

**ASSOCIATION OF GREATER MANCHESTER AUTHORITIES**

**GREATER MANCHESTER TRANSPORTATION UNIT**

**Transport Statistics Tameside 2009**

**GMTU Report 1588**

**October 2010**

**SUMMARY**

This report complements GMTU Reports 1580, 'Transport Statistics Greater Manchester 2009' and 1601, 'Road Casualty Statistics Greater Manchester 2009'. It focuses on the statistics for Tameside 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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The Greater Manchester Transportation Unit provides a strategic and local transportation service to and on behalf of the ten district councils of Greater Manchester. The unit is funded by the ten districts and attached to Manchester City Council as lead authority.

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

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## 1. INTRODUCTION AND SUMMARY

1.1 This report has been written to complement GMTU Reports 1580, 'Transport Statistics Greater Manchester 2009' and 1601, 'Road Casualty Statistics Greater Manchester 2009'. Whereas those reports present statistics for Greater Manchester, this report focuses on Tameside and compares it to Greater Manchester where appropriate.

1.2 The key points from this report are summarised below.

### Key Facts

- Tameside has a population of 214,400 and covers an area of 103 square kilometres.
- There are 766 kilometres (km) of road consisting of 15 km trunk motorway, 3 km trunk A road, 63 km principal A road, 32 km B road, 37 km other classified road and 615 km unclassified road.
- The average daily flow per kilometre is 72,400 vehicles on motorways, 15,300 on A roads and 9,900 on B roads.
- There were 454 injury accidents in Tameside during 2009 resulting in 663 casualties. There were 49 killed or seriously injured (KSI) casualties.
- Tameside has been awarded an allocation of £5.20 million through the LTP process for 2009/10, £2.35 million for integrated transport and £2.85 million for maintenance. The amount for 2010/11 is not available yet.

### Traffic Flows

- The highest estimated 24-hour Annual Average Weekday Traffic (AAWT) flow was 123,700 vehicles on the M60 between Junctions 24 and 25.
- The busiest all-purpose road was the A635 Park Parade in Ashton where the estimated 24-hour AAWT flow reached 47,400 vehicles.
- The site with the highest 12-hour pedal cycle flow was the A6017 Ashton Road in Denton with 189 cycles recorded between 07:00 and 19:00.
- The average 12-hour A and B road pedal cycle flows in Tameside are 73 and 43 cycles respectively, lower than the Greater Manchester averages of 95 for both A and B roads.

### Traffic Growth

- 24-hour weekday flows on motorways in Tameside have increased by 1% since 2008, while there was no change countywide.
- 12-hour weekday flows on A and B roads showed a 1% decrease in both Tameside and Greater Manchester as a whole.
- Since 1993, traffic flows on A and B roads have decreased by 1% in both

Tameside and Greater Manchester, compared to a 3% increase nationally.

### **Annual Vehicle Kilometres**

- 405 million vehicle kilometres were travelled on motorways, 369 million on A roads and 118 million on B roads.
- Motorways, A roads and B roads in Tameside carried 7% of the major road traffic in Greater Manchester on 8% of the major road network.

### **Traffic Composition**

- Motorways: 79% cars, 13% light goods vehicles (LGVs) and 8% other goods vehicles (OGVs).
- A roads: 78% cars, 15% LGVs and 5% OGVs.
- B roads: 82% cars, 13% LGVs and 2% OGVs.
- Minor roads: 83% cars, 11% LGVs and 2% OGVs.
- Traffic composition on Tameside's major road network was broadly similar to Greater Manchester.

### **Rail Patronage**

- Weekday peak period (07:30 to 09:30) Manchester bound boarders on the Ashton line decreased by 1% between 2008 and 2009 to around 1,200 passengers. Off-peak (09:30-13:30) boarders increased by 3% to around 650.
- Manchester bound patronage on the Ashton line has more than trebled in the peak period and quadrupled in the off-peak since 1991.
- The number of boarders travelling inbound to Manchester on the Marple/Glossop line in 2009 was just over 2,400 in the peak (07:30-09:30) and around 1,500 in the off-peak (09:30-13:30). These figures represent a decrease of 4% and an increase of 10% respectively since 2008, and increases of 15% and 79% respectively since 1991.

### **Key Centre Monitoring**

- The number of vehicles crossing the cordon into Ashton Key Centre in 2009 was about 6,500 in the morning peak, 5,500 in the off-peak and 6,000 in the evening peak. This represents a decrease of 10% in the morning peak, no change in the off-peak and an increase of 11% in the evening peak period, relative to 1997 levels.
- The 2009 figures represent an increase of 1%, no change and an increase of 14% in morning peak, off-peak and evening peak period trips respectively since 2001.
- The number of trips into Ashton Key Centre decreased in the morning peak, but increased in the off-peak and evening peak periods between 2008 and

2009. The mode share of cars has increased in all time periods since 2008. The inbound modal share in 2009 was 56% car and 44% non-car in the morning peak, 52% car and 48% non-car in the off-peak and 62% car and 38% non-car in the evening peak.

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

- Morning weekday peak flows and 24-hour average weekday flows decreased by 3% and 2% respectively between the base year (2006/07) and 2009/10.

### **Road Traffic Casualties**

- The total number of reported injury accidents in Tameside was 454 in 2009, 48% lower than the average from the base years (1994-1998) and 7% lower than the 490 in 2008.
- The total number of casualties in Tameside was 663 in 2009, 44% lower than the average from the base years (1994-1998) and 1% higher than the 659 in 2008.
- There were 49 killed or seriously injured (KSI) casualties in 2009 compared with an average of 106 KSI in the base years.
- The 2007-2009 three-year average used for monitoring KSI GMLTP2 targets was 43% below the base years average.
- The 2007-2009 three-year average for child KSI casualties was 61% below the baseline average.
- Slight casualties in 2009 were 43% below the baseline average and 18% below the 2010 GMLTP2 target.

### **Congestion**

- Average journey time rates in Tameside have decreased in all periods between 2007/08 and 2008/09. Average journey time rates are higher than those for Greater Manchester in all time periods, indicating slower average speeds within Tameside compared to the county as a whole.
- The slowest roads in the morning peak hour (0800 – 0900) included the B6174 Stalybridge Road/Market Street, the A628 Market Street and the A662 Manchester Road. Other areas which included slow roads included Denton, Hyde and Ashton-Under-Lyne.

## 2. ROAD TRAFFIC

### Traffic Flows 2009

2.1 Road traffic figures and traffic growth for Tameside 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 traffic (AAWT) flows and the most recent 12-hour (07:00-19:00) pedal cycle flow information for all major road links in Tameside.

- The busiest motorway section was on the M60 between Junctions 24 and 25 where the traffic flow reached an estimated 123,700 vehicles.
- The busiest all-purpose road was the A365 Park Parade in Ashton where flows reached an estimated 47,400 vehicles.
- The second list in Appendix 1 shows that the road with the highest recorded pedal cycle flow is the A6017 Ashton Road in Denton with 189 cycles between 07:00 and 19:00.
- The average 12-hour A road pedal cycle flow in Tameside was 73. The average B road pedal cycle flow was 43. These are considerably lower than the Greater Manchester average of 95 for both A and B roads.

### Motorway Traffic Growth 2008-2009

2.2 Due to insufficient reliable manual count data, motorway traffic growth has been calculated using a combination of manual counts and 24-hour average weekday ATC data supplied by the Highways Agency. ATC data is unclassified and goods vehicle estimates are based on the most recent manual counts factored to 2008 or 2009. 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 5 motorway sections surveyed in Tameside in 2009 together with percentage changes in flow since 2008. Countywide figures based on 52 motorway sections are also given.

- 24-hour weekday flows on motorways in Tameside have increased by 1% since 2008, while there was no change countywide.

<b>Table 1 Average 24-Hour Weekday Motorway Flows in 2009 with Percentage Changes Since 2008</b>									
		<b>LGV</b>	<b>%</b>	<b>OGV</b>	<b>%</b>	<b>Goods</b>	<b>%</b>	<b>All Motors</b>	<b>%</b>
M67	Bet Jn 1 & End	7400	(-5)	4300	(-8)	11800	(-6)	57100	(1)
M67	Bet Jn 3 & End	4200	(-3)	2600	(-6)	6700	(-4)	34400	(3)
M60	Bet Jns 24 & 25	15700	(-16)	10500	(0)	26200	(-10)	123700	(0)
M60	Bet A6140 & Jn 24	14700	(-8)	8600	(-20)	23300	(-13)	114700	(-2)
M60	Bet Jns 22 & 23	13900	(-11)	8800	(-34)	22600	(-21)	109700	(4)
<b>Tameside Sample</b>		11200	(-10)	7000	(-17)	18100	(-13)	87900	(1)
<b>GM 52 links</b>		13500	(-9)	10000	(-6)	23400	(-8)	106500	(0)



**A and B Road Traffic Growth 2008-2009**

2.4 Table 2 gives average 12-hour traffic flows on A and B roads in Tameside and Greater Manchester in 2009 together with percentage changes since 2008. The figures for A and B road growth are based on counts on 14 of the 72 A and B road links in Tameside.

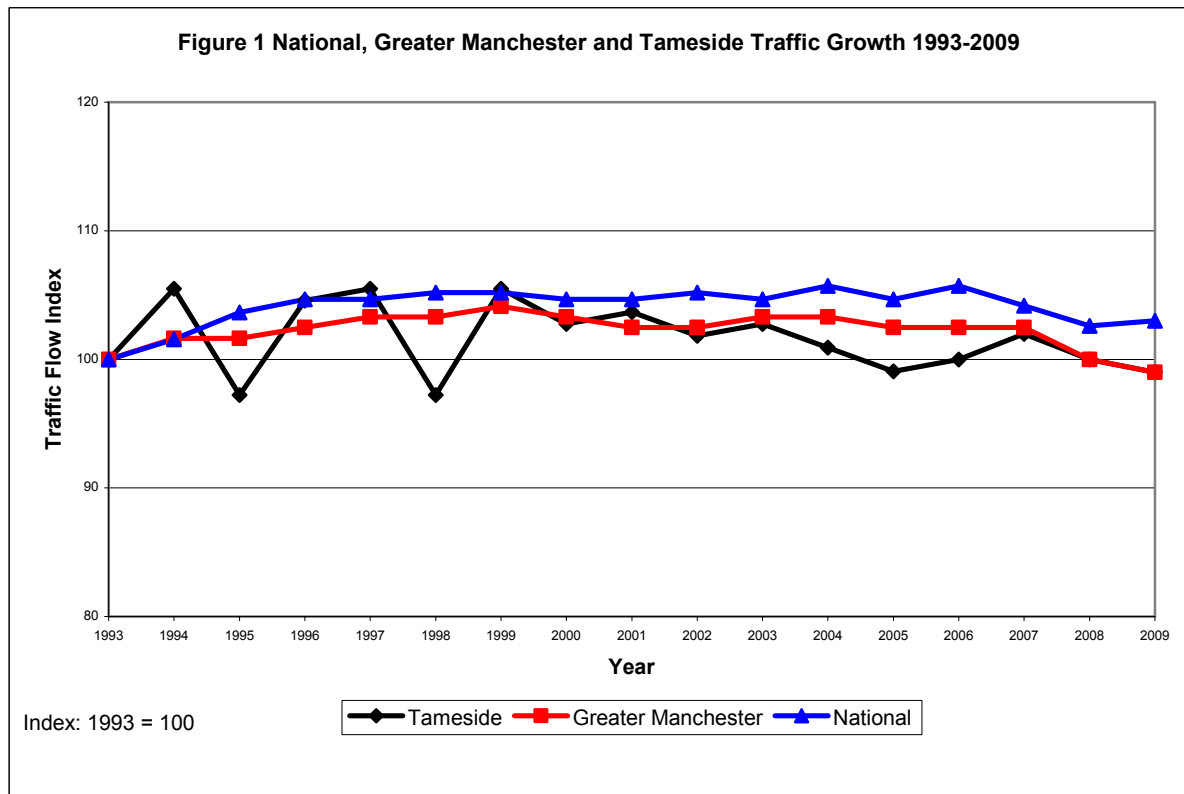
- All motor traffic flows showed a 1% decrease in both Tameside and Greater Manchester as a whole.

	No. of Sites	Cars (%)	LGV (%)	OGV (%)	All Motors (%)
Tameside	14	9223 (0)	1662 (-1)	448 (-14)	11532 (-1)
Greater Manchester	172	14790 (0)	2133 (-2)	636 (-13)	17918 (-1)

**Traffic Growth Since 1993**

2.5 Table 3 and Figure 1 illustrate local and national traffic growth since 1993. Traffic growth for Tameside and Greater Manchester is based on 12-hour average weekday flows on a sample of A and B road links throughout Tameside 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 2009: Traffic, Speeds and Congestion DfT.

- Since 1993 traffic has decreased by 1% in both Tameside and Greater Manchester and grown by 3% nationally.



	<b>Tameside</b>	<b>Greater Manchester</b>	<b>National</b>
1993	100	100	100
1994	106	102	102
1995	97	102	104
1996	105	102	105
1997	106	103	105
1998	97	103	105
1999	106	104	105
2000	103	103	105
2001	104	102	105
2002	102	102	105
2003	103	103	105
2004	101	103	106
2005	99	102	105
2006	100	102	106
2007	102	102	104
2008	100	100	103
2009	99	99	103
<b>Index: 1993 = 100</b>			

**Notes:** Traffic growth for Tameside and Greater Manchester has been based on 12-hour average weekday flows on a sample of A and B road links throughout Tameside and Greater Manchester. 1993 – 2009 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 2009: Traffic, Speeds and Congestion DfT.

### **Annual Vehicle Kilometres 2009**

2.6 Table 4 shows annual vehicle kilometres on major roads in Tameside and Greater Manchester in 2009.

- Motorways made up 13% of Tameside's major road network and carried 45% of the traffic. This mirrors Greater Manchester as a whole, where motorways made up 12% of the major road network and carried 45% of major road traffic.
- Motorways carried 56% of all goods traffic on major roads in Tameside. This is slightly lower than for Greater Manchester as a whole where motorways carried 61% of all major road goods traffic.
- A roads made up 58% of Tameside's major road network and carried 41% of the traffic. These figures are also similar to those of Greater Manchester where A roads formed 61% of the major road network and carried 44% of the traffic.
- B roads made up 28% of Tameside's network and carried 13% of the traffic. These figures are again similar to those 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 Tameside carried 7% of the major road traffic in Greater Manchester on 8% of the road network.

Table 4 Vehicle Kilometres in 2009								
	Road Type	Length (km)	Vehicle Kilometres (millions)					Av. Daily Flow per km
			Cars	LGV	OGV	All Goods	All Motors	
Tameside	Motorways	15	319	52	32	83	405	72400
	A Roads	66	312	39	11	50	369	15300
	B Roads	32	101	11	2	14	118	9900
	All Roads	114	732	102	45	148	892	21500
Greater Manchester	Motorways	171	4477	748	616	1364	5878	94000
	A Roads	863	4956	543	164	707	5767	18300
	B Roads	375	1285	130	23	154	1467	10700
	All Roads	1409	10718	1421	803	2224	13113	25500

**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 2009

2.7 Table 5 shows the percentage composition of traffic in Tameside in 2009 compared to the county as a whole.

- Traffic composition on Tameside's major road network was broadly similar to Greater Manchester.
- A and B roads in Tameside carried fewer cars and more goods vehicles than the average across Greater Manchester.
- Minor roads in Tameside carried significantly more buses than the average across Greater Manchester.

Table 5 Percentage Composition of Traffic in Tameside and Greater Manchester 2009 (0700-1900)										
		Cars	LGV	OGV1		OGV2		Buses and Coaches	Motor Cycles	Pedal Cycles
Tameside	Motorways	78.9	12.7	4.3	(56)	3.5	(44)	0.3	0.3	0.0
	A Roads	77.8	15.2	3.1	(62)	1.9	(38)	0.8	0.7	0.4
	B Roads	82.2	12.6	1.6	(71)	0.7	(29)	1.8	0.6	0.5
	Minor Roads	83.0	11.1	1.4	(70)	0.6	(30)	2.4	0.5	0.9
Greater Manchester	Motorways	76.4	12.3	5.0	(47)	5.6	(53)	0.3	0.3	0.0
	A Roads	81.5	11.9	2.9	(68)	1.3	(32)	1.3	0.6	0.5
	B Roads	82.8	11.9	1.6	(75)	0.5	(25)	1.7	0.6	0.9
	Minor Roads	84.4	10.7	1.3	(75)	0.4	(25)	1.6	0.5	1.0

**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 Rigid Heavy Goods Vehicles with 3 axles.  
 OGV2 = All Articulated Heavy Goods Vehicles and Rigid 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 provide estimates of weekday rail patronage inbound to the Regional Centre on the Ashton line and Marple/Glossop corridors annually in 1991 and 1998-2009. For comparison, estimates of patronage on all rail lines in Greater Manchester are also shown in the tables.

- The number of inbound boarders on the Ashton corridor decreased by 1% in the peak and increased by 3% in the off-peak periods between 2008 and 2009. This compares with a 3% decrease in the peak and 4% increase in the off-peak for Greater Manchester as a whole.
- The number of inbound boarders on the Marple/Glossop corridor decreased by 4% in the peak period and increased by 10% in the off-peak period.
- Compared to 1991, the number of peak inbound boarders in the Ashton corridor has more than trebled. On the Marple/Glossop corridor the number of boarders increased by 15% and in Greater Manchester as a whole it increased by 45%.
- The number of inbound boarders in the Ashton corridor has increased by 313% since 1991. On the Marple/Glossop corridor the number of boarders has increased by 79% and for Greater Manchester as a whole there was an increase of 121% since 1991.

Line/Corridor	1991	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Ashton	407	762	931	871	930	1046	1061	1230	1273	1268	1261	1244	1237
Index	100	187	229	214	229	257	261	302	313	312	310	306	304
Marple/Glossop	2111	2033	2173	2280	2026	1793	2038	2270	2400	2335	2539	2518	2426
Index	100	96	103	108	96	85	97	108	114	111	120	119	115
Greater Manchester	9808	9877	11177	11171	11290	10222	11454	12399	13286	13422	14400	14635	14173
Index	100	101	114	114	115	104	117	126	135	137	147	149	145

Line/Corridor	1991	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Ashton	159	196	361	362	312	363	506	548	557	582	624	639	657
Index	100	123	227	228	196	228	318	345	350	366	392	402	413
Marple/Glossop	817	827	819	937	981	850	1009	994	1090	1107	1449	1336	1463
Index	100	101	100	115	120	104	124	122	133	135	177	164	179
Greater Manchester	4536	4911	5826	5779	6392	5599	7095	6959	7558	8631	9243	9650	10043
Index	100	108	128	127	141	123	156	153	167	190	204	213	221

**Notes:**

Figures for 1991 are based on full counts at every station in each corridor. Ashton figures for 1999 and 2001-09 and Marple/Glossop figures for 1999, 2002, 2005 and 2008 are also based on counts at every station. All other figures are estimates based on all available counts each year.

**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 numbers of passengers boarding and alighting trains inbound and outbound from Manchester in the most recent year when data has been collected at all stations in Tameside.

Station	Year of Count	AM Peak 07:30-09:30					Off-Peak 09:30-13:30				
		Inbound		Outbound		AM Peak Total	Inbound		Outbound		Off-peak Total
		B	A	B	A		B	A	B	A	
Ashton	2009	205	35	16	53	309	221	47	31	161	460
Broadbottom	2008	114	5	14	1	134	87	12	12	13	124
Fairfield	2008	8	0	0	1	9	8	0	0	3	11
Flowery Field	2009	119	30	10	30	189	60	9	9	23	101
Godley	2008	54	15	5	9	83	23	12	8	8	51
Guide Bridge	2009	160	55	14	23	252	95	20	16	38	169
Hattersley	2008	25	3	4	2	34	29	10	9	6	54
Hyde Central	2008	42	5	3	7	57	24	7	4	8	43
Hyde North	2008	31	3	2	4	40	10	1	0	1	12
Mossley	2009	149	3	4	2	158	123	1	9	20	153
Newton	2008	132	34	6	11	183	72	18	14	19	123
Stalybridge	2009	691	78	107	17	893	221	45	51	55	372

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

3.3 Tables 9 and 10 show passengers boarding and alighting Manchester bound trains in Tameside 1991 and 1998-2009 in the morning peak (07:30-09:30) and off-peak (09:30-13:30) respectively. All current rail stations in Tameside are shown together with passenger details where available.

Table 9 Numbers of Passengers Boarding and Alighting Manchester Bound Trains in Tameside District 1991 & 1998-2009 AM Peak (07:30-09:30)														
Station		1991	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Ashton	B	72	135*	132	178	223	181	210	19	257	241	221	291	205
	A	-	-	14	21	7	15	19	23	27	21	32	21	35
Broadbottom	B	93	-	102	-	-	84	-	-	132	-	-	114	-
	A	-	-	0	-	-	4	-	-	2	-	-	5	-
Fairfield	B	13	-	5	-	-	1	-	-	8	-	-	8	-
	A	-	-	3	-	-	1	-	-	3	-	-	0	-
Flowery Field	B	88	-	94	-	115	82	88	88	91	110	112	110	119
	A	-	-	24	-	54	39	32	39	28	28	19	25	30
Godley	B	27	-	54	-	-	41	-	-	52	-	-	54	-
	A	-	-	9	-	-	9	-	-	8	-	-	15	-
Guide Bridge	B	113	52	58	57	56	64	61	75	107	102	146	143	160
	A	-	53	46	44	29	52	34	32	62	59	53	60	55
Hattersley	B	49	26	28	26	-	13	-	-	39	-	-	25	-
	A	-	4	13	7	-	4	-	-	6	-	-	3	-
Hyde Central	B	41	-	32	-	-	18	-	-	34	-	-	42	-
	A	-	-	3	-	-	4	-	-	3	-	-	5	-
Hyde North	B	15	-	21	-	-	15	-	-	31	-	-	31	-
	A	-	-	2	-	-	0	-	-	3	-	-	3	-
Mossley	B	66	132	183	144	183	202	188	214	185	230	220	218	149
	A	-	0	1	0	1	1	8	2	2	3	2	1	3
Newton	B	79	-	83	-	-	89	-	-	119	-	-	132	-
	A	-	-	16	-	-	22	-	-	33	-	-	34	-
Stalybridge	B	437	405	462	405	393	503	496	602	670	607	643	529	691
	A	-	16	13	30	25	28	19	18	43	49	49	43	78

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

- = No information

\* = Estimate

1999 Ashton surveys actually conducted April 2000

<b>Table 10 Numbers of Passengers Boarding and Alighting Manchester Bound Trains in Tameside District 1991 &amp; 1998-2009 Off-Peak (09:30-13:30)</b>														
<b>Station</b>		<b>1991</b>	<b>1998</b>	<b>1999</b>	<b>2000</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>
Ashton	B	48	59*	119	130	78	111	206	162	185	162	193	266	221
	A	-	-	30	-	27	31	51	36	25	32	54	35	47
Broadbottom	B	41	-	59	-	-	25	-	-	55	-	-	87	-
	A	-	-	11	-	-	8	-	-	5	-	-	12	-
Fairfield	B	1	-	0	-	-	0	-	-	2	-	-	8	-
	A	-	-	0	-	-	1	-	-	1	-	-	0	-
Flowery Field	B	33	-	47	-	57	52	45	47	59	39	59	62	60
	A	-	-	2	-	7	10	4	10	3	5	1	3	9
Godley	B	6	-	10	-	-	14	-	-	20	-	-	23	-
	A	-	-	4	-	-	3	-	-	7	-	-	12	-
Guide Bridge	B	35	33	26	32	40	27	48	37	38	38	83	81	95
	A	-	13	18	13	16	12	19	16	22	33	18	24	20
Hattersley	B	28	16	24	11	-	16	-	-	20	-	-	29	-
	A	-	2	2	6	-	1	-	-	4	-	-	10	-
Hyde Central	B	11	-	12	-	-	12	-	-	9	-	-	24	-
	A	-	-	4	-	-	5	-	-	0	-	-	7	-
Hyde North	B	0	-	2	-	-	3	-	-	2	-	-	10	-
	A	-	-	0	-	-	0	-	-	0	-	-	1	-
Mossley	B	16	48	81	81	59	57	79	67	78	89	95	94	123
	A	-	5	2	1	1	2	8	2	2	4	2	4	1
Newton	B	28	-	34	-	-	24	-	-	50	-	-	72	-
	A	-	-	23	-	-	22	-	-	20	-	-	18	-
Stalybridge	B	85	65	133	153	137	133	180	254	230	249	253	174	221
	A	-	27	20	33	35	4	21	28	34	46	62	48	45

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

- = No information

\* = Estimate

1999 Ashton surveys actually conducted April 2000

#### **4. KEY CENTRE MONITORING**

- 4.1 Traffic and rail counts were conducted on a cordon around Ashton in 1997. Since then, Ashton has been surveyed on a three yearly cycle (1998, 2001, 2004 and 2007) 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 2001. From 2008, all these surveys have been conducted annually.
- 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 Ashton 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 September 2009.
- 4.4 Tables 11, 13 and 15 show manual traffic counts at each individual cordon site in September 2009 by time period. Figure 2 shows the location of inbound sites and the Key Centre boundary.
- 4.5 Surveys were also undertaken at the new developments in Ashton (IKEA and Sainsbury's). Tables 12, 14 and 16 show manual traffic counts at each individual new development site in September 2009 by time period.



Table 11 Road Traffic Entering Ashton Key Centre in September 2009 07:30-09:30								
Site	Site No	Car	LGV	OGV	Bus	Motor Cycle	Pedal Cycle	All Vehicles
U Turner Ln	85801	492	37	7	2	5	2	545
U Union Street Car Park	85802	161	0	0	0	0	0	161
C Henrietta St	85803	570	60	16	12	2	7	667
U Cowhill Ln	85804	84	13	0	0	0	2	99
U Romney St	85805	85	6	0	0	1	1	93
A670 Penny Meadow	85806	1529	178	49	82	4	6	1848
U Stamford St Central	85807	959	130	17	5	6	2	1119
U Old St	85810	248	51	14	2	1	7	323
U Cotton St E	85811	31	0	0	0	0	1	32
C Katherine St	85812	57	15	11	89	1	1	174
U Water St	85813	31	3	1	13	0	1	49
A6043 Wellington Road	85814	1044	126	43	23	5	5	1246
U Mill Lane	85825	73	10	1	0	0	5	89
U Wellington St	85826	15	2	0	0	0	2	19
Pavement Cyclists							18	18
<b>Sub-Total</b>		<b>5379</b>	<b>631</b>	<b>159</b>	<b>228</b>	<b>25</b>	<b>60</b>	<b>6482</b>
<b>% Composition</b>		<b>83.0%</b>	<b>9.7%</b>	<b>2.5%</b>	<b>3.5%</b>	<b>0.4%</b>	<b>0.9%</b>	<b>100.0%</b>

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

Table 12 Road Traffic Entering Ashton New Developments in 2009 07:30-09:30								
Site	Site No	Car	LGV	OGV	Bus	Motor Cycle	Pedal Cycle	All Vehicles
U Ikea Store	85830	46	4	1	0	0	0	51
U Sainsburys Store	85832	409	49	3	0	4	1	466
Pavement Cyclists							0	0
<b>Sub-Total</b>		<b>455</b>	<b>53</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>517</b>
<b>% Composition</b>		<b>88.0%</b>	<b>10.3%</b>	<b>0.8%</b>	<b>0.0%</b>	<b>0.8%</b>	<b>0.2%</b>	<b>100.0%</b>

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

Table 13 Road Traffic Entering the Ashton Key Centre in 2009 10:00-12:00								
Site	Site No	Car	LGV	OGV	Bus	Motor Cycle	Pedal Cycle	All Vehicles
U Turner Ln	85801	209	27	3	2	3	4	248
U Union Street Car Park	85802	19	1	0	0	0	0	20
C Henrietta St	85803	448	54	15	14	0	1	532
U Cowhill Ln	85804	63	16	2	0	0	3	84
U Romney St	85805	81	6	0	1	0	1	89
A670 Penny Meadow	85806	1237	149	46	71	12	4	1519
U Stamford St Central	85807	768	146	10	1	6	7	938
U Old St	85810	323	58	7	3	4	11	406
U Cotton St E	85811	49	3	0	0	0	3	55
C Katherine St	85812	68	14	5	73	2	4	166
U Water St	85813	33	9	1	18	0	0	61
A6043 Wellington Road	85814	988	144	47	19	1	3	1202
U Mill Lane	85825	82	27	0	0	2	0	111
U Wellington St	85826	13	6	1	0	0	0	20
Pavement Cyclists							19	19
<b>Sub-Total</b>		<b>4381</b>	<b>660</b>	<b>137</b>	<b>202</b>	<b>30</b>	<b>60</b>	<b>5470</b>
<b>% Composition</b>		<b>80.1%</b>	<b>12.1%</b>	<b>2.5%</b>	<b>3.7%</b>	<b>0.5%</b>	<b>1.1%</b>	<b>100.0%</b>

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

Table 14 Road Traffic Entering Ashton New Developments in 2009 10:00-12:00								
Site	Site No	Car	LGV	OGV	Bus	Motor Cycle	Pedal Cycle	All Vehicles
U Ikea Store	85830	437	18	1	0	1	0	457
U Sainsburys Store	85832	597	51	3	2	2	1	656
Pavement Cyclists							0	0
<b>Sub-Total</b>		<b>1034</b>	<b>69</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>1113</b>
<b>% Composition</b>		<b>92.9%</b>	<b>6.2%</b>	<b>0.4%</b>	<b>0.2%</b>	<b>0.3%</b>	<b>0.1%</b>	<b>100.0%</b>

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

Table 15 Road Traffic Entering the Ashton Key Centre in 2009 16:00-18:00								
Site	Site No	Car	LGV	OGV	Bus	Motor Cycle	Pedal Cycle	All Vehicles
U Turner Ln	85801	403	31	3	1	3	2	443
U Union Street Car Park	85802	3	0	0	0	0	0	3
C Henrietta St	85803	552	53	7	12	1	2	627
U Cowhill Ln	85804	105	7	0	0	0	4	116
U Romney St	85805	145	8	0	0	0	6	159
A670 Penny Meadow	85806	1279	133	28	80	6	7	1533
U Stamford St Central	85807	438	78	2	4	5	7	534
U Old St	85810	300	45	2	0	1	29	377
U Cotton St E	85811	29	1	0	0	0	2	32
C Katherine St	85812	66	5	1	100	0	4	176
U Water St	85813	46	3	0	17	0	0	66
A6043 Wellington Rd	85814	1477	138	11	21	8	8	1663
U Mill Lane	85825	195	9	0	0	2	6	212
U Wellington St	85826	9	0	0	0	0	1	10
Pavement cyclists							36	36
<b>Sub-Total</b>		<b>5047</b>	<b>511</b>	<b>54</b>	<b>235</b>	<b>26</b>	<b>114</b>	<b>5987</b>
<b>% Composition</b>		<b>84.3%</b>	<b>8.5%</b>	<b>0.9%</b>	<b>3.9%</b>	<b>0.4%</b>	<b>1.9%</b>	<b>100.0%</b>

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

Table 16 Road Traffic Entering Ashton New Developments in 2009 16:00-18:00								
Site	Site No	Car	LGV	OGV	Bus	Motor Cycle	Pedal Cycle	All Vehicles
U Ikea Store	85830	312	17	0	0	0	0	329
U Sainsburys Store	85832	694	44	1	1	5	1	746
Pavement Cyclists							0	0
<b>Sub-Total</b>		<b>1006</b>	<b>61</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>1075</b>
<b>% Composition</b>		<b>93.6%</b>	<b>5.7%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.5%</b>	<b>0.1%</b>	<b>100.0%</b>

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



4.6 Table 17 shows traffic crossing the cordon into Ashton town centre in 1997, 1998, 2001, 2004, 2007, 2008 and 2009 together with indices of change between 1997 and 2009.

4.7 Historic bus passenger data have been adjusted to be consistent with the new survey methodology but it should be noted that the trends are still based on CPS data.

- The number of vehicles crossing the cordon into Ashton key centre in 2009 was around 6500 in the morning peak, 5500 in the off-peak and 6000 in the evening peak. These figures exclude the traffic entering Sainsburys and IKEA.
- This represents a decrease of 10% in the morning peak, no change in the off-peak and an increase of 11% during the evening peak periods relative to 1997 levels.

	Year	Car	LGV	OGV	Bus	Motor Cycle	Pedal Cycle	All Vehicles
<b>07.30-09.30</b>	1997	5952	622	263	321	29	45	7232
	1998	5417	637	265	337	15	46	6717
	2001	5796	660	126	268	44	36	6930
	2004	6336	669	135	256	30	35	7461
	2007	5900	677	104	246	18	42	6987
	2008	5282	726	181	244	31	77	6541
	2009	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>	1997	4323	553	221	338	21	29	5485
	1998	4256	484	270	340	22	38	5410
	2001	4221	532	137	285	35	19	5229
	2004	4865	646	154	272	32	22	5991
	2007	4778	703	123	231	12	10	5857
	2008	4461	627	183	250	23	30	5574
	2009	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>	1997	4411	459	101	309	33	59	5372
	1998	4613	499	120	352	28	58	5670
	2001	4386	486	68	289	44	56	5329
	2004	5257	559	52	257	29	48	6202
	2007	4818	677	43	230	25	54	5847
	2008	5090	569	76	246	50	89	6120
	2009	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>

#### **Car Occupancy - Inbound**

4.8 Car occupancy surveys were conducted at three sites on the Ashton key centre cordon in September 2009. Table 18 shows the observed occupancy rates by period and site. Table 19 compares these with car occupancy surveys conducted in 2001, 2004, 2007 and 2008.

- The average occupancy rates in 2009 were 1.32 in the morning peak, 1.49 in the off-peak and 1.48 in the evening peak periods.
- Car occupancy rates were the same as in 2001 during the morning peak

and lower than in 2001 during the off-peak and evening peak periods.

<b>Table 18 Ashton Key Centre Car Occupancy Rates 2009</b>				
<b>Site</b>	<b>07:30-09:30</b>			
	<b>% Driver Only</b>	<b>Average Occupancy</b>	<b>No of Occupants</b>	<b>No of Vehicles</b>
<b>Penny Meadow</b>	78	1.26	1982	1569
<b>Stamford St Central</b>	77	1.27	1221	959
<b>Wellington Rd</b>	71	1.36	1428	1051
<b>All Sites</b>	74	1.32	5578	4241
<b>Site</b>	<b>10:00-12:00</b>			
	<b>% Driver Only</b>	<b>Average Occupancy</b>	<b>No of Occupants</b>	<b>No of Vehicles</b>
<b>Penny Meadow</b>	62	1.46	1869	1278
<b>Stamford St Central</b>	61	1.47	1130	769
<b>Wellington Rd</b>	55	1.55	1543	995
<b>All Sites</b>	59	1.49	5421	3635
<b>Site</b>	<b>16:00-18:00</b>			
	<b>% Driver Only</b>	<b>Average Occupancy</b>	<b>No of Occupants</b>	<b>No of Vehicles</b>
<b>Penny Meadow</b>	61	1.53	2028	1322
<b>Stamford St Central</b>	61	1.57	687	438
<b>Wellington Rd</b>	67	1.44	2136	1483
<b>All Sites</b>	65	1.48	5773	3890

<b>Table 19 Comparison of Ashton Key Centre Car Occupancy Rates 2001/2009</b>				
<b>Year</b>	<b>07:30-09:30</b>			
	<b>% Driver Only</b>	<b>Average Occupancy</b>	<b>No of Occupants</b>	<b>No of Vehicles</b>
<b>2001</b>	71	1.32	4808	3636
<b>2004</b>	77	1.27	4719	3716
<b>2007</b>	76	1.29	4605	3569
<b>2008</b>	74	1.30	5447	4194
<b>2009</b>	74	1.32	5578	4241
<b>Year</b>	<b>10:00-12:00</b>			
	<b>% Driver Only</b>	<b>Average Occupancy</b>	<b>No of Occupants</b>	<b>No of Vehicles</b>
<b>2001</b>	57	1.53	4460	2912
<b>2004</b>	63	1.42	4125	2907
<b>2007</b>	71	1.34	5181	3868
<b>2008</b>	65	1.39	4838	3486
<b>2009</b>	59	1.49	5421	3635
<b>Year</b>	<b>16:00-18:00</b>			
	<b>% Driver Only</b>	<b>Average Occupancy</b>	<b>No of Occupants</b>	<b>No of Vehicles</b>
<b>2001</b>	59	1.56	3852	2462
<b>2004</b>	65	1.44	4103	2856
<b>2007</b>	68	1.41	4278	3025
<b>2008</b>	70	1.35	5314	3922
<b>2009</b>	65	1.48	5773	3890

### Rail Patronage - Inbound

4.9 The number of people entering Ashton key centre by rail was surveyed in September 2009. Table 20 presents these results along with previous surveys in 1997, 1998, 2001, 2004, 2007 and 2008.

- The number of people entering Ashton key centre by rail has more than doubled in both the morning and off-peak periods since 1997.

<b>Year</b>	<b>07:30-09:30</b>	<b>10:00-12:00</b>	<b>16:00-18:00</b>
<b>1997</b>	40	48	126
<b>1998</b>	57	31	137
<b>2001</b>	49	35	161
<b>2004</b>	61	44	237
<b>2007</b>	63	33	271
<b>2008</b>	86	78	273
<b>2009</b>	94	102	228
<b>2008/1997</b>	<b>2.35</b>	<b>2.13</b>	<b>1.81</b>

### Walk Trips - Inbound

4.10 The number of pedestrians entering Ashton key centre was counted at 19 locations in September 2009 (see Figure 2). Table 21 presents the number of pedestrians by time period and site. Table 22 presents the changes in the number of pedestrians crossing the cordon in 2001, 2004, 2007, 2008 and 2009. Only a sample of sites covering approximately 70% of pedestrians were surveyed in 2001 so these figures have been factored to represent a full cordon count.

- The number of pedestrians entering Ashton key centre has increased in all time periods between 2001 and 2009.

<b>Table 21 People Entering Ashton Key Centre on Foot in 2009</b>				
<b>Site No</b>	<b>Location</b>	<b>07:30-09:30</b>	<b>10:00-12:00</b>	<b>16:00-18:00</b>
85801	Turner Lane	295	117	63
85803	Henrietta St	409	209	98
85804	Cowhill Lane	225	167	79
85805	Romney St	106	78	67
85806	A670 Penny Meadow	224	399	599
85807	Stamford St	39	44	40
85810	Old St	183	490	197
85811	Cotton St East	50	69	47
85812	Katherine St	129	127	99
85813	Water St	232	290	352
85814	A627 Wellington Rd	345	235	260
85820	Pedestrian subway	114	77	65
85822	Old St	241	351	273
85823	Pedestrian subway	27	30	67
85824	Stamford St Central	164	339	193
85825	Mill Lane	42	87	61
85826	Wellington St	16	25	17
85827	Williamson St	3	2	2
85828	Pedestrian subway	129	127	99
	<b>Sub Total</b>	<b>2973</b>	<b>3263</b>	<b>2678</b>
85829	South Entrance to IKEA	12	62	53
85830	West Entrance to IKEA	0	12	5
85831	South Entrance to Sainsburys	28	41	66
85832	East Entrance to Sainsburys	5	21	12
	<b>Sub Total</b>	<b>45</b>	<b>136</b>	<b>136</b>
	<b>Total</b>	<b>3018</b>	<b>3399</b>	<b>2814</b>

<b>Table 22 Pedestrians Entering Ashton Key Centre 2001, 2004, 2007, 2008 and 2009</b>			
<b>Year</b>	<b>07:30-09:30</b>	<b>10:00-12:00</b>	<b>16:00-18:00</b>
<b>2001</b>	2379	2735	1784
<b>2004</b>	2550	2919	2261
<b>2007</b>	2802	2941	2085
<b>2008</b>	3027	2901	2412
<b>2009</b>	2973	3263	2678
<b>2009/2001</b>	1.25	1.19	1.50

### Summary of Trends in Modal Share - Inbound

4.11 Table 23 gives the modal split of car and public transport trips crossing the cordon into Ashton key centre in 1997, 1998, 2001, 2004, 2007, 2008 and 2009, together with indices of change.

- The combined number of car and public transport trips entering Ashton key centre has fallen in the morning peak and off-peak and risen in the evening peak between 1997 and 2009.
- The modal share of public transport has decreased in all time periods compared to 1997.

Time Period	Year	Car Trips		Bus Trips		Rail Trips		Car & PT Trips		% Car	% PT
		Number	Index	Number	Index	Number	Index	Number	Index		
07:30-09:30	1997	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



4.12 Table 24 gives the modal split of car and non-car trips crossing the cordon into Ashton key centre in 2001, 2004, 2007, 2008 and 2009, along with a ratio of change between 2001 and 2009.

- The proportion of car trips to non-car trips has fallen in the morning and evening peaks since 2001.
- The proportion of car trips to non-car trips has remained largely stable in the off-peak over the same period.
- The mode share of non-car has increased in all time periods between 2008 and 2009.

<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>2001</b>	7651	2403	49	36	2379	12518	61	39
	<b>2004</b>	8046	2807	61	35	2550	13499	60	40
	<b>2007</b>	7611	2024	63	42	2802	12542	61	39
	<b>2008</b>	6867	3394	86	77	3027	13451	51	49
	<b>2009</b>	7100	2428	94	60	2973	12655	56	44
	<b>2009/2001</b>	<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>10:00-12:00</b>	<b>2001</b>	6458	3184	35	19	2735	12431	52	48
	<b>2004</b>	6908	3647	44	22	2919	13540	51	49
	<b>2007</b>	6403	2580	33	10	2941	11967	54	46
	<b>2008</b>	6201	3172	78	30	2901	12382	50	50
	<b>2009</b>	6528	2490	102	60	3263	12443	52	48
	<b>2009/2001</b>	<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>16:00-18:00</b>	<b>2001</b>	6842	1749	161	56	1784	10592	65	35
	<b>2004</b>	7570	1884	237	48	2261	12000	63	37
	<b>2007</b>	6793	1527	271	54	2085	10730	63	37
	<b>2008</b>	6872	1867	273	89	2412	11513	60	40
	<b>2009</b>	7470	1604	228	114	2678	12094	62	38
	<b>2009/2001</b>	<b>1.09</b>	<b>0.92</b>	<b>1.42</b>	<b>2.04</b>	<b>1.50</b>	<b>1.14</b>		

### 24-Hour Traffic Profiles into Ashton Key Centre

- 4.13 For GMLTP2, the DfT requires automatic traffic counts on busy roads (more than 2,000 vehicles per day) approaching key centres in Greater Manchester. Ideally the counts should be just outside the areas where key centre parking occurs. However, it was agreed with the DfT, that in Greater Manchester, these counts could be undertaken on the existing key centre cordons for consistency with, and to complement and add value to the other key centre monitoring. The counts are continuous over a two-week period annually. The indicator for the DfT (LTP6) covers the morning peak period (07:00-10:00). Table 25 provides a comparison of the results of the surveys conducted in 2007, 2008, 2009 and 2010 for this time period and for a 24-hour average weekday. A list of the sites that meet the DfT counting requirement, a summary of all sites and individual profiles for each site are provided in Appendix 3 of this report.

Site	0700-1000 Ave Weekday					24-Hour Ave Weekday				
	Base 2006/07	2007/ 2008	2008/ 2009	2009/ 2010	% Diff 09-10/ Base	Base 2006/07	2007/ 2008	2008/ 2009	2009/ 2010	% Diff 09-10/ Base
A6043 Wellington Rd	1817	1815	1817	1752	-4	10772	10496	10389	10608	-2
Henrietta Street	910	971	900	872	-4	4158	4520	4018	3909	-6
Turner Lane	898	closed	565	764	-15	3080	closed	1828	2475	-20
Old Street	398	445	445	464	17	1722	2268	2190	2284	33
Stamford St Central	1341	1243	1255	1300	-3	4375	4080	4012	3979	-9
Katherine Street	1021	964	978	1038	2	4604	4358	4433	4780	4
A670 Penny Meadow	2653	2669	2685	2614	-1	11948	12002	11937	11762	-2
<b>TOTAL</b>	<b>9039</b>	<b>8107</b>	<b>8645</b>	<b>8804</b>	<b>-3</b>	<b>40659</b>	<b>37725</b>	<b>38807</b>	<b>39797</b>	<b>-2</b>

- Morning weekday peak flows and 24-hour average weekday flows decreased by 3% and 2% respectively between 2006-07 and 2009-10.

**5. ROAD CASUALTIES AND ACCIDENTS**

- 5.1 There were 454 accidents in Tameside during 2009 resulting in 663 casualties. This compares with an average of 1181 casualties in the base years (the average annual casualties in the years 1994 to 1998). There were 49 killed or seriously injured (KSI) casualties in 2009 compared with an average of 106 KSI in the base years.
- 5.2 Local targets for 2010 have been set as part of the second Local Transport Plan (GMLTP2). These are a 50% reduction for KSI casualties, a 55% reduction for child KSI accidents and a 30% reduction in slight casualties relative to base years average. Unlike the first Local Transport Plan (GMLTP), the annual figures for the KSI and Child KSI are represented by a three-year average. Thus the average of 2006, 2007 and 2008 represents 2007. This has been done to reduce the variability due to the statistically small number of casualties in these groups. The targets are all more rigorous than the national targets which are for a 40% reduction in KSI casualties, a 50% reduction in child KSI casualties and a 10% reduction in slight casualties per vehicle kilometre.
- 5.3 Table 26 shows the base, the annual average trend and GMLTP2 targets for KSI and child KSI casualty groups. Table 27 shows the base, the annual trend and target for slight casualties.
- The three-year average number of KSI casualties from 2007-2009 was 43% below the average in the base years
  - The three-year average for child KSI casualties was 61% below the baseline average.
  - Slight casualties in 2008 were 43% below the baseline average and 18% below the 2010 GMLTP2 target.

<b>Table 26 Base, Yearly Trend and Target for KSI and Child KSI GMLTP2 Casualty Target Groups</b>											
	<u>Base</u> ave 1994 to 1998	<u>2000</u> ave 1999 to 2001	<u>2001</u> ave 2000 to 2002	<u>2002</u> ave 2001 to 2003	<u>2003</u> ave 2002 to 2004	<u>2004</u> ave 2003 to 2005	<u>2005</u> ave 2004 to 2006	<u>2006</u> ave 2005 to 2007	<u>2007</u> ave 2006 to 2008	<u>2008</u> ave 2007 to 2009	<u>Target</u> ave 2009 to 2011
<b>KSI</b>	106	89	87	91	87	80	71	72	66	60	53
<b>Child KSI</b>	31	24	23	26	25	23	21	16	15	12	14

<b>Table 27 Base, Yearly Trend and Target for Slight GMLTP2 Casualty Target Groups</b>											
	<u>Base</u> ave 1994 to 1998	2001	2002	2003	2004	2005	2006	2007	2008	2009	<u>Target</u> 2010
<b>Slight</b>	1076	940	864	772	845	735	689	667	605	614	753

- 5.4 Tables 28 to 30 show the breakdown of casualties by type and age. Tables 31 and 32 show how accidents vary by day of week and month and by driving conditions.
- 5.5 Figures 3 to 5 show graphically the number of casualties in each of these three target groups from 1985 onwards. Figure 6 shows how the trend in all casualties in Tameside compares to the Greater Manchester average.
- 5.6 Finally, Figures 7 and 8 show the trends over the last five years by casualty type for all casualties and child casualties respectively.
- 5.7 Computer plots of accident locations in Tameside are given in Appendix 4 for the following categories of accident:
- all by severity
  - KSI casualties sub-divided into child and adult
  - pedestrian sub-divided into child and adult
  - pedal cycle sub-divided into child and adult

<b>Table 28 Tameside Casualty Data 1994-2000</b>												
<b>All Casualties</b>	<b>Ave 94-98</b>	<b>1999</b>	<b>2000</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>
Fatal	6	6	5	5	4	11	2	6	4	11	2	4
Serious	100	88	76	86	85	83	75	64	63	67	52	45
Slight	1076	968	1089	940	864	772	845	735	689	667	605	614
All	1181	1062	1170	1031	953	866	922	805	756	745	659	663
KSI	106	94	81	91	89	94	77	70	67	78	54	49
Population 000's	221.1	219.4	219.3	213.1	212.8	213.4	213.4	213.7	214.1	214.4	214.4	214.4
KSI Rate per 100000 Pop'n	48	43	37	43	42	44	36	33	31	36	25	23
<b>Child Casualties</b>												
Child KSI	31	25	18	30	22	25	27	17	20	10	16	11
Child (All)	220	182	217	175	181	163	157	135	124	95	94	99
Child Pop'n 000's	47.5	46.6	46.1	45.2	44.8	44.2	44.2	43.7	43.1	42.5	42.0	41.9
KSI Rate per 100000 Pop'n	65	54	39	66	49	57	61	39	46	24	38	26
<b>Casualty Type</b>												
TWPV	53	50	74	54	67	53	70	44	45	58	60	36
Car Occupant	752	670	744	650	551	513	590	492	496	472	396	446
Pedestrian	221	194	194	196	208	173	165	151	128	122	132	103
Pedal Cycle	78	77	75	53	63	65	44	51	38	44	37	39
Other	77	71	83	78	64	62	53	67	49	49	34	39
All	1181	1062	1170	1031	953	866	922	805	756	745	659	663

**Note:** The table uses figures provided by the Office for National Statistics for mid-year estimates of populations.

	<b>Average 1989-93</b>	<b>Average 1994-98</b>	<b>Average 1999-2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>
<b>All Casualties</b>									
Tameside Casualties	1189	1181	1016	922	805	756	745	659	663
Tameside KSI Casualties	162	106	90	77	70	67	78	54	49
Greater Manchester Casualties	16479	16708	15671	1354 3	1280 5	1179 5	1070 2	9881	9303
<b>Casualty Type</b>									
TWPV Rider	80	49	57	67	43	43	56	57	33
TWPV Pillion	7	4	3	3	1	2	2	3	3
Car Driver	379	470	394	364	303	308	284	250	279
Car Passenger	260	282	232	226	189	188	188	146	167
Pedestrian	294	221	193	165	151	128	122	132	103
Cyclist (Rider Only)	85	76	65	44	50	38	44	37	37
PCV Passenger	24	36	36	19	27	21	14	19	21
Total Other Driver	39	31	27	28	27	20	25	13	12
Total Other Passenger	22	12	10	6	14	8	10	2	8
<b>Child Casualties by Type</b>									
Driver/Rider	39	38	28	23	23	19	14	12	12
Passenger	66	66	58	46	47	43	37	24	39
Pedestrian	138	116	98	88	65	62	44	58	48
All Classes	244	220	184	157	135	124	95	94	99
<b>Child Casualties by Age</b>									
0 – 4	35	34	19	19	19	13	15	13	17
5 – 9 - pupil to/from school	8	9	7	8	5	2	3	1	0
- pupil not to/from school	80	67	51	33	33	33	20	27	22
10 – 15 - pupil to/from school	29	26	27	21	15	9	6	0	4
- pupil not to/from school	91	84	80	76	63	67	51	53	56
<b>Drink Drive Casualties by Severity</b>									
Fatal	0	0	1	0	0	0	1	0	0
Serious	5	6	6	6	4	3	6	6	1
Slight	37	33	39	28	32	20	22	26	13
Total	42	39	46	34	36	23	29	32	14

	<b>Average 1989-93</b>	<b>Average 1994-98</b>	<b>Average 1999-2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>
<b>Pedestrian Casualties</b>									
Under 16 years									
Male	86	69	59	50	47	31	27	29	30
Female	53	47	40	38	18	31	17	29	18
16 – 59									
Male	63	48	44	31	44	34	38	35	21
Female	43	27	26	30	29	19	21	27	22
Over 59 years									
Male	17	12	11	8	6	3	9	6	6
Female	33	18	14	8	7	10	10	6	6
Total	294	221	193	165	151	128	122	132	103
<b>Cyclists (Rider Only)</b>									
Under 16 years									
Male	34	33	22	19	17	14	12	10	10
Female	4	3	4	1	3	2	1	1	2
16 – 59									
Male	41	35	33	21	24	20	27	21	21
Female	4	3	3	1	3	1	3	2	4
Over 59 years									
Male	2	2	2	2	2	1	1	3	0
Female	0	0	0	0	1	0	0	0	0
Total	85	76	65	44	50	38	44	37	37
<b>TWPV Riders</b>									
Under 20 years									
Male	18	7	15	21	13	10	13	14	6
Female	2	0	1	2	1	2	3	3	0
20 – 29									
Male	30	18	13	19	9	9	11	13	10
Female	3	1	1	2	0	0	3	0	0
Over 29 years									
Male	23	20	25	23	20	21	25	26	16
Female	3	3	2	0	0	1	1	1	1
Total	80	49	57	67	43	43	56	57	33
<b>Car Drivers</b>									
Under 20 years									
Male	34	31	20	27	17	21	14	15	13
Female	12	14	8	7	11	11	9	6	10
20 – 29									
Male	69	79	60	64	40	44	47	42	49
Female	67	81	48	45	39	42	40	40	37
Over 29 years									
Male	111	137	143	133	109	98	101	89	92
Female	87	129	114	88	87	92	73	58	78
Total	379	470	394	364	303	308	284	250	279

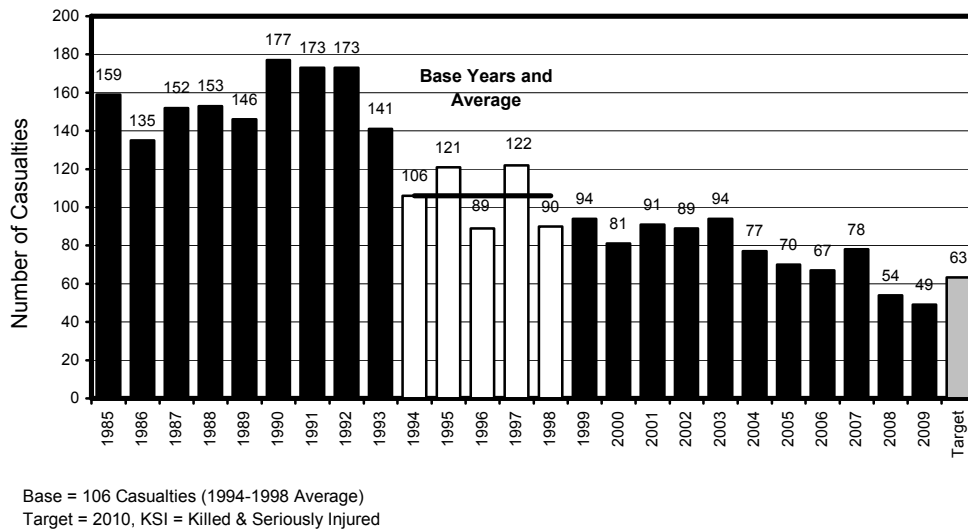
**Notes:** Average 1989-93, average 1994-98 and average 1999-2003 totals may not sum due to rounding.  
Car – From 1/4/99 this definition was revised to exclude invalid tricycles and motor caravans.

	<b>Average 1989-93</b>	<b>Average 1994-98</b>	<b>Average 1999-2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>
Total Accidents	914	866	748	691	587	546	542	490	454
Total KSI Accidents	145	93	81	75	69	63	75	51	46
<b>Accidents by Month</b>									
January	76	58	65	63	50	40	49	44	35
February	66	55	63	47	46	44	41	27	26
March	74	50	54	61	38	49	40	39	34
April	78	55	62	61	56	46	41	35	33
May	78	62	64	73	60	56	48	53	54
June	76	66	64	60	52	43	48	51	33
July	72	54	59	57	44	49	39	30	52
August	73	53	62	47	43	41	51	35	34
September	73	62	62	54	38	51	34	46	41
October	83	60	63	53	54	52	53	46	27
November	84	59	68	55	54	33	41	43	48
December	81	59	63	60	52	42	57	41	37
<b>Accidents by Day of Week</b>									
Sunday	102	94	85	68	80	59	72	33	53
Monday	130	134	106	103	99	64	74	73	59
Tuesday	123	117	105	104	97	75	80	84	67
Wednesday	127	133	104	96	83	94	86	71	67
Thursday	131	130	115	105	72	76	89	68	71
Friday	159	141	119	124	83	95	85	85	78
Saturday	140	117	114	91	73	83	56	76	59

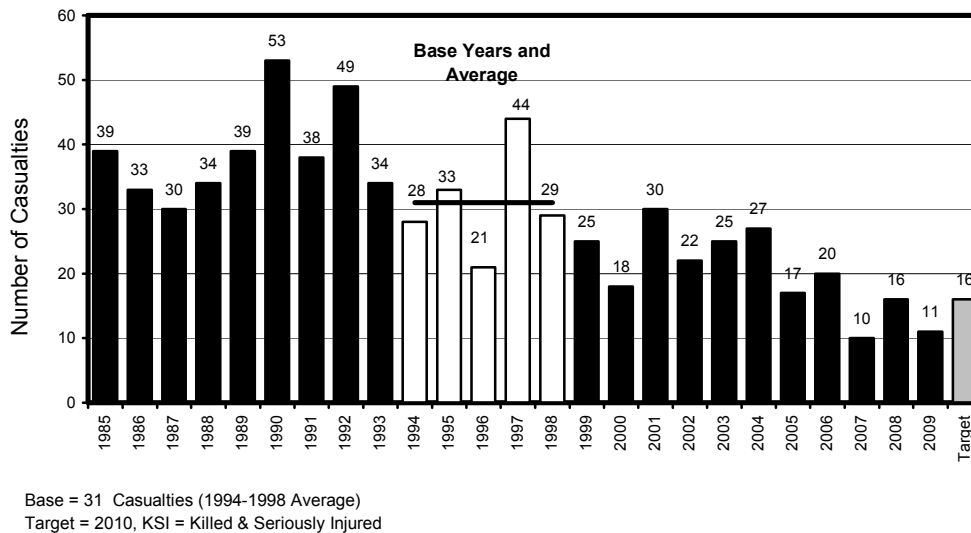
	<b>Average 1989-93</b>	<b>Average 1994-98</b>	<b>Average 1999-2003</b>	<b>2004</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>
<b>Accidents by Road Surface</b>									
Dry	555	535	450	412	395	376	340	302	315
Wet/Damp	340	315	282	258	173	165	189	175	127
Snow	3	4	2	4	5	1	1	1	4
Frost/Ice	15	11	9	12	14	3	10	11	7
Flood	0	1	0	0	0	1	2	1	1
Oil or Diesel	0	0	4	5	0	0	0	0	0
Mud	0	0	0	0	0	0	0	0	0
<b>Wet/Damp Accidents by Road Class</b>									
Motorway	8	12	13	10	16	17	20	21	13
A (M)	0	0	0	0	0	0	0	0	0
A	155	140	124	133	85	67	88	80	50
B	55	51	42	33	13	19	33	24	23
C	41	34	45	40	27	31	27	32	21
U	83	79	58	42	32	31	21	18	20
Total	340	315	282	258	173	165	189	175	127
<b>Accidents by Light/Dark</b>									
Motorway - Dark	3	5	6	5	8	11	12	8	10
A (M) - Dark	0	0	0	0	0	0	0	0	0
A - Dark	117	95	88	101	77	57	78	64	62
B - Dark	36	32	30	26	18	17	25	22	16
C - Dark	30	24	34	30	31	24	25	30	23
U - Dark	62	64	50	36	33	34	14	25	24
Total	247	221	207	198	167	143	154	149	135
Motorway - Light	14	20	23	26	22	35	37	30	21
A (M) - Light	0	0	0	0	0	0	0	0	0
A - Light	272	268	224	223	179	177	171	146	149
B - Light	96	91	68	52	46	39	48	39	45
C - Light	77	64	76	81	65	70	52	61	49
U - Light	207	198	150	111	108	82	80	65	55
Total	666	645	542	493	420	403	388	341	319
<b>No. of Vehicles Per Accident</b>									
1	354	264	224	216	178	169	164	167	117
2	482	513	449	407	354	326	314	279	291
3 or more	77	89	75	68	55	51	64	44	46
<b>No. of Casualties Per Accident</b>									
1	735	663	564	521	437	415	414	372	316
2	120	137	131	126	105	84	85	80	90
3 or more	59	66	53	44	45	47	43	38	48

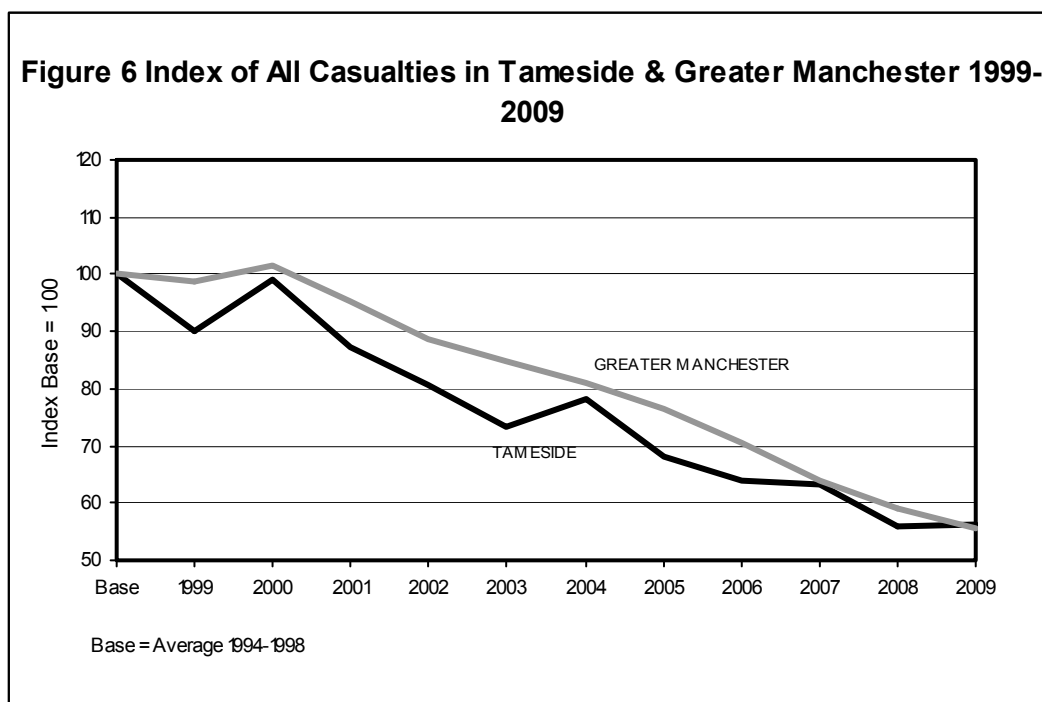
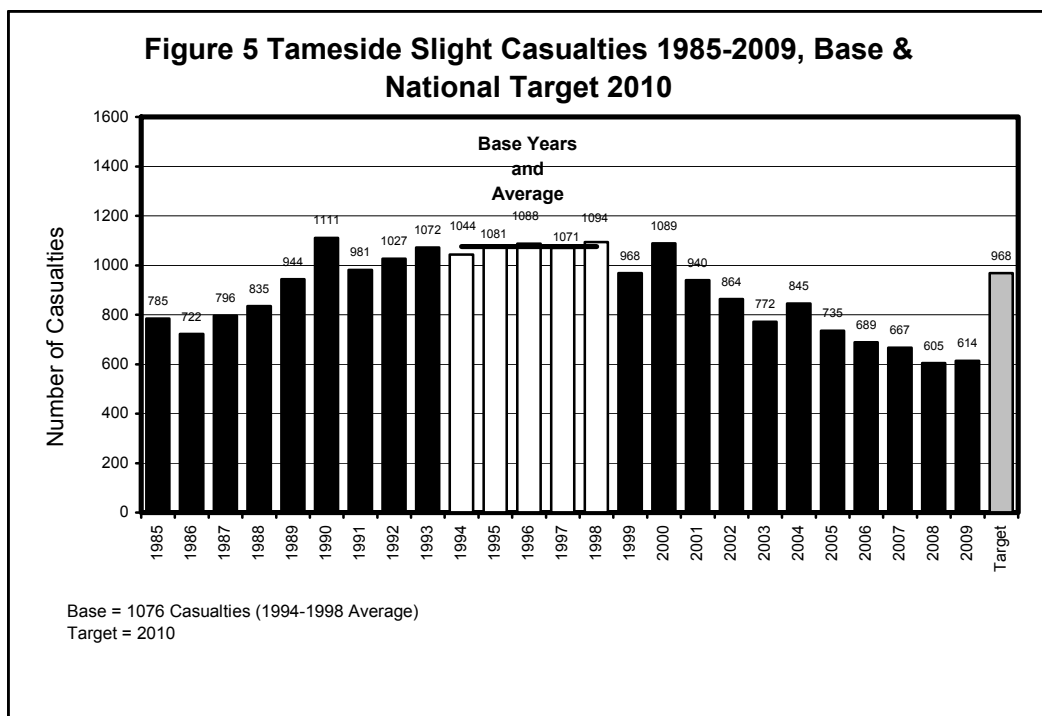
**Notes:** Average 1989-93, average 1994-98 and average 1999-2003 totals may not sum due to rounding. Oil/ Diesel or Mud were removed from 'Road Surface Condition' and re-introduced in 'Special Conditions at Site' on 1/4/2006

**Figure 3 Tameside KSI Casualties 1985-2009, Base & National Target 2010**

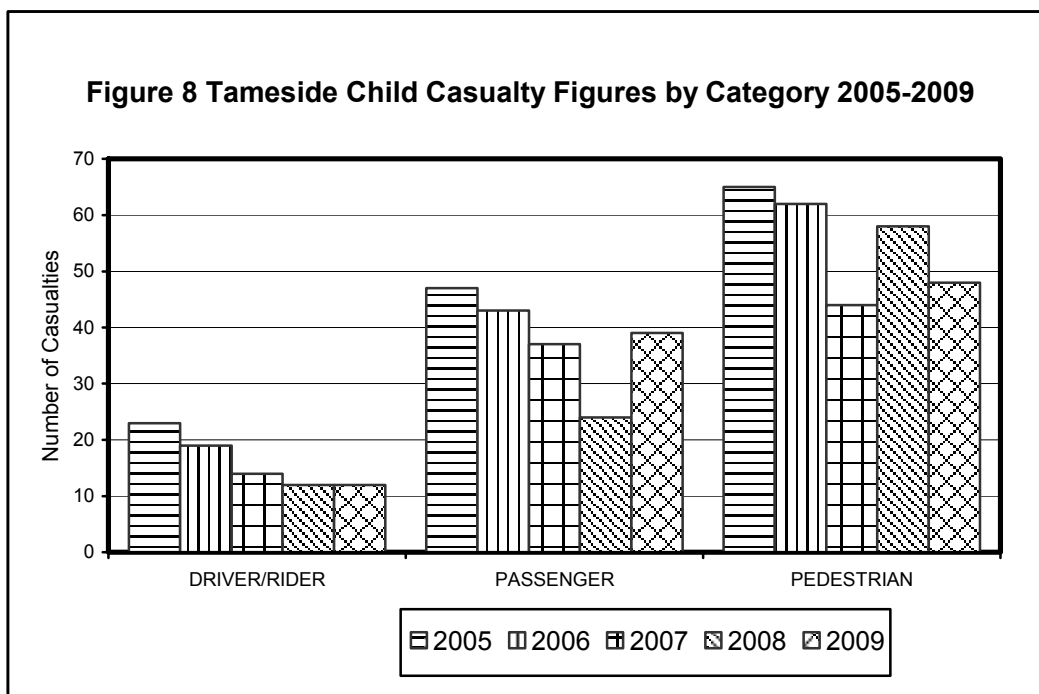
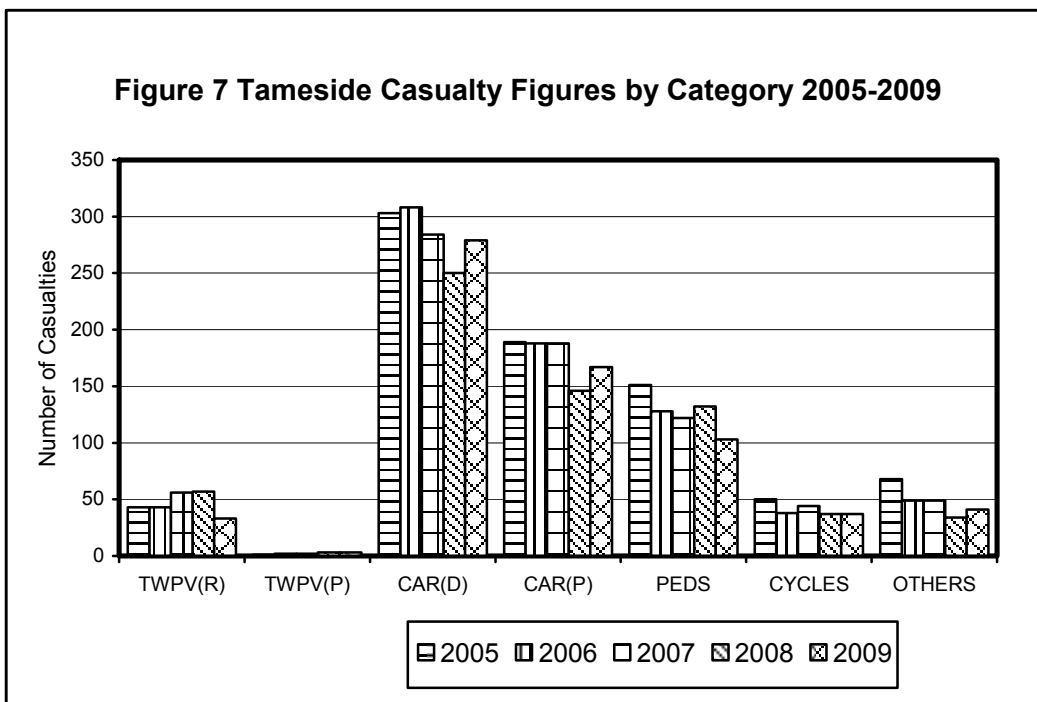


**Figure 4 Tameside Child KSI Casualties 1985-2009, Base & National Target 2010**









## 6. CONGESTION

- 6.1 The journey time data presented below has been calculated using data collected from in-vehicle GPS tracking devices from which average vehicle speeds and journey times can be derived. This report presents journey time rates in minutes per mile and speeds in miles per hour.
- 6.2 The journey time rates are the sum of the average link times divided by the sum of the link lengths for the set of links and time period under consideration. The link times are the average of observations for the 12-month period running from September to August. All journey time rates are for an average weekday excluding school holidays and bank holidays.
- 6.3 Tables 33 and 34 show respectively average journey time rates and speeds for A and B roads, for 2004/05, 2005/06, 2006/07, 2007/08 and 2008/09. For comparison, the 2008/09 journey time rates and speeds for Greater Manchester are also shown.
- 6.4 Figure 9 illustrates the change in average journey time rates in Tameside over the last four years for various time periods. Figure 10 illustrates average journey time rates by quarter-hour time period for the last three years in Tameside and Figure 11 illustrates average journey times by quarter hour time period during 2008/09 for Tameside and Greater Manchester. Congestion maps showing average speeds can be found in Appendix 4.
- Average journey time rates in Tameside have decreased in all periods between 2007/08 and 2008/09. Average journey time rates are higher than those for Greater Manchester in all time periods, indicating slower average speeds within Tameside compared to the county as a whole.

<b>Table 33 Tameside and Greater Manchester Average Journey Time Rates (Mins / Mile)</b>						
<b>Tameside</b>						
<b>Year</b>	<b>0700 - 1000</b>	<b>0800 - 0900</b>	<b>1000 - 1600</b>	<b>1700 - 1800</b>	<b>1600 - 1900</b>	<b>0700 - 1900</b>
2004/05	3.55	3.91	3.25	3.61	3.43	3.43
2005/06	3.64	4.02	3.34	3.72	3.58	3.51
2006/07	3.61	4.00	3.32	3.78	3.58	3.49
2007/08	3.64	4.06	3.36	3.88	3.67	3.53
2008/09	3.48	3.86	3.33	3.83	3.63	3.46
<b>Greater Manchester</b>						
2008/09	3.32	3.76	3.10	3.67	3.46	3.26

<b>Table 34 Tameside and Greater Manchester Average Speeds (MPH)</b>						
<b>Tameside</b>						
<b>Year</b>	<b>0700 - 1000</b>	<b>0800 - 0900</b>	<b>1000 - 1600</b>	<b>1700 - 1800</b>	<b>1600 - 1900</b>	<b>0700 - 1900</b>
2004/05	17	15	18	17	17	18
2005/06	16	15	18	16	17	17
2006/07	17	15	18	16	17	17
2007/08	17	15	18	15	16	17
2008/09	17	16	18	16	17	17
<b>Greater Manchester</b>						
2008/09	18	16	19	16	17	18

