

ASSOCIATION OF GREATER MANCHESTER AUTHORITIES

GREATER MANCHESTER TRANSPORTATION UNIT

Transport Statistics Stockport 2008

GMTU Report 1483 November 2009

SUMMARY

This report complements GMTU Reports 1476, 'Transport Statistics Greater Manchester 2008' and 1517, 'Road Casualty Statistics Greater Manchester 2008'. 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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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.

CONTENTS

	Page
1. INTRODUCTION AND SUMMARY	1
2. ROAD TRAFFIC.....	4
Traffic Flows 2008	4
Motorway Traffic Growth 2007-2008	4
A and B Road Traffic Growth 2007-2008.....	5
Traffic Growth Since 1993	5
Annual Vehicle Kilometres 2008.....	6
Traffic Composition 2008.....	7
3. PUBLIC TRANSPORT	8
Rail Patronage.....	8
Bus Mileage.....	10
4. KEY CENTRE MONITORING	12
Road Traffic - Inbound.....	12
Car Occupancy - Inbound.....	16
Rail Patronage - Inbound.....	18
Walk Trips - Inbound	19
Summary of Trends in Modal Share - Inbound	21
24-Hour Traffic Profiles into Stockport Key Centre	23
5. ROAD ACCIDENTS AND CASUALTIES	24
6. CONGESTION	31
APPENDIX 1 LISTS OF TRAFFIC FLOWS ON MAJOR ROADS IN 2008	
APPENDIX 2 AUTOMATIC TRAFFIC AND CYCLE COUNTS	
APPENDIX 3 ATC DATA FROM SITES ON KEY CENTRE CORDON	
APPENDIX 4 TRAFFIC FLOW, ROAD ACCIDENT AND CONGESTION PLOTS	

1. INTRODUCTION AND SUMMARY

- 1.1 This report has been written to complement GMTU Reports 1476, 'Transport Statistics Greater Manchester 2008' and 1517, 'Road Casualty Statistics Greater Manchester 2008'. 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 280,900 and covers an area of 126 square kilometres.
- There are 985 kilometres (km) of road consisting of 12 km motorway, 84 km A road, 36 km B road, 43 km other classified road and 809 km unclassified road.
- The average daily flow per kilometre is 109,100 vehicles on motorways, 21,000 on A roads and 12,900 on B roads.
- There were 615 injury accidents in Stockport during 2008 resulting in 805 casualties. There were 77 killed or seriously injured (KSI) casualties.
- Stockport was awarded an allocation of £7.62 million through the LTP process in 2009/10, £4.51 million for integrated transport (£3.01 million of which was for the South East Manchester Multi Modal Study (SEMMMS) minor works) and £3.11 million for maintenance.

Traffic Flows

- The highest estimated 24-hour Annual Average Weekday Traffic (AAWT) flow was 169,500 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 77,700 vehicles just south of the M60.
- The site with the highest 12-hour pedal cycle flow was the B5095 Manchester Road in Cheadle, with 314 cycles recorded between 07:00 and 19:00.
- The average 12-hour A and B road pedal cycle flows in Stockport were 96 and 93 cycles respectively, compared to the Greater Manchester averages of 89 and 90.

Traffic Growth

- 24-hour average weekday traffic flows on motorways in Stockport increased by 2% between 2007 and 2008 while there was a 1% decrease across Greater Manchester as a whole.
- 12-hour weekday flows on A and B roads in Stockport saw a 1% increase between 2007 and 2008 while the average for Greater Manchester fell by 2%.

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- Since 1993, traffic flows on A and B roads in Stockport have increased by 6% compared to no change in Greater Manchester and a 3% increase nationally.

Annual Vehicle Kilometres

- 478 million vehicle kilometres were travelled on motorways, 644 million on A roads and 170 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: 77% cars, 14% light goods vehicles (LGVs) and 9% other goods vehicles (OGVs).
- A roads: 83% cars, 11% LGVs and 4% OGVs.
- B roads: 83% cars, 12% LGVs and 2% OGVs.
- Minor roads: 85% cars, 11% LGVs and 2% OGVs.
- Traffic composition on Stockport's major road network was broadly similar to Greater Manchester.

Rail Patronage

- Peak Manchester bound boarders in Stockport increased by 5% between 2007 and 2008 and were at 22% above their 1991 level. In Greater Manchester they increased by 2% between 2007 and 2008 and by 49% since 1991.
- Off-peak Manchester bound boarders in the Stockport district decreased by 4% between 2007 and 2008, compared to a 4% increase across Greater Manchester. Off-peak Manchester bound boarders in Stockport stand 35% above their 1991 level, and in Greater Manchester they have more than doubled since 1991.

Bus Mileage

- 6.0 million bus miles were operated in Stockport in 2007. This was 10% less than the 2006 level (6.7 million) but 18% more than the pre-deregulation level (5.1 million) in 1985.
- Stockport accounted for 9% of Greater Manchester bus mileage. 19% of Stockport's bus miles were subsidised as opposed to 20% across Greater Manchester.

Key Centre Monitoring

- Traffic flows into Stockport town centre decreased in all time periods between 1997 and 2006. Between 2007 and 2008 both car trips and non-car trips have increased in the morning peak period. In the off-peak and evening peak periods car trips decreased while non-car trips increased. The total number of trips has increased slightly in the morning peak period, but decreased in both the off-peak and evening peak periods.

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- The number of vehicles crossing the cordon into Stockport Key Centre in 2008 was about 15,800 in the morning peak, 11,300 in the off-peak and 11,800 in the evening peak, representing decreases of 6%, 3% and 14% respectively from vehicle numbers in 1997.
 - The inbound modal share in 2008 was 61% car and 39% non-car in the morning peak, 61% car and 39% non-car in the off peak and 64% car and 36% 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 2% respectively between the base year (2006/07) and 2008/09.

Road Traffic Casualties

- The total number of reported injury accidents in Stockport was 615 in 2008, 47% lower than the average from the base years (1994-1998) and 11% lower than the 690 in 2007.
- The total number of casualties in Stockport was 805 in 2008, 49% lower than the average from the base years (1994-1998) and 9% lower than the 888 in 2007.
- There were 77 killed or seriously injured (KSI) in 2008 compared with an average of 111 KSI in the base years.
- The 2006-2008 three-year average used for monitoring KSI GMLTP2 targets was 29% below the base years average.
- The 2006-2008 three-year average for child KSI casualties was 44% below the baseline average.
- Slight casualties in 2008 were 51% below the baseline average and 30% below the 2010 GMLTP2 target.

Congestion

- Average speeds on A and B roads in Stockport in 2007/08 were largely unchanged since 2004/05 in all time periods.
- Average journey time rates (minutes per mile) during morning peak times in 2007/08 were higher in Stockport than in Greater Manchester during morning peak times, but slightly lower in the evening peaks.
- The slowest roads in the morning peak (08:00 – 09:00) were the single carriageway sections of the A560 at Chestergate and Gatley Road and a dual carriageway section of the B6104 at Stockport Road West.

2. ROAD TRAFFIC

Traffic Flows 2008

- 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 169,500 vehicles.
 - The busiest all-purpose road was the A34 Kingsway in Gatley where the traffic flow reached an estimated 77,700 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 B5095 Manchester Road in Cheadle, with 314 cycles between 07:00 and 19:00.
 - The average 12-hour A road pedal cycle flow in Stockport is 79. The average B road pedal cycle flow is 93. The Greater Manchester average is 89 and 90 respectively.

Motorway Traffic Growth 2007-2008

- 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 2007 or 2008. 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 four motorway sections in Stockport for which automatic traffic count data was available in both 2007 and 2008. Percentage changes in flows since 2007 are shown in parentheses. Countywide figures based on 43 motorway sections are also given.
- Traffic flows in Stockport increased by 2% between 2007 and 2008 while there was a 1% decrease across Greater Manchester as a whole.

		LGV	%	OGV	%	Goods	%	All Motors	%
M60	Bet Jns 4 & 5	10700	(1)	6600	(57)	17400	(17)	83300	(4)
M60	Bet Jns 24 & 25	18600	(2)	10500	(2)	29200	(2)	123800	(1)
M60	Bet Jns 26 & 27	13300	(5)	8200	(5)	21500	(5)	107100	(4)
M67	Bet Jns 27 & 1	18000	(-4)	11900	(16)	29900	(3)	133100	(1)
Stockport Sample		15200	(1)	9300	(14)	24500	(6)	111800	(2)
GM 43 links		14900	(-2)	11100	(6)	24500	(6)	107500	(-1)

A and B Road Traffic Growth 2007-2008

2.4 Table 2 gives average 12-hour traffic flows on A and B roads in Stockport in 2008 together with percentage changes since 2007. The figures for A and B road growth are based on counts on 16 of the 74 A and B road links in Stockport.

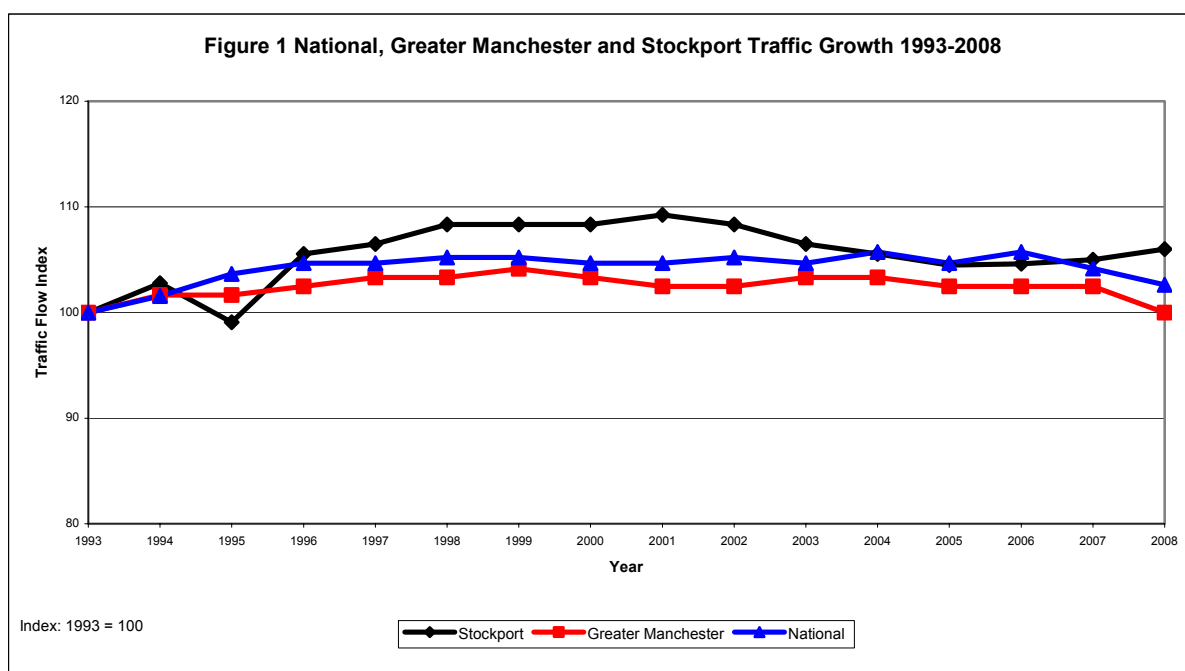
- Motor traffic in Stockport increased by 1% between 2007 and 2008, while the average for Greater Manchester as a whole fell by 2%.

Table 2 Average 12-Hour Weekday A and B Traffic Flows in 2008 with Percentage Changes Since 2007						
	No. of Sites	Cars (%)	LGV (%)	OGV (%)	All Motors (%)	
Stockport	16	13724 (1)	1939 (-1)	537 (1)	16513 (1)	
Greater Manchester	166	12080 (-1)	1841 (-2)	483 (-2)	14739 (-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 3.3 Road Statistics 2008: Traffic, Speeds and Congestion DfT.

- Since 1993 traffic has grown by 6% in Stockport, remained unchanged in Greater Manchester and grown by 3% nationally.



	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
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 – 2008 National growth is based on average 24-hour daily traffic flow data for major urban A Roads published in Table 3.3 Road Traffic Statistics 2008: Traffic, Speeds and Congestion DfT.

Annual Vehicle Kilometres 2008

2.6 Table 4 shows annual vehicle kilometres on major roads in Stockport and Greater Manchester in 2008.

- 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 54% 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 64% 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 2008								
	Road Type	Length (km)	Vehicle Kilometres (millions)					Av. Daily Flow per km
			Cars	LGV	OGV	All Goods	All Motors	
Stockport	Motorway	12	369	66	40	106	478	109100
	A Roads	84	560	55	19	74	644	21000
	B Roads	36	149	15	3	18	170	12900
	All Roads	132	1078	136	62	198	1292	26800
Greater Manchester	Motorway	171	4373	822	651	1472	5882	94200
	A Roads	863	4967	561	184	745	5819	18500
	B Roads	375	1289	134	27	160	1479	10800
	All Roads	1409	10629	1517	862	2377	13180	25600

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 2008

2.7 Table 5 shows the percentage composition of traffic in Stockport in 2008 compared to the county as a whole.

- Traffic composition on Stockport's major road network was broadly similar to Greater Manchester.
- Motorways in Stockport carried more cars and less goods vehicles than the average across Greater Manchester.

Table 5 Percentage Composition of Traffic in Stockport and Greater Manchester 2008 (0700-1900)										
		Cars	LGV	OGV1		OGV2		Buses and Coaches	Motor Cycles	Pedal Cycles
Stockport	Motorways	77.4	13.6	4.8	(56)	3.7	(44)	0.2	0.3	0.0
	A Roads	82.9	10.7	2.7	(65)	1.5	(35)	1.2	0.6	0.4
	B Roads	83.2	11.7	1.5	(73)	0.5	(27)	1.7	0.5	0.8
	Minor Roads	84.5	11.0	1.5	(79)	0.4	(21)	1.4	0.5	0.8
Greater Manchester	Motorways	75.0	13.7	5.2	(49)	5.5	(51)	0.3	0.3	0.0
	A Roads	80.9	12.2	2.9	(67)	1.4	(33)	1.6	0.6	0.5
	B Roads	82.8	11.7	1.6	(73)	0.6	(27)	1.8	0.5	0.9
	Minor Roads	83.8	11.0	1.5	(76)	0.5	(24)	1.7	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 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 1998-2008. Comparisons are based on boarders of trains inbound to Manchester.

- Peak Manchester bound boarders in Stockport increased by 5% between 2007 and 2008 and were at 22% above their 1991 level. In Greater Manchester they increased by 2% between 2007 and 2008 and by 49% since 1991.
- Off-peak Manchester bound boarders in the Stockport district decreased by 4% between 2007 and 2008, compared to a 4% increase across Greater Manchester. Off-peak Manchester bound boarders in Stockport stand 35% above their 1991 level, and in Greater Manchester they have more than doubled since 1991.

Line	1991	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Bramhall	207	170	173	130	153	135	96	139	142	215	183	195
Bredbury	115	103	106	124	96	99	96	106	126	130	107	113
Brinnington	47	*24	32	*34	*30	27	*31	*34	36	*35	*38	34
Cheadle Hulme	431	422	499	371	332	364	357	376	362	385	397	485
Davenport	182	130	136	157	150	114	130	129	147	154	179	180
Gatley	116	105	121	113	140	93	155	171	237	199	218	242
Hazel Grove	467	420	454	405	448	416	476	388	407	482	515	480
Heald Green	124	204	212	221	228	187	207	227	225	236	243	270
Heaton Chapel	302	254	265	302	271	296	316	339	486	438	499	479
Marple	321	348	310	386	278	319	353	407	411	325	389	403
Middlewood	20	11	8	*7	*7	5	*5	*5	1	*1	*1	3
Reddish North	76	39	56	44	55	45	62	65	72	64	75	107
Romiley	248	235	208	261	202	199	212	232	213	252	240	234
Rose Hill	77	51	80	38	60	71	62	69	84	100	94	85
Stockport	481	524	557	502	533	603	642	533	621	558	602	655
Woodley	59	*46	39	*41	*36	29	*33	*37	38	*37	*40	35
Woodsmoor	98	85	87	102	93	91	138	81	92	102	123	129
Total	3371	3171	3343	3238	3112	3093	3371	3338	3700	3713	3943	4129
Index	100	94	99	96	92	92	100	99	110	110	117	122
GM	9808	9877	11177	11171	11290	10222	11448	12399	13286	13422	14400	14658
Index	100	101	114	114	115	104	117	126	135	137	147	149

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.

Table 7 Manchester Bound Rail Boarders –Stockport and Greater Manchester 1991 and 1998-2008 Off-peak Period 09:30-13:30												
Line	1991	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Bramhall	54	70	69	71	69	19	52	79	47	80	91	66
Bredbury	35	37	32	80	41	42	54	52	79	67	102	133
Brinnington	44	*14	20	*23	*24	25	*30	*29	25	*25	*33	21
Cheadle Hulme	157	153	162	119	140	139	150	125	129	157	145	190
Davenport	53	42	52	57	67	28	43	45	35	60	72	76
Gatley	47	39	40	52	50	33	73	56	46	74	70	69
Hazel Grove	133	125	148	190	150	142	123	139	198	178	182	182
Heald Green	55	111	119	141	117	119	116	126	140	144	111	134
Heaton Chapel	139	85	87	96	107	92	106	103	100	148	103	156
Marple	53	112	78	117	113	100	149	143	172	153	191	157
Middlewood	5	1	1	*1	*1	2	*2	*2	3	*3	*4	1
Reddish North	39	18	20	17	24	23	24	21	30	27	24	19
Romiley	93	71	54	92	114	80	99	97	93	114	146	111
Rose Hill	22	33	28	22	39	36	17	33	36	34	69	53
Stockport	382	388	325	299	391	327	340	312	417	383	516	398
Woodley	12	10	3	3	4	3	4	4	16	*16	*21	14
Woodsmoor	30	*37	29	*41	*34	22	*42	*44	55	42	36	52
Total	1353	1346	1267	1421	1485	1232	1424	1410	1621	1705	1916	1832
Index	100	99	94	105	110	91	105	104	120	126	142	135
GM	4536	4911	5826	5779	6392	5599	7095	6959	7558	8631	9243	9639
Index	100	108	128	127	141	123	156	153	167	190	204	213

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.

Table 8 Numbers of Passengers Boarding and Alighting Trains in Stockport District (2008)											
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	
Bramhall	2008	195	5	17	15	232	66	6	2	21	95
Bredbury	2008	113	6	14	31	164	133	5	10	26	174
Brinnington	2008	34	5	29	11	79	21	6	10	12	49
Cheadle Hulme	2008	485	74	53	92	704	190	19	24	83	316
Davenport	2008	180	53	3	13	249	76	18	5	15	114
Gatley	2008	242	7	19	41	309	69	4	3	21	97
Hazel Grove	2008	480	41	0	26	547	182	12	15	25	234
Heald Green	2008	270	3	18	123	414	134	11	26	65	236
Heaton Chapel	2008	479	29	86	24	618	156	21	50	22	249
Marple	2008	403	6	7	50	466	157	4	14	70	245
Middlewood	2008	3	0	0	0	3	1	0	0	0	1
Reddish North	2008	107	13	19	2	141	19	15	21	8	63
Romiley	2008	234	6	25	18	283	111	6	18	47	182
Rose Hill*	2008	85	0	0	28	113	53	0	0	30	83
Stoxkport	2008	655	819	970	368	2812	398	720	736	332	2186
Woodley	2008	35	5	10	0	50	14	1	6	5	26
Woodsmoor	2008	129	13	0	21	163	52	5	1	22	80

Note: B = Boarders A = Alighters

Bus Mileage

3.3 The information for bus mileage is based on a bus registration database maintained by the GMPTE. These figures reflect the services as registered by bus operators.

3.4 GMPTE have revised this database and data for 2008 are not presently available in a form comparable with previous years' data. Therefore the latest data shown in the trend tables in this report are for 2007.

3.5 GMTU does not currently undertake bus patronage monitoring, except for scheme-specific monitoring. Any information on trends in bus patronage should be obtained from GMPTE.

3.6 Table 9 shows commercial and subsidised annualised bus mileage from 2002 to 2007 and in 1985 (pre-deregulation year).

- Total bus mileage in Stockport decreased by 10% between 2006 and 2007.
- Commercial mileage decreased by 9% while subsidised mileage decreased by 14%.
- 9% of Greater Manchester's 2007 bus mileage was operated in Stockport.

Table 9 Commercial and Subsidised Annualised Bus Mileage in Millions, 2002-2007 and 1985 (pre-deregulation year)							
	Nov 85	Nov 02	Nov 03	Nov 04	Nov 05	Nov 06	Nov 07
Stockport							
Commercial Mileage	-	5.7 (87)	5.2 (83)	5.0 (81)	4.4 (76)	5.3 (79)	4.8 (81)
Subsidised Mileage	-	0.8 (13)	1.0 (17)	1.2 (19)	1.4 (24)	1.4 (21)	1.2 (19)
Total Mileage	5.1	6.5	6.2	6.2	5.8	6.7	6.0
Greater							
Commercial Mileage	-	62.0 (83)	58.6 (81)	56.0 (81)	55.7 (79)	57.0 (80)	53.3 (80)
Subsidised Mileage	-	12.9 (17)	13.4 (19)	13.4 (19)	14.7 (21)	14.3 (20)	13.7 (20)
Total Mileage	65.3	74.9	72.0	69.4	70.4	71.3	66.9

Notes: Sum of commercial and subsidised mileage may not equal the total mileage due to rounding. Figures in parentheses are the percentage of the total mileage.

3.7 Table 10 shows bus mileage by time of day and day of week in Stockport and Greater Manchester.

- Bus mileage in the Stockport district decreased in all time periods between 2006 and 2007.
- The largest percentage decrease was during weekday mornings, which saw a 13% drop between 2006 and 2007.

Table 10 Bus Mileage by Time of Day and Day of Week in Stockport and Greater Manchester									
Year: Day/Time Period	1985	2002	2003	2004	2005	2006	2007		Index 2007
Stockport									
Weekday 07:00-09:00	2630	3090	2910	2890	2830	3060	2650	(82)	101
Weekday 10:00-15:00	4370	7250	6810	6740	6290	7060	6390	(82)	146
Weekday 20:00-22:00	1180	890	800	840	780	910	860	(60)	73
Saturday	13740	17620	16750	16430	14890	17400	15530	(81)	113
Sunday	7500	6880	6570	6780	6430	8190	7330	(70)	98
Greater Manchester									
Weekday 07:00-09:00	32800	34670	33280	32720	32820	31770	29640	(84)	90
Weekday 10:00-15:00	55090	85900	82730	79090	79870	80180	75810	(83)	138
Weekday 20:00-22:00	13640	9780	9070	8740	9090	9350	8710	(46)	64
Saturday	178130	202830	194920	186170	187740	190880	177520	(80)	100
Sunday	99650	75710	74920	72540	76870	81740	76370	(65)	77
Stockport as a % of Greater Manchester									
Weekday 0700-0900	8.0	8.9	8.7	8.8	8.6	9.6	8.9		
Weekday 10:00-1500	7.9	8.4	8.2	8.5	7.9	8.8	8.4		
Weekday 2000-2200	8.7	9.1	8.8	9.6	8.6	9.7	9.9		
Saturday	7.7	8.7	8.6	8.8	7.9	9.1	8.7		
Sunday	7.5	9.1	8.8	9.3	8.4	10.0	9.6		

Notes: Figures in parentheses give the percentage of mileage operated commercially in 2007. Index 2007 based on 1985 = 100

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 in 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 November 2008.
- 4.4 Tables 11 to 13 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	1257	169	64	65	11	33	1599
B6167 Lancashire Hill	85702	966	146	36	43	3	13	1207
A560 Gt Portwood St	85703	1241	146	53	36	8	8	1492
U New Bridge Ln.	85704	791	70	12	15	9	8	905
U Spring Gardens	85705	1602	208	48	20	17	18	1913
U Hr Hillgate	85706	1258	168	18	12	9	14	1479
A6 Wellington Rd S	85707	1654	200	97	78	24	41	2094
U Greek St	85708	1170	112	50	57	9	19	1417
U Daw Bank	85709	407	73	22	15	6	19	542
C Heaton Ln	85710	1677	203	97	36	9	17	2039
A560 Gt Egerton St	85711	683	114	23	2	4	10	836
U Mersey St	85717	90	19	4	0	2	0	115
U Junction Rd	85721	43	12	1	0	0	5	61
U Marsland St	85724	59	15	3	5	0	1	83
Cycles on other routes							39	39
Total		12898	1655	528	384	111	245	15821
% Composition		81.5	10.5	3.3	2.4	0.7	1.5	100.0

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

Table 11 Road Traffic Entering Stockport Key Centre in November 2008 (10:00-12:00)								
Site	Site No	Cars	LGV	OGV	Bus	M/C	P/C	All
A6 Wellington Rd N	85701	920	156	67	75	6	10	1234
B6167 Lancashire Hill	85702	626	109	37	38	6	8	824
A560 Gt Portwood St	85703	1050	111	48	51	4	3	1267
U New Bridge Ln.	85704	535	34	7	18	5	4	603
U Spring Gardens	85705	917	137	43	23	8	2	1130
U Hr Hillgate	85706	575	152	16	11	6	4	764
A6 Wellington Rd S	85707	1212	273	195	76	13	8	1777
U Greek St	85708	732	117	55	56	6	1	967
U Daw Bank	85709	366	77	24	16	5	9	497
C Heaton Ln	85710	700	176	60	10	2	5	953
A560 Gt Egerton St	85711	792	120	29	3	9	1	954
U Mersey St	85717	150	19	8	0	0	1	178
U Junction Rd	85721	43	10	1	0	1	2	57
U Marsland St	85724	91	12	1	7	0	0	111
Cycles on other routes							25	25
Total		8709	1503	591	384	71	83	11341
% Composition		76.8	13.3	5.2	3.4	0.6	0.7	100.0

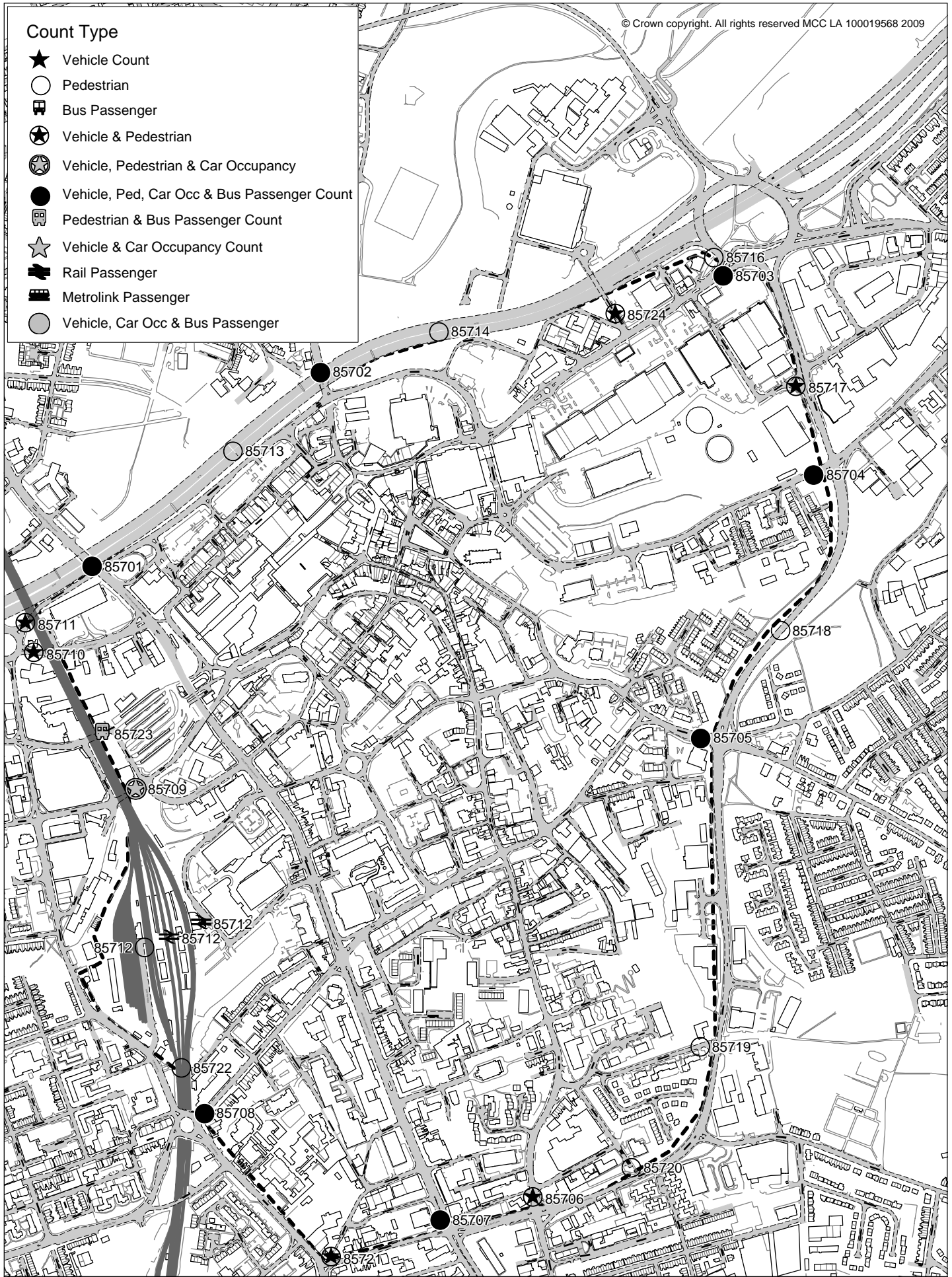
Note: Percentages may not sum to 100 due to rounding.

Table 11 Road Traffic Entering Stockport Key Centre in November 2008 (16:00-18:00)								
Site	Site No	Cars	LGV	OGV	Bus	M/C	P/C	All
A6 Wellington Rd N	85701	1461	157	20	78	23	38	1777
B6167 Lancashire Hill	85702	972	111	13	43	14	17	1170
A560 Gt Portwood St	85703	829	71	13	45	8	8	974
U New Bridge Ln.	85704	258	21	6	9	3	5	302
U Spring Gardens	85705	855	87	9	19	4	5	979
U Hr Hillgate	85706	547	104	8	9	3	9	680
A6 Wellington Rd S	85707	1318	198	82	91	14	26	1729
U Greek St	85708	1017	89	13	57	15	11	1202
U Daw Bank	85709	442	55	3	20	3	10	533
C Heaton Ln	85710	711	100	26	9	2	13	861
A560 Gt Egerton St	85711	942	122	12	1	14	11	1102
U Mersey St	85717	90	13	4	0	2	4	113
U Junction Rd	85721	30	6	0	0	0	3	39
U Marsland St	85724	213	27	1	8	2	5	256
Cycles on other routes							31	31
Total		9685	1161	210	389	107	196	11748
% Composition		82.4	9.9	1.8	3.3	0.9	1.7	100.0

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

Count Type

- ★ Vehicle Count
- Pedestrian
- ☐ Bus Passenger
- ⊛ Vehicle & Pedestrian
- ⊙ Vehicle, Pedestrian & Car Occupancy
- Vehicle, Ped, Car Occ & Bus Passenger Count
- ☐ Pedestrian & Bus Passenger Count
- ☆ Vehicle & Car Occupancy Count
- ☐ Rail Passenger
- ☐ Metrolink Passenger
- Vehicle, Car Occ & Bus Passenger



Stockport Survey Sites and Key Centre Boundary

GMTU
SALISBURY HOUSE
GRANBY ROW
MANCHESTER M1 7AH

Drawn By : Elwyn Ellis

Date : 06/05/2009

Report : 1483 Figure : 2

4.5 Table 14 details traffic entering Stockport key centre in 1997, 2000 and 2003-2008 together with indices of change between 1997 and 2008.

- Stockport traffic flows in the morning peak period were highest in 2000 and have since decreased to be 6% below the 1997 level in 2008.
- LGV traffic flows in 2008 had increased on 1997 levels by 23% in the morning peak and 15% in the off-peak.
- Evening peak traffic flows showed a 14% decrease between 1997 and 2008.

	Year	Cars	LGV	OGV	Bus	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	175	15551
	2006	12931	1573	398	437	98	137	15574
	2007	12852	1581	385	343	132	187	15480
	2008	12898	1655	528	384	111	245	15821
		2008/1997	0.92	1.23	0.74	0.96	1.17	1.35
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	66	11519
	2006	9103	1562	502	427	38	35	11667
	2007	9097	1564	435	353	72	61	11582
	2008	8709	1503	591	384	71	83	11341
		2008/1997	0.96	1.15	0.72	0.95	1.42	1.51
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	135	12961
	2006	11094	1288	234	441	101	114	13272
	2007	10132	1288	162	343	124	148	12197
	2008	9685	1161	210	389	107	196	11748
		2008/1997	0.86	0.94	0.45	0.96	1.03	1.39

Note: Cycles on other routes are not included here as they were not counted prior to 2003.

Car Occupancy - Inbound

4.6 Car occupancy surveys were conducted at eight sites on the Stockport Key Centre cordon in 2008. Table 15 shows the observed occupancy rates by period and site for inbound vehicles. Table 16 compares inbound occupancy rates with figures for 2003 - 2008.

- The average occupancy rates were 1.22 in the morning peak, 1.37 in the off peak and 1.33 in the afternoon peak.
- Although the intervening years have seen some fluctuations, average occupancies in 2008 were largely unchanged from their 2003 levels in all periods.

Table 15 Stockport Key Centre Inbound Car Occupancy Rates 2008		
Site & Location	07:30-09:30	
	% Driver Only	Ave Occupancy
85701 A6 Wellington Rd North	79	1.25
85702 Lancashire Hill	78	1.25
85703 Great Portwood Street	79	1.22
85704 New Brdge Lane	84	1.17
85705 Spring Gardens	82	1.19
85707 A6 Wellington Rd South	81	1.21
85708 Greek Street	77	1.26
85709 Daw Bank	75	1.32
All Sites	80	1.22
Site & Location	10:00-12:00	
	% Driver Only	Ave Occupancy
85701 A6 Wellington Rd North	68	1.35
85702 Lancashire Hill	64	1.41
85703 Great Portwood Street	63	1.41
85704 New Brdge Lane	66	1.37
85705 Spring Gardens	71	1.31
85707 A6 Wellington Rd South	67	1.37
85708 Greek Street	69	1.35
85709 Daw Bank	69	1.40
All Sites	67	1.37
Site & Location	16:00-18:00	
	% Driver Only	Ave Occupancy
85701 A6 Wellington Rd North	82	1.20
85702 Lancashire Hill	76	1.27
85703 Great Portwood Street	62	1.42
85704 New Brdge Lane	66	1.37
85705 Spring Gardens	65	1.39
85707 A6 Wellington Rd South	68	1.40
85708 Greek Street	71	1.33
85709 Daw Bank	73	1.30
All Sites	72	1.33

Table 16 Comparison of Stockport Key Centre Inbound Car Occupancy Rates 2003-2008		
Year	07:30-09:30	
	% Driver Only	Ave Occupancy
2003	81	1.22
2004	78	1.26
2005	78	1.26
2006	81	1.22
2007	80	1.22
2008	80	1.22
Year	10:00-12:00	
	% Driver Only	Ave Occupancy
2003	69	1.36
2004	67	1.38
2005	67	1.38
2006	74	1.31
2007	67	1.38
2008	67	1.37
Year	16:00-18:00	
	% Driver Only	Ave Occupancy
2003	75	1.33
2004	76	1.29
2005	72	1.36
2006	79	1.26
2007	72	1.35
2008	72	1.33

Note: 2008 rates based on counts from eight sites, compared to five sites in previous years.

Rail Patronage - Inbound

4.7 Table 17 shows rail users entering the key centre in 1997, 2000 and 2003-2008.

- In 2008 the number of rail users entering the key centre in the morning and evening peaks were 44% and 56% 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.

Table 17 Rail Passengers Entering Stockport Key Centre 1997, 2000 and 2003-2008			
Year	07:30-09:30	10:00-12:00	16:00-18:00
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
2008/1997	144	113	156

Walk Trips - Inbound

4.8 The number of pedestrians entering Stockport Key Centre was counted at 23 locations in 2008 (see Figure 2). Table 18 presents the number of pedestrians by site and time period.

Table 18 Pedestrians Entering Stockport Key Centre 2009				
Site No.	Location	07:30-09:30	10:00-12:00	16:00-18:00
85701	A6 Wellington Road North	213	169	180
85702	B6167 Lancashire Hill	242	140	122
85703	A560 Great Portwood Street	92	37	28
85704	New Bridge Street	53	16	17
85705	Spring Gardens	231	78	62
85706	Higher Hillgate	43	29	43
85707	A6 Wellington Road South	202	110	137
85708	Greek Street	421	176	83
85709	Daw Bank	213	126	144
85710	Heaton Lane	38	32	56
85711	A560 Great Egerton Street	4	9	6
85712	Through Stockport Railway Station	115	95	104
85713	M60 Footbridge to Great Egerton St	32	38	16
85714	M60 Subway to Howard Street	6	8	12
85716	Portwood Roundabout Subway	35	47	15
85717	Mersey Street	11	7	7
85718	St. Mary's Way Footbridge	188	16	31
85719	Shawcross Street	43	11	40
85720	Hindley Street	37	19	26
85721	Junction Road	106	43	21
85722	Footbridge to Thomson Street	107	31	21
85723	Chestergate	120	140	186
85724	Marsland Street	23	112	127
	Cordon Total	2575	1489	1484

4.9 Table 19 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, no change during the off-peak and a reduction in the evening peak.

Table 19 Pedestrians Entering Stockport Key Centre 2003-2008			
Year	07:30 – 09:30	10:00 – 12:00	16:00 – 18:00
2003	1996	1507	1657
2004	1771	1343	1392
2005	2140	1782	1264
2006	2196	1589	1389
2007	2258	1314	1590
2008	2575	1489	1484
2008/2003	1.29	0.99	0.90

Summary of Trends in Modal Share - Inbound

4.10 Table 20 gives the modal split of car and public transport trips crossing the cordon into the Stockport Key Centre in 1997, 2000 and 2003-2008 together with indices of change.

- The total number of trips has decreased by 5-6% in all periods between 2003 and 2008.
- Modal share between car and public transport has remained largely static in the morning peak and off-peak, although the evening peak has seen a reduction in car trips in favour of public transport.
- 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.

Time Period	Year	Car Trips		Bus Trips		Rail Trips		Car + PT Trips			
		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
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
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

4.11 Table 21 gives the modal split of car and non-car trips crossing the cordon into Stockport Key Centre in 2003–2008, along with a ratio of change between 2003 and 2008.

- The proportion of car trips decreased in all time periods between 2003 and 2008, although this decrease was minimal in the off-peak.

Table 21 Car and Non-Car Trips into Stockport Key Centre									
	Year	Car	Bus	Rail	Cycle	Walk	Total	% Car	% Non-Car
07:30-09:30	2003	17365	5914	613	136	1996	26024	67	33
	2004	17391	5885	747	133	1771	25927	67	33
	2005	16273	7432	1030	198	2140	27073	60	40
	2006	15776	5130	1107	157	2196	24366	65	35
	2007	15679	5643	1210	228	2258	25018	63	37
	2008	15736	5983	1203	245	2575	25742	61	39
	2008/2003	0.91	1.01	1.96	1.80	1.29	0.99		
10:00-12:00	2003	12494	5904	357	38	1507	20300	62	38
	2004	13033	5024	356	41	1343	19797	66	34
	2005	12414	5368	535	77	1782	20176	62	38
	2006	11925	5020	594	45	1589	19173	62	38
	2007	12554	6572	459	82	1314	20981	60	40
	2008	11931	5398	606	83	1489	19507	61	39
	2008/2003	1.00	1.11	1.29	2.16	0.87	1.03		
16:00-18:00	2003	14780	4540	691	105	1657	21773	68	32
	2004	15150	3953	997	107	1392	21599	70	30
	2005	14923	3556	1166	152	1564	21061	71	29
	2006	13978	3360	1236	125	1389	20088	70	30
	2007	13678	3542	1415	181	1590	20406	67	33
	2008	12881	4042	1636	196	1484	20239	64	36
	2008/2003	0.87	0.89	2.37	1.87	0.90	0.93		

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

24-Hour Traffic Profiles into Stockport Key Centre

4.12 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 22 provides a comparison of the results of the surveys conducted in 2007, 2008 and 2009 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 2006/7	2007/2008	2008/2009	% Diff 08-09/ Base	Base 2006/7	2007/2008	2008/2009	% Diff 08-09/ Base
A6 Wellington Rd North	2702	2531	2493	-8%	13001	12267	11922	-8%
B6167 Lancashire Hill	1308	1391	1378	5%	6335	6672	6560	4%
A560 Great Portwood St	1766	1786	1743	-1%	7658	8088	8066	5%
New Bridge Lane	1057	1068	1099	4%	3723	3790	3813	2%
Spring Gardens	2473	2592	2450	-1%	8841	9420	8693	-2%
Higher Hillgate	1862	1726	1741	-6%	5561	5392	5286	-5%
A6 Wellington Rd South	3232	3204	2659	-18%	15131	14932	12860	-15%
Greek Street	1870	1856	1822	-3%	8357	8476	8456	1%
Daw Bank	1543	1465	1414	-8%	5798	5719	5675	-2%
Heaton Lane	1881	5039	2033	8%	7424	7943	7989	8%
A560 Great Egerton St	1372	1380	1319	-4%	7102	7397	7495	6%
TOTAL	21066	21038	20151	-4%	88931	90096	86785	-2%

- Morning weekday peak flows and 24-hour average weekday flows decreased by 4% and 2% respectively between 2007 and 2009.

5. ROAD ACCIDENTS AND CASUALTIES

- 5.1 There were 615 accidents in Stockport during 2008, 47% lower than the base years (1994-1998) and 11% lower than 2007. There were 805 casualties in Stockport during 2008, 49% lower than the base years (1994-1998) and 9% lower than 2007. There were 77 killed or seriously injured (KSI) casualties in 2008 compared with an average of 111 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 the 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 2006. 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 23 shows the base, the annual average trend and GMLTP2 targets for KSI and child KSI casualty groups. Table 24 shows the base, the annual trend and target for slight casualties.
- The three-year average number of KSI casualties for 2006 was 29% below the base.
 - The three-year average for child KSI casualties was 44% below the base.
 - Slight casualties in 2007 were 51% below the baseline average and 30% below the 2010 GMLTP2 target.

Table 23 Base, Yearly Trend and Target for KSI and Child KSI GMLTP2 Casualty Target Groups										
	<u>Base</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>Target</u>
	ave 1994 to 1998	ave 1999 to 2001	ave 2000 to 2002	ave 2001 to 2003	ave 2002 to 2004	ave 2003 to 2005	ave 2004 to 2006	ave 2005 to 2007	ave 2006 to 2008	ave 2009 to 2011
KSI	111	82	84	90	88	81	74	80	79	55
Child KSI	16	15	14	14	12	11	10	10	9	7

Table 24 Base, Yearly Trend and Target for Slight GMLTP2 Casualty Target Groups										
	<u>Base</u>									<u>Target</u>
	ave 1994 to 1998	2001	2002	2003	2004	2005	2006	2007	2008	2010
Slight	1483	1257	1105	1065	1052	933	965	808	725	1038

- 5.4 Tables 25 to 27 show the breakdown of casualties by type and age. Tables 28 and 29 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 Stockport 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 Stockport are given in Appendix 4 for the following categories of accident:
- all by severity
 - KSI sub-divided into child and adult
 - pedestrian sub-divided into child and adult
 - pedal cycle sub-divided into child and adult

Table 25 Stockport Casualty Data 1994-2008											
	Ave 94-98	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
All Casualties											
Fatal	11	9	5	9	6	11	3	9	4	9	8
Serious	99	84	75	63	94	88	61	71	75	71	69
Slight	1483	1341	1351	1257	1105	1065	1052	933	965	808	728
All	1594	1434	1431	1329	1205	1164	1116	1013	1044	888	805
KSI	111	93	80	72	100	99	64	80	79	80	77
Population 000's	291.5	291.9	291.1	284.6	283.1	282.5	282.5	282.2	281.6	280.6	280.9
KSI Rate per 100000 Pop'n	38	32	27	25	35	35	23	28	28	29	27
Child Casualties											
Child KSI	16	16	14	15	14	12	10	11	10	8	10
Child (All)	223	216	195	198	149	154	156	110	132	84	82
Child Pop'n 000's	58	57.5	56.9	57.4	56.6	55.6	55.6	55	54.4	53.5	52.9
KSI Rate per 100000 Pop'n	27	28	25	26	25	22	18	20	18	15	19
Casualty Type											
TWPV	60	70	87	81	88	77	63	76	67	63	57
Car Occupant	1077	907	902	839	757	719	691	624	653	542	495
Pedestrian	225	220	223	176	177	173	201	162	144	151	134
Pedal Cycle	115	117	103	98	91	87	72	80	89	71	64
Other	118	120	116	135	92	108	89	71	91	61	55
All	1594	1434	1431	1329	1205	1164	1116	1013	1044	888	805

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

Table 26 Stockport Casualty Data 1989-2008								
	Average 1989-93	Average 1994-98	Average 1999-2003	2004	2005	2006	2007	2008
All Casualties								
Stockport Casualties	1538	1594	1313	1116	1013	1044	888	805
Stockport KSI Casualties	154	111	89	64	80	79	80	77
Greater Manchester Casualties	16479	16708	15671	13543	12805	11795	10702	9881
Casualty Type								
TWPV Rider	104	54	77	61	71	63	61	55
TWPV Pillion	8	6	4	2	5	4	2	2
Car Driver	582	709	543	470	425	444	376	341
Car Passenger	317	367	281	221	199	209	166	154
Pedestrian	278	225	194	201	162	144	151	134
Cyclist (Rider Only)	141	114	98	70	79	89	70	64
PCV Passenger	57	69	64	47	39	51	33	32
Total Other Driver	34	37	39	28	27	32	22	18
Total Other Passenger	18	13	12	16	6	8	7	5
Child Casualties by Type								
Driver/Rider	46	36	37	20	29	28	18	12
Passenger	70	98	68	68	31	57	21	31
Pedestrian	101	89	77	68	50	47	45	39
All Classes	217	223	182	156	110	132	84	82
Child Casualties by Age								
0 – 4	33	29	17	9	8	11	10	7
5 – 9 - pupil to/from school	8	6	4	5	0	0	2	0
- pupil not to/from school	66	57	47	28	20	34	18	18
10 – 15 - pupil to/from school	25	34	24	42	22	13	11	1
- pupil not to/from school	86	97	90	72	60	74	43	56
Drink Drive Casualties by Severity								
Fatal	1	0	0	0	0	0	0	0
Serious	6	3	4	6	3	2	7	1
Slight	42	39	32	70	24	45	21	14
Total	48	43	36	76	27	47	28	15

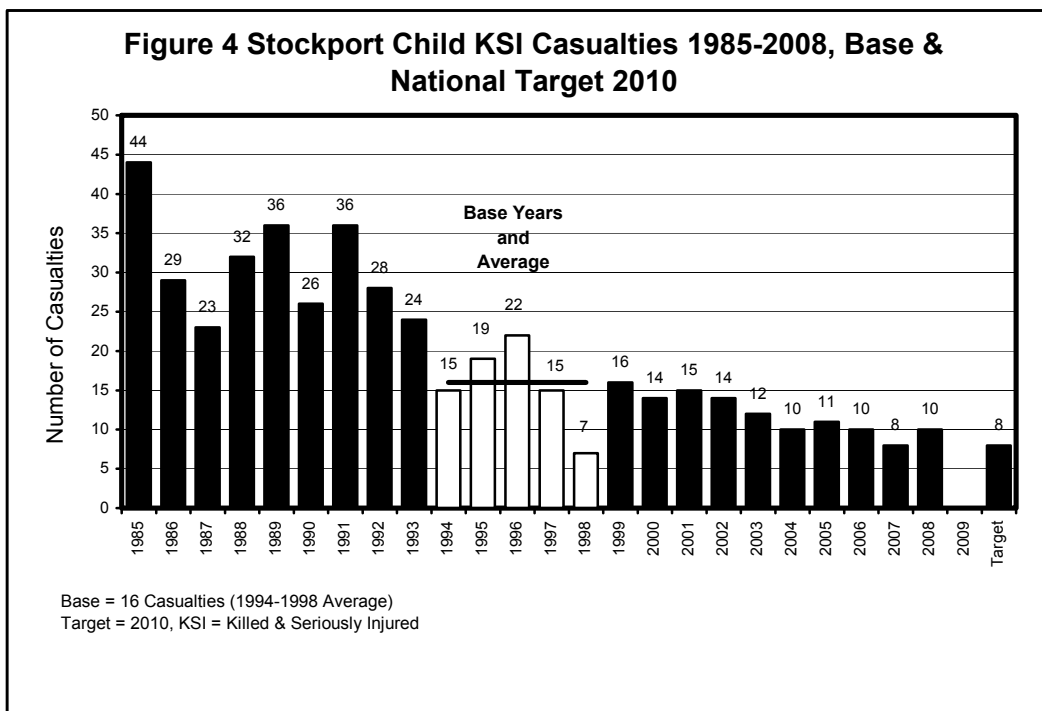
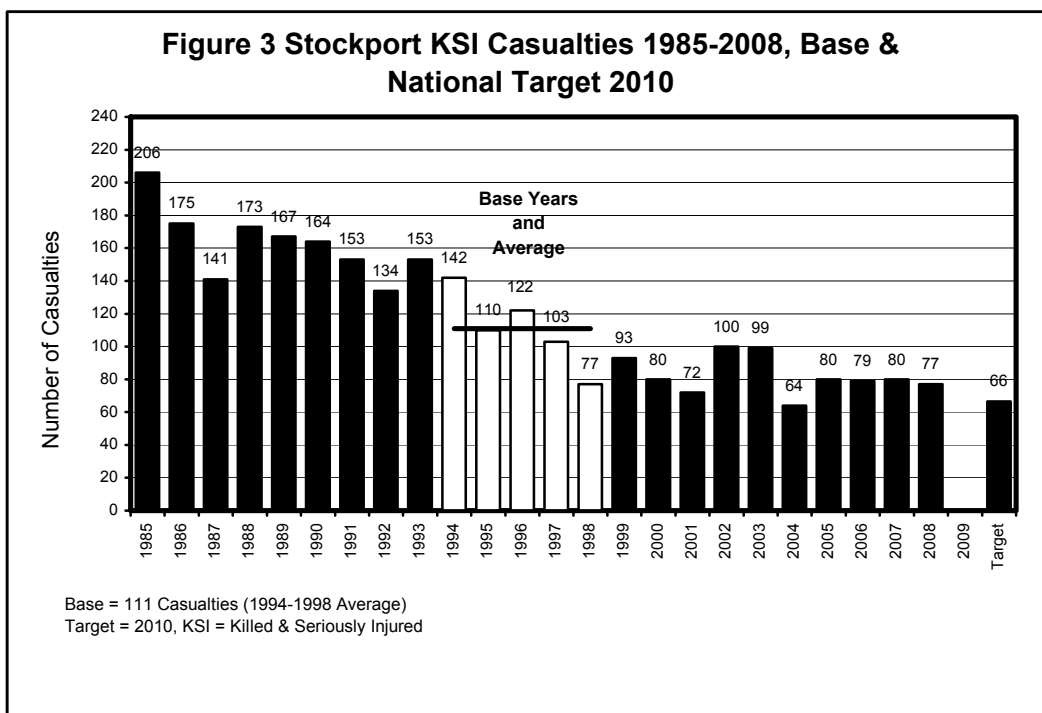
Table 27 Stockport Casualty Data by Age Group 1989-2008									
		Average 1989-93	Average 1994-98	Average 1999-2003	2004	2005	2006	2007	2008
Pedestrian Casualties									
Under 16 years	Male	60	51	41	36	29	26	25	22
	Female	41	37	37	32	21	21	20	17
16 – 59	Male	75	56	58	66	59	40	44	47
	Female	46	39	32	42	31	35	30	23
Over 59 years	Male	24	16	11	7	8	7	13	18
	Female	33	25	16	18	14	15	19	7
	Total	278	225	194	201	162	144	151	134
Cyclists (Rider Only)									
Under 16 years	Male	37	30	31	17	25	22	17	12
	Female	8	5	5	1	2	4	0	0
16 – 59	Male	72	62	51	43	39	49	41	42
	Female	16	11	7	6	8	7	10	6
Over 59 years	Male	6	4	2	3	3	4	2	3
	Female	2	2	2	0	2	3	0	1
	Total	141	114	98	70	79	89	70	64
TWPV Riders									
Under 20 years	Male	29	7	19	21	21	21	11	13
	Female	1	0	2	4	3	0	1	0
20 – 29	Male	37	18	16	14	15	14	17	13
	Female	5	2	2	1	2	1	0	1
Over 29 years	Male	29	25	35	19	27	24	28	25
	Female	2	3	2	2	2	3	4	3
	Total	104	54	77	61	71*	63	61	55
Car Drivers									
Under 20 years	Male	42	44	27	29	26	38	19	24
	Female	30	29	17	16	16	13	22	14
20 – 29	Male	107	116	70	61	63	78	36	49
	Female	113	120	78	65	55	57	48	54
Over 29 years	Male	140	195	168	141	128	134	126	90
	Female	151	207	183	158	137	124	125	110
	Total	582	709	543	470	425	444	376	341

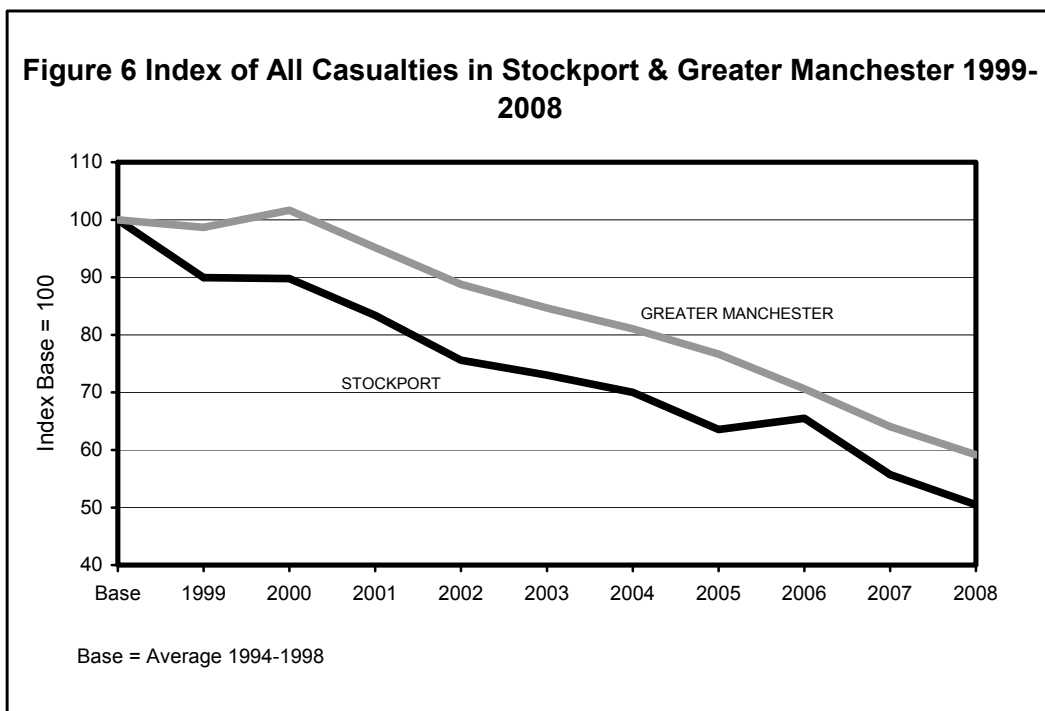
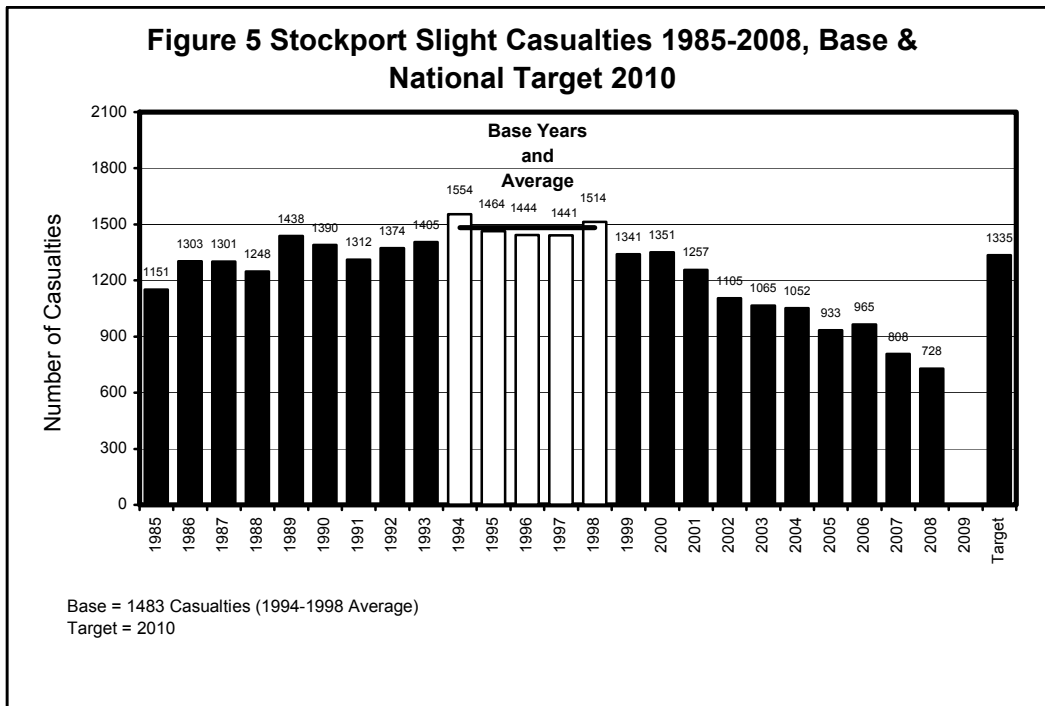
Notes: Average 1989-93, 1994-98 and 1999-2003 totals may not sum due to rounding.
From 01/04/99 the definition of car excludes invalid tricycles and motor caravans.
* - There is a slightly injured motorcyclist whose age was not stated

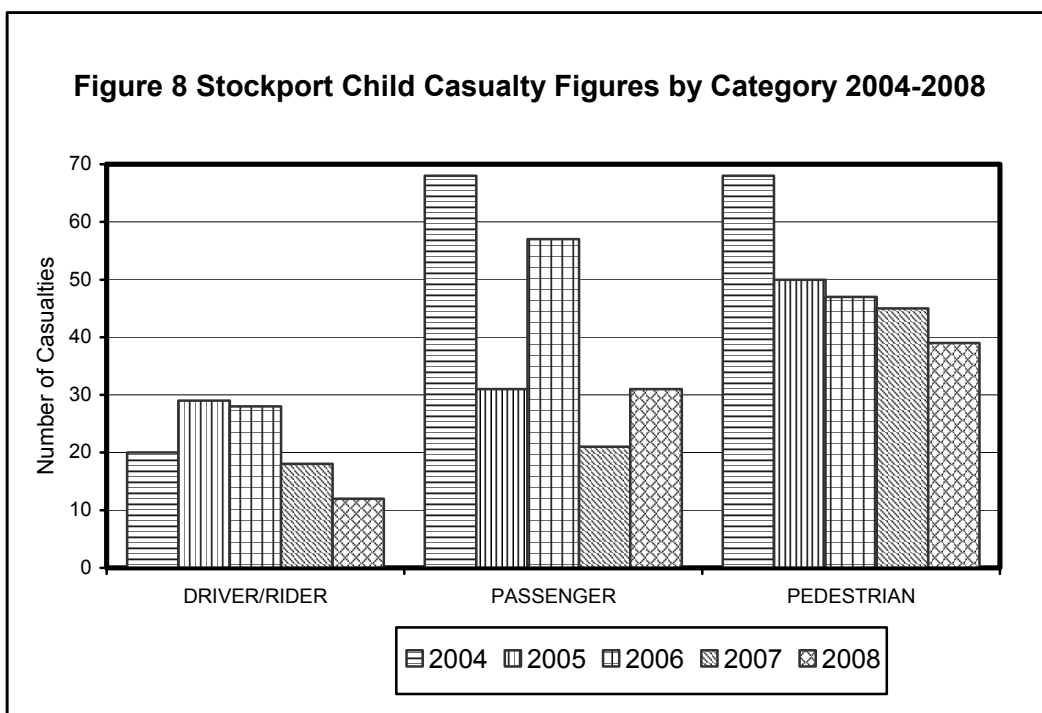
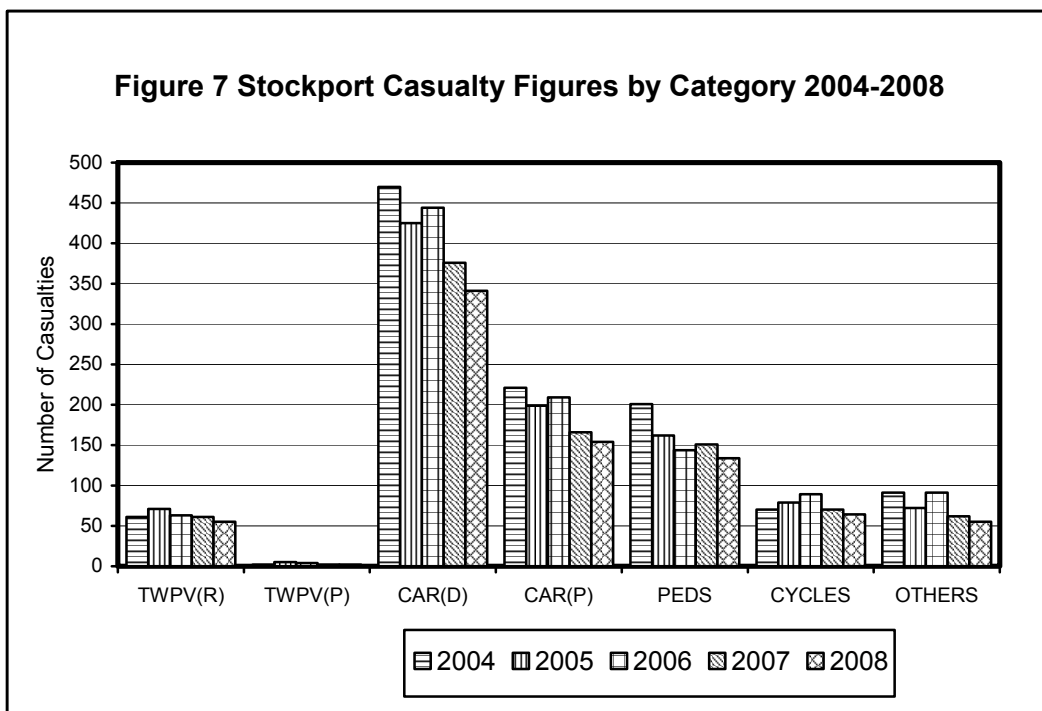
	Average 1989-93	Average 1994-98	Average 1999-2003	2004	2005	2006	2007	2008
Total Accidents	1178	1168	973	840	770	768	690	615
Total KSI Accidents	141	97	84	61	72	76	77	72
Accidents by Month								
January	98	96	78	64	64	64	60	68
February	81	87	76	61	65	53	44	55
March	96	101	69	68	53	68	53	42
April	99	100	74	63	78	57	50	45
May	94	92	88	71	77	74	75	55
June	97	95	78	81	62	60	61	46
July	101	89	82	76	50	64	54	47
August	92	86	81	55	59	65	53	45
September	100	99	85	76	70	62	62	55
October	106	109	92	71	60	81	67	64
November	108	106	86	79	67	52	57	56
December	106	108	85	75	65	68	54	37
Accidents by Day of Week								
Sunday	122	109	94	90	75	81	65	55
Monday	165	175	144	125	100	96	97	88
Tuesday	174	164	152	120	106	105	100	94
Wednesday	158	172	150	125	127	114	110	99
Thursday	185	185	142	130	118	129	117	91
Friday	215	199	162	138	143	131	109	106
Saturday	159	164	129	112	101	112	92	82

	Average 1989-93	Average 1994-98	Average 1999-2003	2004	2005	2006	2007	2008
Accidents by Road Surface								
Dry	704	707	615	543	526	510	471	411
Wet/Damp	451	445	344	277	225	251	214	196
Snow	4	5	2	4	5	1	0	1
Frost/Ice	18	10	9	12	13	6	5	7
Flood	0	0	0	1	1	0	0	0
Oil or Diesel	0	0	2	3	0	0	0	0
Mud	0	0	0	0	0	0	0	0
Wet/Damp Accidents by Road Class								
Motorway	18	22	20	16	16	20	19	18
A (M)	0	0	0	0	0	0	0	0
A	213	209	158	138	109	117	109	93
B	63	64	51	39	25	38	23	25
C	53	50	39	19	23	29	38	38
U	104	100	76	65	52	47	25	22
Total	451	445	344	277	225	251	214	196
Accidents by Light/Dark								
Motorway - Dark	9	10	14	17	12	13	16	13
A (M) - Dark	0	0	0	0	0	0	0	0
A - Dark	153	152	126	118	100	114	88	80
B - Dark	45	49	40	33	22	38	23	24
C - Dark	35	31	27	17	22	31	38	36
U - Dark	67	67	60	50	40	58	21	20
Total	309	308	267	235	196	254	186	173
Motorway - Light	27	41	37	34	29	37	29	24
A (M) - Light	0	0	0	0	0	0	0	0
A - Light	399	395	312	283	253	219	206	193
B - Light	108	120	101	84	69	69	74	74
C - Light	89	88	74	55	53	60	103	77
U - Light	246	216	182	149	170	129	92	44
Total	869	860	706	605	574	514	504	442
No. of Vehicles Per Accident								
1	367	313	256	248	220	199	199	173
2	691	730	613	506	485	489	416	361
3 or more	120	126	104	86	65	80	75	81
No. of Casualties Per Accident								
1	945	887	745	651	605	597	544	485
2	161	193	160	139	110	108	107	88
3 or more	72	88	69	50	55	63	39	42

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







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 30 and 31 show respectively average journey time rates and speeds for A and B roads, for 2004/05, 2005/06, 2006/07 and 2007/08. For comparison, the 2007/08 journey time rates and speeds for Greater Manchester are also shown.
- 6.4 Figure 9 illustrates the change in average journey time rates in Stockport over the last four years for various time periods. Figure 10 illustrates average journey time rates by quarter-hour time period for the last four years and Figure 11 illustrates average journey times by quarter hour time period during 2007/08 for Stockport and Greater Manchester. Maps showing average speeds can be found in Appendix 4.
- Average journey time rates at peak hours in 2007/08 were higher in Stockport than in Greater Manchester.
 - Average speeds on A and B roads in Stockport in 2007/08 rose slightly between 0800 and 0900 but otherwise remained unchanged since the previous year in all time periods.

Table 30 Stockport and Greater Manchester Average Journey Time Rates (Mins / Mile)						
Stockport						
Year	0700 - 1000	0800 - 0900	1000 - 1600	1700 - 1800	1600 - 1900	0700 - 1900
2004/05	3.50	4.14	2.94	3.68	3.30	3.27
2005/06	3.66	4.32	3.02	3.75	3.53	3.36
2006/07	3.60	4.26	3.03	3.86	3.56	3.35
2007/08	3.46	4.07	3.00	3.71	3.45	3.25
Greater Manchester						
2007/08	3.37	3.84	3.10	3.67	3.46	3.28

Table 31 Stockport and Greater Manchester Average Speeds (MPH)						
Stockport						
Year	0700 - 1000	0800 - 0900	1000 - 1600	1700 - 1800	1600 - 1900	0700 - 1900
2004/05	17	15	20	16	18	18
2005/06	16	14	20	16	17	18
2006/07	17	14	20	16	17	18
2007/08	17	15	20	16	17	18
Greater Manchester						
2007/08	18	16	19	16	17	18

