<b>167</b>	<b>190</b>	<b>204</b>	<b>213</b>	<b>214</b>	<b>221</b>

**Notes:**

\* These are estimates based on the trends at all other stations counted on the relevant corridor.

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

3.2 Table 8 shows all passengers boarding and alighting trains inbound and outbound from Manchester at all stations in Stockport.

<b>Table 8 Numbers of Passengers Boarding and Alighting Trains in Stockport District (2010)</b>											
<b>Station</b>	<b>Year of Count</b>	<b>AM Peak 07:30 – 09:30</b>					<b>Off-Peak 09:30-13:30</b>				
		<b>Inbound</b>		<b>Outbound</b>		<b>AM Peak Total</b>	<b>Inbound</b>		<b>Outbound</b>		<b>Off Peak Total</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>	
Bramhall	2010	182	4	11	10	207	88	4	7	27	126
Bredbury	2010	140	10	11	19	180	72	6	10	27	115
Brinnington	2008	34	5	29	11	79	21	6	10	12	49
Cheadle Hulme	2010	403	78	65	101	647	142	50	19	80	291
Davenport	2010	132	44	6	13	195	66	26	10	18	132
Gatley	2010	258	9	15	25	307	108	12	13	37	170
Hazel Grove	2010	475	72	4	12	563	241	29	3	24	297
Heald Green	2010	258	1	18	134	411	176	10	5	87	278
Heaton Chapel	2010	489	23	76	23	611	181	23	44	27	275
Marple	2010	340	9	14	16	379	165	2	14	57	238
Middlewood	2008	3	0	0	0	3	1	0	0	0	1
Reddish North	2010	75	14	21	7	117	39	11	16	12	78
Romiley	2010	249	10	33	12	304	124	5	10	58	197
Rose Hill	2010	104	0	0	62	166	61	0	0	35	96
Stockport	2010	747	766	910	491	2914	514	714	902	324	2454
Woodley	2008	35	5	10	0	50	14	1	6	5	26
Woodsmoor	2010	132	21	2	24	179	64	8	7	22	101

**Note:** B = Boarders A = Alighters



#### 4. KEY CENTRE MONITORING

- 4.1 Traffic and rail counts were conducted on a cordon around Stockport in 1997. Since then, Stockport has been surveyed on a three yearly cycle (2000 and 2003) and from 2003 annually, to monitor progress towards key objectives in the first Greater Manchester Local Transport Plan (GMLTP) and its successor, GMLTP2. Pedestrian surveys were added to the programme in 2003.
- 4.2 Tables providing details of road traffic and modal share trends are presented in this report. Before 2008, CPS (Continuous Passenger Sampling) data had been used to estimate bus trips. However this data was not designed to give an accurate picture of bus passengers at a local level and since 2008, counts of bus passengers crossing the cordon have been conducted.

##### Road Traffic - Inbound

- 4.3 All vehicles crossing a cordon into Stockport key centre were counted in the three time periods 07:30-09:30, 10:00-12:00 and 16:00-18:00 on a typical weekday in October 2009.
- 4.4 Tables 9 to 11 give manual traffic counts at each individual cordon site by time period. Figure 2 shows the location of count sites and the key centre boundary.

Site	Site No	Cars	LGV	OGV	Bus	M/C	P/C	All
A6 Wellington Rd N	85701	1247	125	39	52	9	45	1517
B6167 Lancashire Hill	85702	808	100	17	28	9	15	977
A560 Gt Portwood St	85703	1007	101	18	41	11	9	1187
C New Bridge Lane	85704	612	42	11	10	6	19	700
C Spring Gardens	85705	1470	171	13	18	21	26	1719
C Hr Hillgate	85706	1338	157	17	3	6	14	1535
A6 Wellington Rd S	85707	1462	152	72	66	15	33	1800
C Greek St	85708	1026	85	38	54	3	15	1221
C Daw Bank	85709	515	66	7	16	2	17	623
C Heaton Ln	85710	1167	159	35	15	8	15	1399
A560 Gt Egerton St	85711	680	116	11	0	5	7	819
U Mersey St	85717	45	15	4	0	0	1	65
U Junction Rd	85721	58	4	2	0	3	9	76
C Chestergate	85723	9	1	1	39	0	7	57
U Marsland St	85724	54	11	4	10	1	1	81
Cycles on other routes							36	36
<b>Total</b>		<b>11498</b>	<b>1305</b>	<b>289</b>	<b>352</b>	<b>99</b>	<b>269</b>	<b>13812</b>
<b>% Composition</b>		<b>83.2%</b>	<b>9.4%</b>	<b>2.1%</b>	<b>2.5%</b>	<b>0.7%</b>	<b>1.9%</b>	<b>100.0%</b>

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

<b>Table 10 Road Traffic Entering Stockport Key Centre in November 2010 (10:00 – 12:30)</b>								
Site	Site No	Cars	LGV	OGV	Bus	M/C	P/C	All
A6 Wellington Rd N	85701	900	178	39	59	9	8	1193
B6167 Lancashire Hill	85702	617	84	15	30	3	6	755
A560 Gt Portwood St	85703	874	93	19	37	8	5	1036
C New Bridge Lane	85704	477	54	7	9	5	0	552
C Spring Gardens	85705	867	136	26	18	4	7	1058
C Hr Hillgate	85706	523	126	16	3	4	3	675
A6 Wellington Rd S	85707	1277	230	109	60	7	7	1690
C Greek St	85708	760	110	26	55	4	2	957
C Daw Bank	85709	311	77	16	23	4	5	436
C Heaton Ln	85710	663	153	56	6	2	5	885
A560 Gt Egerton St	85711	742	108	19	1	5	5	880
U Mersey St	85717	147	14	8	0	0	1	170
U Junction Rd	85721	36	13	3	0	0	0	52
C Chestergate	85723	14	5	0	33	0	4	56
U Marsland St	85724	84	18	3	14	1	0	120
Pavement Cyclists							13	13
<b>Total</b>		<b>8292</b>	<b>1399</b>	<b>362</b>	<b>348</b>	<b>56</b>	<b>71</b>	<b>10528</b>
<b>% Composition</b>		<b>78.8%</b>	<b>13.3%</b>	<b>3.4%</b>	<b>3.3%</b>	<b>0.5%</b>	<b>0.7%</b>	<b>100.0%</b>

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

<b>Table 11 Road Traffic Entering Stockport Key Centre in November 2010 (16:00-18:00)</b>								
Site	Site No	Cars	LGV	OGV	Bus	M/C	P/C	All
A6 Wellington Rd N	85701	1510	133	16	54	20	39	1772
B6167 Lancashire Hill	85702	1126	117	5	29	11	21	1309
A560 Gt Portwood St	85703	800	60	5	39	5	5	914
C New Bridge Lane	85704	246	13	5	9	2	3	278
C Spring Gardens	85705	831	99	8	16	5	16	975
C Hr Hillgate	85706	526	94	4	1	3	5	633
A6 Wellington Rd S	85707	1383	174	46	73	11	18	1705
C Greek St	85708	998	60	10	53	3	8	1132
C Daw Bank	85709	383	64	2	13	3	8	473
C Heaton Ln	85710	781	113	13	5	6	12	930
A560 Gt Egerton St	85711	967	123	9	1	16	21	1137
U Mersey St	85717	81	9	1	0	0	2	93
U Junction Rd	85721	23	7	0	0	0	0	30
C Chestergate	85723	10	0	0	37	0	6	53
U Marsland St	85724	213	30	1	13	6	6	269
Pavement cyclists							49	49
<b>Total</b>		<b>9878</b>	<b>1096</b>	<b>125</b>	<b>343</b>	<b>91</b>	<b>219</b>	<b>11752</b>
<b>% Composition</b>		<b>84.1%</b>	<b>9.3%</b>	<b>1.1%</b>	<b>2.9%</b>	<b>0.8%</b>	<b>1.9%</b>	<b>100.0%</b>

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



4.5 Table 12 details traffic entering Stockport key centre in 1997, 2000 and 2003-2010 together with indices of change between 1997 and 2010.

- Stockport traffic flows in the morning peak period were highest in 2000 and have since decreased to be 18% below the 1997 level in 2010.
- Traffic flows in the off-peak period showed a 10% decrease between 1997 and 2010.
- Evening peak traffic flows showed a 14% decrease between 1997 and 2010.

	Year	Cars	LGV	OGV	Bus	M/C	P/C	All
<b>07.30-09.30</b>	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
	2010	11498	1305	289	352	99	269	13812
	<b>2010/1997</b>	<b>0.82</b>	<b>0.97</b>	<b>0.40</b>	<b>0.88</b>	<b>1.04</b>	<b>1.49</b>	<b>0.82</b>
<b>10.00-12.00</b>	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
	2010	8292	1399	362	348	56	71	10528
	<b>2010/1997</b>	<b>0.91</b>	<b>1.07</b>	<b>0.44</b>	<b>0.86</b>	<b>1.12</b>	<b>1.30</b>	<b>0.90</b>
<b>16.00-18.00</b>	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
	2010	9878	1096	125	343	91	219	11752
	<b>2010/1997</b>	<b>0.87</b>	<b>0.89</b>	<b>0.27</b>	<b>0.84</b>	<b>0.88</b>	<b>1.56</b>	<b>0.86</b>

Note: Cycles on other routes were not counted prior to 2003.

### Car Occupancy - Inbound

4.6 Car occupancy surveys were conducted at seven sites on the Stockport Key Centre cordon in 2010. Table 13 shows the observed occupancy rates by period and site for inbound vehicles. Table 14 compares inbound occupancy rates with figures for 2003 - 2010.

- The average occupancy rates were 1.27 in the morning peak, 1.40 in the off peak and 1.39 in the afternoon peak.
- Between 2009 and 2010 average occupancy has increased slightly in the morning and evening peak periods.

<b>Table 13 Stockport Key Centre Inbound Car Occupancy Rates 2010</b>		
	<b>07:30-09:30</b>	
<b>Site &amp; Location</b>	<b>% Driver Only</b>	<b>Ave Occupancy</b>
85701 - A6 Wellington Rd North	74	1.33
85702 - B6167 Lancashire Hill	74	1.31
85703 - A560 Gt Portwood	75	1.29
85704 - U New Bridge Lane	71	1.40
85705 - Spring Gardens	78	1.25
85707 - A6 Wellington Rd South	86	1.16
85708 - Greek St	78	1.25
<b>All Sites</b>	<b>78</b>	<b>1.27</b>
	<b>10:00-12:00</b>	
<b>Site &amp; Location</b>	<b>% Driver Only</b>	<b>Ave Occupancy</b>
85701 - A6 Wellington Rd North	65	1.43
85702 - B6167 Lancashire Hill	64	1.42
85703 - A560 Gt Portwood	65	1.43
85704 - U New Bridge Lane	65	1.44
85705 - Spring Gardens	66	1.40
85707 - A6 Wellington Rd South	76	1.29
85708 - Greek St	68	1.40
<b>All Sites</b>	<b>67</b>	<b>1.40</b>
	<b>16:00-18:00</b>	
<b>Site &amp; Location</b>	<b>% Driver Only</b>	<b>Ave Occupancy</b>
85701 - A6 Wellington Rd North	77	1.29
85702 - B6167 Lancashire Hill	74	1.33
85703 - A560 Gt Portwood	63	1.50
85704 - U New Bridge Lane	62	1.53
85705 - Spring Gardens	65	1.49
85707 - A6 Wellington Rd South	67	1.42
85708 - Greek St	72	1.36
<b>All Sites</b>	<b>70</b>	<b>1.39</b>

<b>Table 14 Comparison of Stockport Key Centre Inbound Car Occupancy Rates 2003-2010</b>		
<b>07:30-09:30</b>		
<b>Year</b>	<b>% Driver Only</b>	<b>Ave Occupancy</b>
2003	81	1.22
2004	78	1.26
2005	78	1.26
2006	81	1.22
2007	80	1.22
2008	80	1.22
2009	78	1.26
2010	78	1.27
<b>10:00-12:00</b>		
<b>Year</b>	<b>% Driver Only</b>	<b>Ave Occupancy</b>
2003	69	1.36
2004	67	1.38
2005	67	1.38
2006	74	1.31
2007	67	1.38
2008	67	1.37
2009	66	1.41
2010	67	1.40
<b>16:00-18:00</b>		
<b>Year</b>	<b>% Driver Only</b>	<b>Ave Occupancy</b>
2003	75	1.33
2004	76	1.29
2005	72	1.36
2006	79	1.26
2007	72	1.35
2008	72	1.33
2009	71	1.38
2010	70	1.39

**Note:** Rates in 2003-2007 were based on counts from five sites, while 2008 rates were based on counts from 8 sites and 2009 & 2010 rates based on counts from 7 sites.

### Rail Patronage - Inbound

4.7 Table 15 shows rail users entering the key centre in 1997, 2000 and 2003-2010.

- In 2010 the number of rail users entering the key centre in the morning and evening peaks were 51% and 50% higher than the 1997 level respectively.
- Numbers in 2003 and 2004 were low due to disruption to services at Stockport Rail Station caused by works on the West Coast mainline and the refurbishment of the Station.

<b>Table 15 Rail Passengers Entering Stockport Key Centre 1997, 2000 and 2003-2010</b>			
<b>Year</b>	<b>07:30-09:30</b>	<b>10:00-12:00</b>	<b>16:00-18:00</b>
1997	836	535	1049
2000	955	410	1032
2003	613	357	691
2004	747	356	997
2005	1030	535	1166
2006	1107	594	1236
2007	1210	459	1415
2008	1203	606	1636
2009	961	461	1140
2010	1262	541	1578
<b>2010/1997</b>	<b>1.51</b>	<b>1.01</b>	<b>1.50</b>

### Walk Trips - Inbound

4.8 The number of pedestrians entering Stockport Key Centre was counted at 23 locations in 2010 (see Figure 2). Table 16 presents the number of pedestrians by site and time period.

Site No.	Location	07:30-09:30	10:00-12:00	16:00-18:00
85701	A6 Wellington Rd North	218	184	227
85702	B6167 Lancashire Hill	272	154	105
85703	A560 Great Portwood St	37	50	36
85704	New Bridge Lane	48	35	26
85705	Spring Gardens	202	113	80
85706	Higher Hillgate	41	32	53
85707	A6 Wellington Rd South	207	104	142
85708	Greek St	362	160	70
85709	Daw Bank	197	125	134
85710	Heaton Lane	86	41	41
85711	A560 Great Egerton St	6	0	4
85712	Stockport Railway Station	153	75	98
85713	M60 Footbridge to Gt Egerton St	30	28	21
85714	M60 Subway to Howard St	5	5	13
85716	Portwood Roundabout Subway	29	60	22
85717	Mersey St	7	15	8
85718	St Mary's Way Footbridge	145	17	19
85719	Shawcross St	79	28	58
85720	Hindley St	45	16	20
85721	Junction Rd	100	44	14
85722	Footbridge to Thomas St	101	22	21
85723	Chestergate	104	116	198
85724	Marsland St	27	68	83
	<b>Cordon Total</b>	<b>2501</b>	<b>1492</b>	<b>1493</b>

4.9 Table 17 shows changes in the total number of pedestrians since 2003.

- The figures show that, since 2003, there has been an increase in the number of people entering the key centre on foot in the morning peak, but a reduction in the evening peak.



































