

ASSOCIATION OF GREATER MANCHESTER AUTHORITIES

GREATER MANCHESTER TRANSPORTATION UNIT

Transport Statistics Trafford 2008

GMTU Report 1485 December 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 Trafford 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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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 Trafford and compares it to Greater Manchester where appropriate.
- 1.2 The key points from the report are summarised below.

Key Facts

- Trafford has a population of 212,800 and covers an area of 106 square kilometres.
- There are 802 kilometres (km) of road consisting of 10 km motorway, 58 km principal road, 52 km B road, 49 km other classified road and 633 km unclassified road.
- The average daily flow per kilometre is 124,500 vehicles on motorways, 20,400 on A roads and 11,000 on B roads.
- There were 511 injury accidents in Trafford during 2008 resulting in 731 casualties. There were 54 killed or seriously injured (KSI) casualties.
- Trafford has been awarded an allocation of £2.76 million through the LTP process for 2009/10, £1.15 million for integrated transport and £1.61 million for maintenance.

Traffic Flows

- The highest estimated 24-hour Annual Average Weekday Traffic (AAWT) flow was 144,300 vehicles on the M60 between Junctions 10 and 11.
- The busiest all-purpose road was the A56 Chester Road in Stretford where the estimated 24-hour AAWT flow reached 64,400 vehicles on the stretch just north of the M60.
- The site with the highest 12-hour pedal cycle flow was the B5218 Chorlton Road in Old Trafford with 582 cycles recorded between 07:00 and 19:00.
- The average 12-hour weekday pedal cycle flows on A and B roads in Trafford were 156 and 1737 respectively. These are much higher than the averages for all districts of 89 and 90 pedal cycles respectively.

Traffic Growth

- 24-hour weekday flows on motorways in Trafford have not changed since 2007, while there was a 1% decrease countywide.
- 12-hour weekday flows on A and B roads showed a 2% decrease in both Trafford and Greater Manchester as a whole.
- Since 1993, traffic flows on A and B roads in Trafford have increased by 7% compared to no change in Greater Manchester and a 3% increase nationally.

Annual Vehicle Kilometres

- 409 million vehicle kilometres were travelled on Trafford's motorways, 432 million on A roads and 209 million on B roads.
- Motorways, A roads and B roads in Trafford carried 8% of major road traffic in Greater Manchester on 8% of the major road network.

Traffic Composition

- Motorways: 80% cars, 12% light goods vehicles (LGVs) and 7% other goods vehicles (OGVs).
- A roads: 82% cars, 11% LGVs and 4% OGVs.
- B roads: 84% cars, 10% LGVs and 2% OGVs.
- Minor roads: 87% cars, 9% LGVs and 1% OGVs.
- Traffic composition on Trafford's major road network was broadly similar to Greater Manchester.

Rail Patronage

- The number of boarders travelling inbound to Manchester on the Irlam corridor in 2008 was approximately 500 in the peak (07:30-09:30) and 150 in the off-peak (09:30-13:30). These figures represent decreases of 6% and 13% respectively since 2007, but increases of 25% and 9% respectively since 1991.

Metrolink Patronage

- The number of boarders travelling inbound to Manchester on the Altrincham Line in 2008 was approximately 3,800 in the peak (07:30-09:30) and 3,500 in the off-peak (09:30-13:30). These figures represent increases of 6% and 2% since 2007, and increases of 83% and 70% respectively since 1992.

Bus Mileage

- 4.5 million bus miles were operated in Trafford in 2007. This was 4% less

than the 2006 level (4.7 million) and the same as the pre-deregulation level (4.5 million) in 1985.

- Trafford accounted for 7% of Greater Manchester bus mileage. 26% of Trafford's bus miles were subsidised as opposed to 20% across Greater Manchester.

Key Centre Monitoring

- Traffic flows into Altrincham town centre increased in the morning peak period between 1997 and 2001. Between 2005 and 2008 both car trips and non-car trips have decreased in all time periods. The total number of trips has decreased significantly in all periods.
- The number of vehicles crossing the cordon into Altrincham Key Centre in 2009 was about 4,300 in the morning peak, 3,200 in the off-peak and 3,400 in the evening peak, representing decreases of 9%, 25% and 17% respectively from vehicle numbers in 1997.
- These figures represent a steady decline evident since improvements to the highway network east of Altrincham town centre, completed in October 2002, and even show a slight increase in the off-peak and evening peak periods.
- The inbound modal share in 2009 was 50% car and 50% non-car in the morning peak, 49% car and 51% non-car in the off peak and 57% car and 43% non-car in the evening peak.

Automatic Traffic Counts at Altrincham Key Centre Cordon Sites

- Morning weekday peak flows and 24-hour average weekday flows increased by 10% and 9% respectively between the base year (2006/07) and 2008/09.
- Traffic flows on Railway Street were low in 2006/07 due to roadworks. Much of this was through traffic which did not necessarily transfer to other sites.

Pedestrian Activity

- Pedestrian activity fell by 8% on Fridays and 58% on Saturdays between 1997 and 2009.
- Pedestrian activity decreased by 26% on Fridays and increased by 16% on Saturdays between 2008 and 2009.

Road Accidents and Casualties

- The total number of reported injury accidents in Trafford was 511 in 2008, 43% lower than the average from the base years (1994-1998) but 3% higher than the 495 in 2007.
- The total number of casualties in Trafford was 731 in 2008, 39% lower

than the average from the base years (1994-1998) but 2% higher than the 719 in 2007.

- There were 54 killed or seriously injured (KSI) in 2008 compared with an average of 74 KSI in the base years.
- The 2006-2008 three-year average used for monitoring KSI GMLTP2 targets was 16% 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 40% below the baseline average and 14% below the 2010 GMLTP2 target.

Congestion

- Average journey time rates (minutes per mile) were lower in Trafford than Greater Manchester after the morning peak.
- Average speeds on A and B roads in Trafford in 2007/08 were largely faster than in 2006/07 in all time periods.
- The slowest roads in the morning peak (08:00 – 09:00) were concentrated in the areas of
 - Old Trafford around the White City Roundabout and Trafford Bar
 - A5145 Kingsway in Stretford
 - the A56 Washway Road between Sale and the M60 and between Sale and Altrincham.
 - Altrincham town centre.

2. ROAD TRAFFIC

Traffic Flows 2008

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

- The busiest motorway section was on the M60 between Junctions 10 and 11 where the traffic flow reached an estimated 144,300 vehicles.
- The busiest all-purpose road was the A56 Chester Road in Stretford where the 24-hour AAWT flow estimate reached 64,400 vehicles on the stretch just north of the M60.
- The second list in Appendix 1 shows that the road with the highest recorded 12-hour pedal cycle flow is the B5218 Chorlton Road in Old Trafford, with 582 cycles between 07:00 and 19:00.
- The average 12-hour A road pedal cycle flow in Trafford was 156. The average B road pedal cycle flow was 137. These are considerably higher than the Greater Manchester averages of 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 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 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 average weekday flows on five motorway sections in Trafford for which ATC or manual data were available in both 2007 and 2008, together with percentage changes in flow since 2007. It also gives countywide figures based on 43 motorway sections.

- 24-hour weekday flows on motorways in Trafford have not changed since 2007, while there was a 1% decrease countywide.

Table 1 Average 24-Hour Weekday Motorway Flows in 2008 with Percentage Changes Since 2007									
		LGV	%	OGV	%	Goods	%	All Motors	%
M60	Bet Jns 10 & 11	19900	(2)	9800	(2)	29700	(2)	144300	(1)
M60	Bet Jns 9 & 10	18100	(1)	9500	(1)	27600	(1)	115900	(0)
M60	Bet Jns 8 & 9	19400	(2)	9200	(1)	28600	(2)	126900	(0)
M60	Bet Jns 6 & 7	17600	(3)	15700	(2)	33300	(2)	133900	(1)
M60	Bet Jns 5 & 6	15300	(0)	8700	(3)	24000	(1)	123200	(0)
Trafford Sample		18000	(2)	10600	(2)	28600	(2)	128800	(0)
GM 43 links		14900	(-2)	11100	(6)	26000	(1)	107500	(-1)

A and B Road Traffic Growth 2007-2008

2.4 Table 2 gives average 12-hour weekday traffic flows on A and B roads in Trafford in 2008 together with percentage changes since 2007. The figures for A and B road growth are based on counts on 14 of the 76 A and B road links in Trafford.

- All motor traffic flows showed a 2% decrease in both Trafford and Greater Manchester as a whole.

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 (%)	
Trafford	14	9768 (-1)	1313 (-1)	310 (-4)	11580 (-2)	
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 Trafford and Greater Manchester is based on 12-hour average weekday flows on a sample of A and B road links throughout Trafford 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 7% in Trafford, remained unchanged in Greater Manchester and grown by 3% nationally.

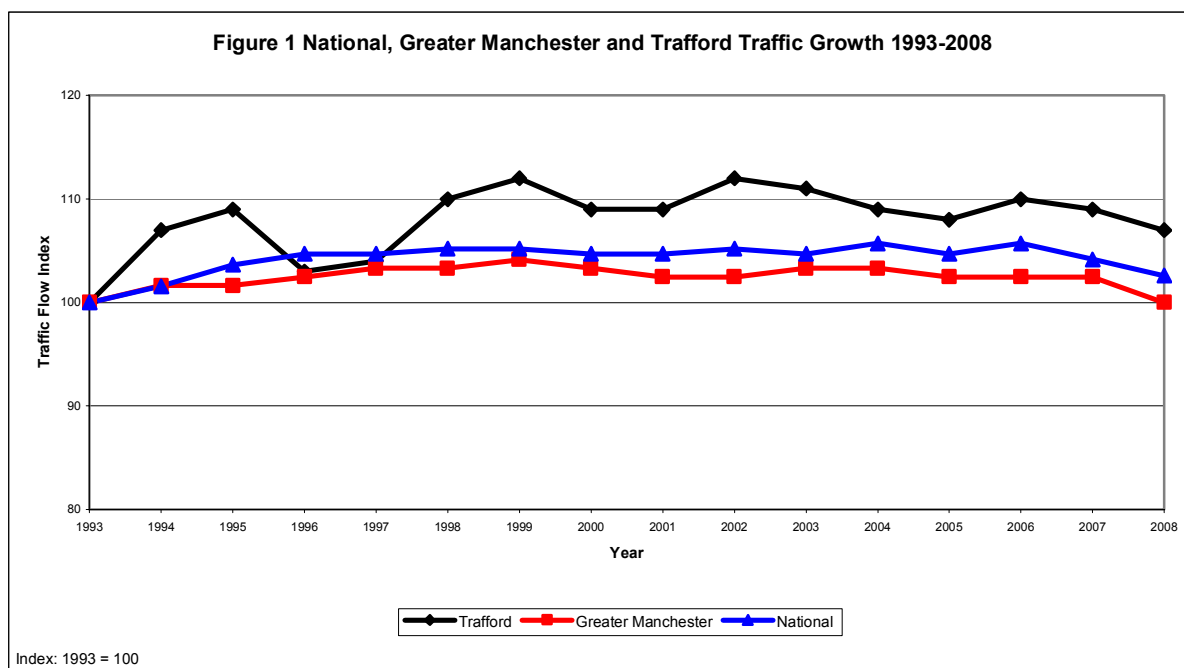


Table 3 National, Greater Manchester and Trafford Traffic Growth 1993- 2008			
	Trafford	Greater Manchester	National
1993	100	100	100
1994	107	102	102
1995	109	102	104
1996	103	102	105
1997	104	103	105
1998	110	103	105
1999	112	104	105
2000	109	103	105
2001	109	102	105
2002	112	102	105
2003	111	103	105
2004	109	103	106
2005	108	102	105
2006	110	102	106
2007	109	102	104
2008	107	100	103
Index: 1993 = 100			

Notes: Traffic growth for Trafford and Greater Manchester has been based on 12-hour average weekday flows on a sample of A and B road links throughout Trafford 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 Trafford and Greater Manchester in 2008.

- Motorways made up 8% of Trafford's major road network and carried 39% of major road traffic. In Greater Manchester as a whole, motorways made up 12% of the major road network and carried 45% of major road traffic.
- Motorways carried 60% of all goods traffic on major roads in Trafford. This is similar to Greater Manchester as a whole where motorways carried 62% of all major road goods traffic.
- A roads made up 49% of Trafford's major road network and carried 41% of the traffic. These proportions are lower than Greater Manchester where A roads account for 61% of the major road network and carried 44% of the traffic.
- B roads made up 44% of Trafford's network and carried 20% of the traffic. These figures are higher than the respective proportions for Greater Manchester as a whole where B roads formed 27% of the major roads and carried 11% of the traffic.
- Motorways, A roads and B roads in Trafford carried 8% of the major road traffic in Greater Manchester on 8% 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	
Trafford	Motorways	9	315	57	34	91	409	124500
	A Roads	58	373	39	14	53	432	20400
	B Roads	52	185	16	4	20	209	11000
	All Roads	119	873	112	52	164	1050	24200
Greater Manchester	Motorways	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 Trafford in 2008 compared to Greater Manchester as a whole.

- Traffic composition on Trafford's major road network was broadly similar to Greater Manchester.
- Motorways in Trafford carried more cars and fewer goods vehicles than the average across Greater Manchester.
- Buses make up notably less of the traffic on A, B and minor roads than the countywide average.

Table 5 Percentage Composition of Traffic in Trafford and Greater Manchester 2008 (0700-1900)										
		Cars	LGV	OGV1		OGV2		Buses and Coaches	Motor Cycles	Pedal Cycles
Trafford	Motorways	80.0	12.4	3.4	(49)	3.6	(51)	0.3	0.2	0.0
	A Roads	81.6	11.4	2.5	(58)	1.8	(42)	1.2	0.6	0.8
	B Roads	84.2	10.1	1.5	(62)	0.9	(38)	1.3	0.5	1.6
	Minor Roads	86.5	9.3	0.9	(84)	0.2	(16)	1.3	0.5	1.3
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 provide estimates of Manchester bound weekday rail patronage on the Irlam rail corridor and countywide for the years 1991 and 1998-2008. This line lies mainly in Trafford. The estimates have been factored from passenger counts at a sample of stations each year, except in 1998, 2001 and 2004 when all stations were surveyed.

- There was a 6% decrease in peak period patronage on the Irlam corridor between 2007 and 2008. Since 1991 patronage has increased by 25%. In Greater Manchester as a whole, peak period patronage increased by 2% between 2007 and 2008 and by 49% since 1991.
- There was a 13% decrease in off peak period patronage on the Irlam corridor between 2007 and 2008. Since 1991 patronage has increased by 9%. In Greater Manchester as a whole, off peak period patronage increased by 4% between 2007 and 2008 and more than doubled since 1991.

Line	1991	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Irlam	411	305	367	366	369	380	405	399	483	607	546	515
Index	100	74	89	89	90	92	99	97	117	148	133	125
Greater Manchester	9808	9877	11177	11171	11290	10222	11454	12399	13286	13422	14400	14635
Index	100	101	114	114	115	104	117	126	135	137	147	149

Line	1991	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Irlam	128	90	115	101	134	145	148	109	149	151	159	139
Index	100	70	90	79	105	113	116	85	116	118	124	109
Greater Manchester	4536	4911	5826	5779	6392	5599	7095	6959	7558	8631	9243	9650
Index	100	108	128	127	141	123	156	153	167	190	204	213

3.2 Tables 8 and 9 show passengers boarding and alighting Manchester bound trains in Trafford between 1991 and 1998-2008 in the morning peak (07:30-09:30) and the off-peak (09:30-13:30) respectively. All current rail stations in Trafford are shown with patronage details where available.

Table 8 Numbers of Passengers Boarding and Alighting Manchester Bound Trains in Trafford District 1991 & 1998-2008 AM Peak (07:30-09:30)													
Station		1991	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Altrincham*	B	34	-	20	17	-	29	27	-	25	-	-	42
	A	-	-	71	97	-	79	92	-	97	-	-	100
Chassen Road	B	36	25	-	-	26	-	-	36	-	-	50	-
	A	-	1	-	-	10	-	-	14	-	-	5	-
Flixton	B	43	30	37	32	54	-	54	61	-	-	66	-
	A	-	0	1	3	4	-	2	2	-	-	0	-
Hale	B	37	-	25	-	-	44	-	-	35	-	-	43
	A	-	-	36	-	-	21	-	-	41	-	-	47
Humphrey Park	B	38	19	-	-	17	-	-	32	-	-	33	-
	A	-	0	-	-	0	-	-	3	-	-	2	-
Navigation Road*	B	-	-	28	-	-	20	22	-	23	-	-	41
	A	-	-	5	-	-	19	4	-	5	-	-	7
Trafford Park	B	10	10	-	-	8	-	-	19	-	-	38	-
	A	-	9	-	-	22	-	-	11	-	-	27	-
Urmston	B	131	104	113	104	115	147	157	115	148	163	169	144
	A	-	37	28	22	29	32	25	32	24	27	30	30

Notes: B = Boarders A = Alighters

* = Altrincham and Navigation Road station counts refer to BR passengers via Stockport only

- = No counts available.

Table 9 Numbers of Passengers Boarding and Alighting Manchester Bound Trains in Trafford District 1991 & 1998-2008 Off-Peak (09:30-13:30)													
Station		1991	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Altrincham*	B	33	-	13	19	-	17	14	-	13	-	-	40
	A	-	-	84	61	-	97	163	-	70	-	-	88
Chassen Road	B	16	5	-	-	13	-	-	5	-	-	11	-
	A	-	2	-	-	3	-	-	1	-	-	0	-
Flixton	B	24	10	15	14	7	-	13	18	-	-	13	-
	A	-	1	3	3	0	-	0	2	-	-	6	-
Hale	B	20	-	14	-	-	7	-	-	15	-	-	35
	A	-	-	6	-	-	3	-	-	5	-	-	6
Humphrey Park	B	11	2	-	-	8	-	-	2	-	-	1	-
	A	-	0	-	-	0	-	-	1	-	-	1	-
Navigation Road*	B	-	-	5	-	-	6	9	-	3	-	-	13
	A	-	-	2	-	-	9	4	-	7	-	-	6
Trafford Park	B	10	4	-	-	7	-	-	3	-	-	3	-
	A	-	5	-	-	4	-	-	0	-	-	0	-
Urmston	B	30	37	53	50	64	54	61	48	59	74	84	64
	A	-	25	20	20	9	39	20	22	21	13	17	20

Notes: B = Boarders A = Alighters

* = Altrincham and Navigation Road station counts refer to BR passengers via Stockport only

- = No counts available.

3.3 Table 10 shows all passengers boarding and alighting trains inbound to and outbound from Manchester for the most recent year for which data has been collected.

Table 10 Numbers of Passengers Boarding and Alighting Trains in Trafford 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	
Altrincham*	2008	42	100	86	61	289	40	88	71	28	227
Chassen Road	2007	50	5	0	1	52	11	0	0	1	7
Flixton	2007	66	0	12	8	73	13	6	7	9	28
Hale	2008	43	47	60	21	171	35	6	8	6	55
Humphrey Park	2007	33	2	0	0	35	1	1	0	0	3
Navigation Road*	2008	41	7	38	17	103	13	6	9	7	35
Trafford Park	2007	38	27	11	9	85	3	0	6	2	11
Urmston	2008	144	30	33	23	230	64	20	21	35	140

Notes: B = Boarders A = Alighters

* Altrincham and Navigation Road station counts refer to BR passengers via Stockport only.

Metrolink Patronage

3.4 The Altrincham rail line, operated by British Rail, closed in December 1991 and reopened on the 15th of June 1992 as Metrolink.

3.5 Table 11 shows all passengers boarding and alighting trams inbound to and outbound from Manchester in 2008.

Table 11 Boarders and Alighters on the Altrincham Line Surveyed in Autumn 2008							
AM Peak 07:30-09:30	Mcr Bound		Alt Bound		Both Directions		
Station	Boarders	Alighters	Boarders	Alighters	Boarders	Alighters	All
Altrincham	864	0	0	1291	864	1291	2155
Navigation Road	430	12	65	134	495	146	641
Timperley	412	19	180	268	592	287	879
Brooklands	639	86	272	103	911	189	1100
Sale	560	86	300	183	860	269	1129
Dane Road	180	25	79	51	259	76	335
Stretford	392	136	394	163	786	299	1085
Old Trafford	128	172	171	317	299	489	788
Trafford Bar	108	75	112	266	220	341	561
Cornbrook Alt	68	115	118	63	186	178	364
Total	3781	726	1691	2839	5472	3565	9037
Off-Peak 09:30-13:30	Mcr Bound		Alt Bound		Both Directions		
Station	Boarders	Alighters	Boarders	Alighters	Boarders	Alighters	All
Altrincham	862	0	0	768	862	768	1630
Navigation Road	236	50	75	142	311	192	503
Timperley	358	63	118	229	476	292	768
Brooklands	374	61	98	146	472	207	679
Sale	687	234	242	364	929	598	1527
Dane Road	117	31	37	80	154	111	265
Stretford	425	178	210	331	635	509	1144
Old Trafford	214	91	130	201	344	292	636
Trafford Bar	153	102	122	185	275	287	562
Cornbrook Alt	87	122	109	52	196	174	370
Total	3513	932	1141	2498	4654	3430	8084

3.6 Tables 12 and 13 show Manchester bound boarders at individual stations on the line for each year since the conversion of the line. Table 12 details passenger counts in the weekday peak period (07:30-09:30) and Table 13 the off-peak period (09:30-13:30).

3.7 Figures 2 and 3 show trends in peak and off-peak Metrolink patronage at each station for inbound boarders.

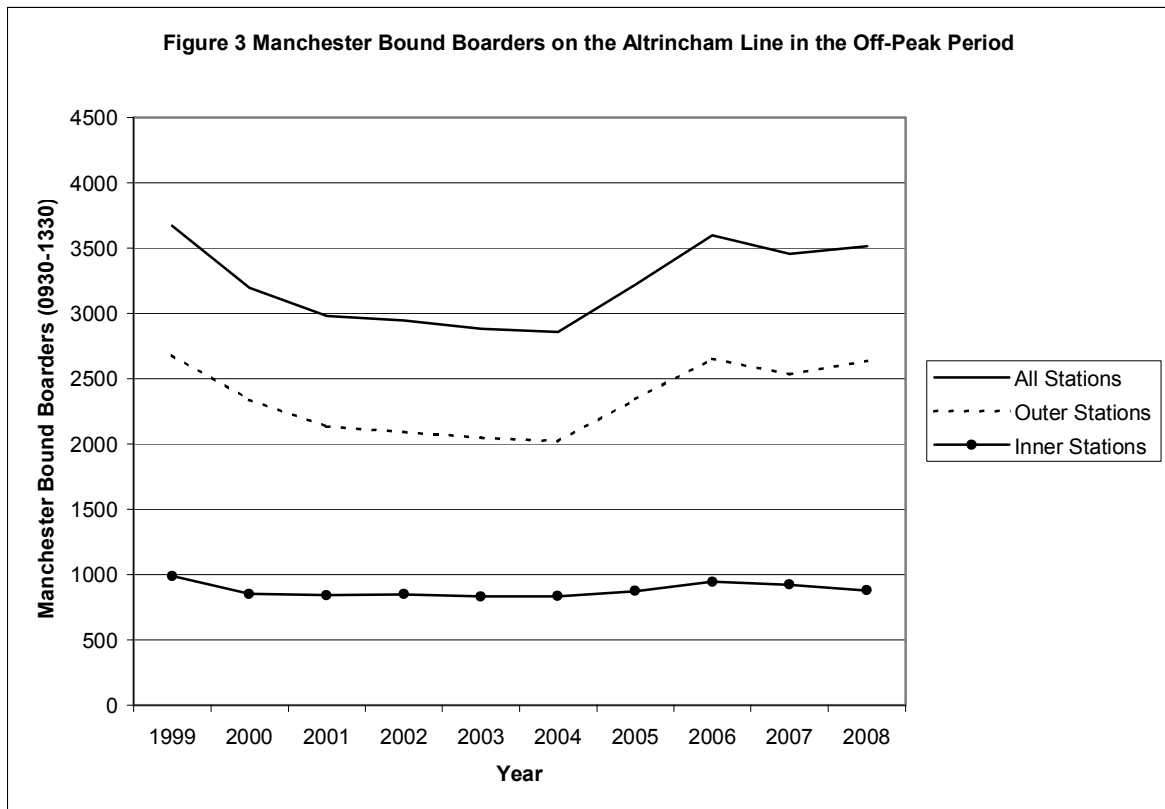
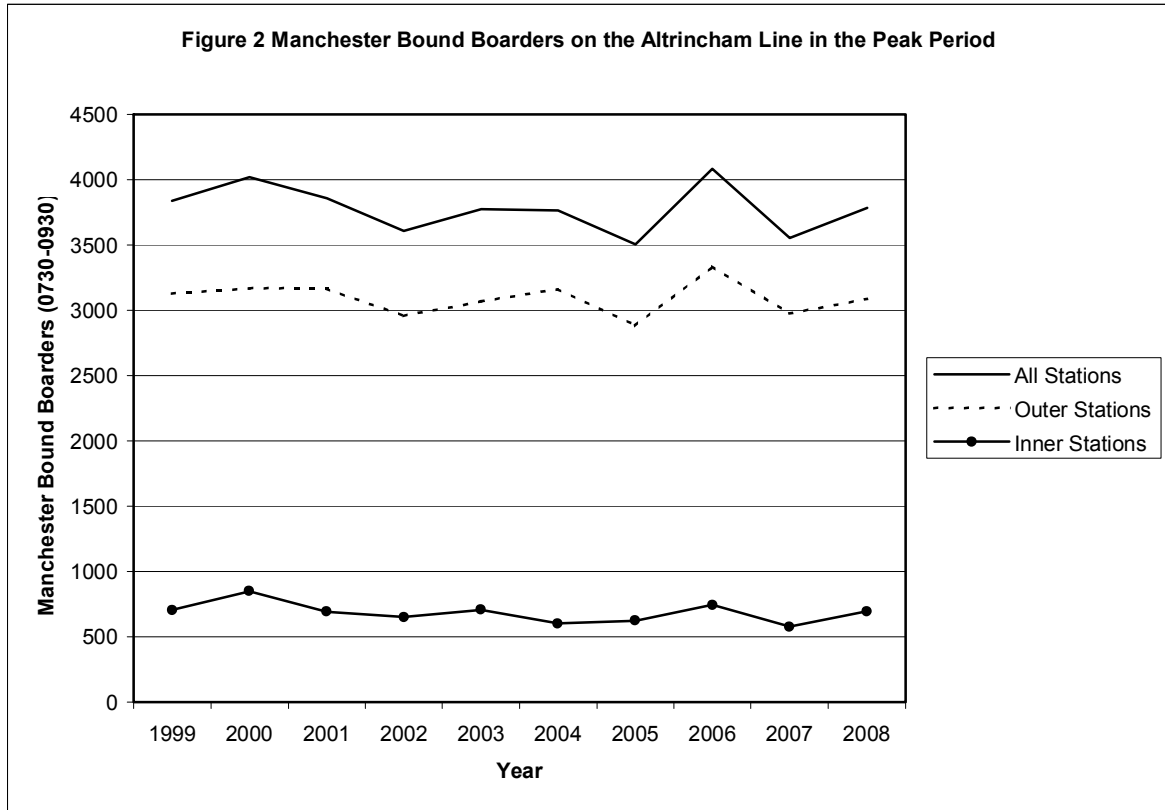
- Peak period Manchester bound boarders increased by 6% between 2007 and 2008. They increased by 83% since 1992.
- Off-peak boarders increased by 2% between 2007 and 2008. They increased by 70% since 1992.

Zone	Station	Year											
		1992	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Outer Area	Altrincham	518	972	937	988	1000	762	776	831	893	933	868	864
	Navigation Road	172	426	435	426	378	376	422	416	262	351	376	430
	Timperley	257	366	412	401	419	386	422	380	405	410	408	412
	Brooklands	403	659	636	637	646	676	690	664	746	933	694	639
	Sale	331	567	545	558	582	579	566	722	453	549	480	560
	Dane Road	98	147	163	156	138	176	191	149	120	160	147	180
	Total	1779	3137	3128	3166	3163	2955	3067	3162	2879	3336	2973	3085
Index	100	176	176	178	178	166	172	178	162	188	167	173	
Inner Area	Stretford	141	476	404	536	411	393	410	333	383	413	328	392
	Old Trafford	88	159	128	157	145	122	126	113	102	142	100	128
	Trafford Bar	63	163	175	149	134	133	170	154	122	151	101	108
	Cornbrook Alt*	N/A	N/A	N/A	9	4	4	2	3	17	38	50	68
	Total	292	798	707	851	694	652	708	603	624	744	579	696
Index	100	273	242	291	238	223	242	207	214	255	198	238	
All Stations	Total	2071	3935	3835	4017	3857	3607	3775	3765	3503	4080	3552	3781
	Index	100	190	185	194	186	174	182	182	169	167	172	183

Note: * Cornbrook station opened in Dec. 1999 with the Eccles extension. Street access available only from Sept.2005.

Zone	Station	Year											
		1992	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Outer Area	Altrincham	692	726	1053	919	776	848	757	679	876	993	952	862
	Navigation Road	108	126	227	184	207	156	194	201	168	224	238	236
	Timperley	181	215	265	267	229	267	236	259	312	311	320	358
	Brooklands	190	259	396	308	300	257	277	290	323	417	335	374
	Sale	371	450	634	555	527	478	476	508	543	587	584	687
	Dane Road	75	85	104	108	103	86	110	85	121	120	102	117
	Total	1617	1861	2679	2341	2136	209	2050	2022	2343	2652	2531	2634
Index	100	115	166	145	132	129	127	125	145	164	157	163	
Inner Area	Stretford	159	362	528	419	443	394	401	382	395	475	468	425
	Old Trafford	150	200	214	196	206	213	215	233	255	204	225	214
	Trafford Bar	144	209	248	217	182	235	206	204	193	212	183	153
	Cornbrook Alt*	N/A	N/A	N/A	21	13	9	11	17	32	54	49	87
	Total	453	771	990	853	844	851	833	836	875	945	925	879
Index	100	170	219	188	186	188	184	185	193	209	204	194	
All Stations	Total	2070	2635	3669	3194	2980	2943	2883	2858	3218	3597	3456	3513
	Index	100	127	177	154	144	142	139	138	155	174	167	170

Note: * Cornbrook station opened in Dec. 1999 with the Eccles extension. Street access available only from Sept.2005.



Bus Mileage

- 3.8 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.
- 3.9 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.
- 3.10 GMTU does not currently undertake bus patronage monitoring. Any information on trends in bus patronage should be obtained from GMPTE.
- 3.11 Table 14 shows commercial and subsidised annualised bus mileage from 2002 to 2007 and in 1985 (pre-deregulation year).
- Total bus mileage in Trafford decreased by 4% between 2006 and 2007 and was the same when compared to levels prior to bus deregulation. In Greater Manchester as a whole it decreased by 6% during 2006 and 2007 but was 2% higher when compared to prior the bus deregulation period.
 - Trafford accounted for 7% of all bus mileage in Greater Manchester during 2007.
 - The proportion of subsidised mileage in Trafford has been consistently higher than that in Greater Manchester as a whole. Subsidised mileage accounted for 26% of Trafford's total bus mileage in 2007 compared with 20% across all of Greater Manchester.

	Nov 85	Nov 02	Nov 03	Nov 04	Nov 05	Nov-06	Nov-07
Trafford							
Commercial Mileage	-	3.8 (73)	3.5 (73)	3.5 (75)	3. (74)	3.5 (74)	3.3 (74)
Subsidised Mileage	-	1.4 (27)	1.3 (27)	1.2 (25)	1.2 (26)	1.2 (26)	1.2 (26)
Total Mileage	4.5	5.1	4.9	4.7	4.7	4.7	4.5
Greater Manchester							
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)	13.5 (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.

3.12 Table 15 shows bus mileage by time of day and day of week in Trafford and Greater Manchester.

- Bus mileage in Trafford decreased between 2006 and 2007 in all time periods.
- There was proportionally less commercial mileage operated in Trafford than in Greater Manchester, most notably on Sundays and weekday evenings.

Table 15 Bus Mileage by Time of Day and Day of Week in Trafford and Greater Manchester									
Year	1985	2002	2003	2004	2005	2006	2007		Index 2007
Day/TimePeriod									
Trafford									
Weekday07:00-09:00	2350	2530	2350	2420	2240	2100	1920	(75)	82
Weekday10:00-15:00	3870	5610	5260	5100	5280	5090	5030	(85)	130
Weekday20:00-22:00	850	670	700	690	680	620	610	(27)	72
Saturday	12130	13540	13150	12240	12460	12220	11950	(77)	99
Sunday	6410	5970	5980	5850	5570	5970	5490	(53)	86
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
Trafford as a % of Greater Manchester									
Weekday0700-0900	7.2	7.3	7.1	7.4	6.8	6.6	6.5		
Weekday10:00-1500	7.0	6.5	6.4	6.4	6.6	6.3	6.6		
Weekday2000-2200	6.2	6.9	7.7	7.9	7.5	6.6	7.0		
Saturday	6.8	6.7	6.7	6.6	6.6	6.4	6.7		
Sunday	6.4	7.9	8.0	8.1	7.2	7.3	7.2		

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, rail and Metrolink counts were conducted on a cordon around Altrincham in 1997. Since then, Altrincham has been surveyed on a three yearly cycle (1999, 2002, 2005 and 2008) 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 2002. From 2008, all these surveys are 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 Altrincham 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 Spring 2009.
- 4.4 Tables 16 to 18 show manual traffic counts at each individual cordon site in Spring 2009 by time period. Figure 4 shows the location of sites and the key centre boundary.

Site	Site No	Cars	LGV	OGV	Buses	M/C	P/C	All
A538 Barrington Road	85902	513	60	17	73	2	29	694
U Grosvenor Road	85903	267	20	0	1	1	23	312
U Moss Lane	85904	493	46	6	4	3	14	566
U Denmark Street	85905	166	8	1	0	0	6	181
A538 Railway Street	85906	842	79	20	24	6	6	977
U Regent Road	85908	351	24	3	3	1	3	385
U High Street	85909	147	10	1	0	0	1	159
U Market Street	85910	652	46	8	0	1	4	711
U Victoria Street	85912	261	15	4	0	0	1	281
Other Pedal Cycles								7
Total		3692	308	60	105	14	87	4273
% Composition		86.4	7.2	1.4	2.5	0.3	2.0	100.0

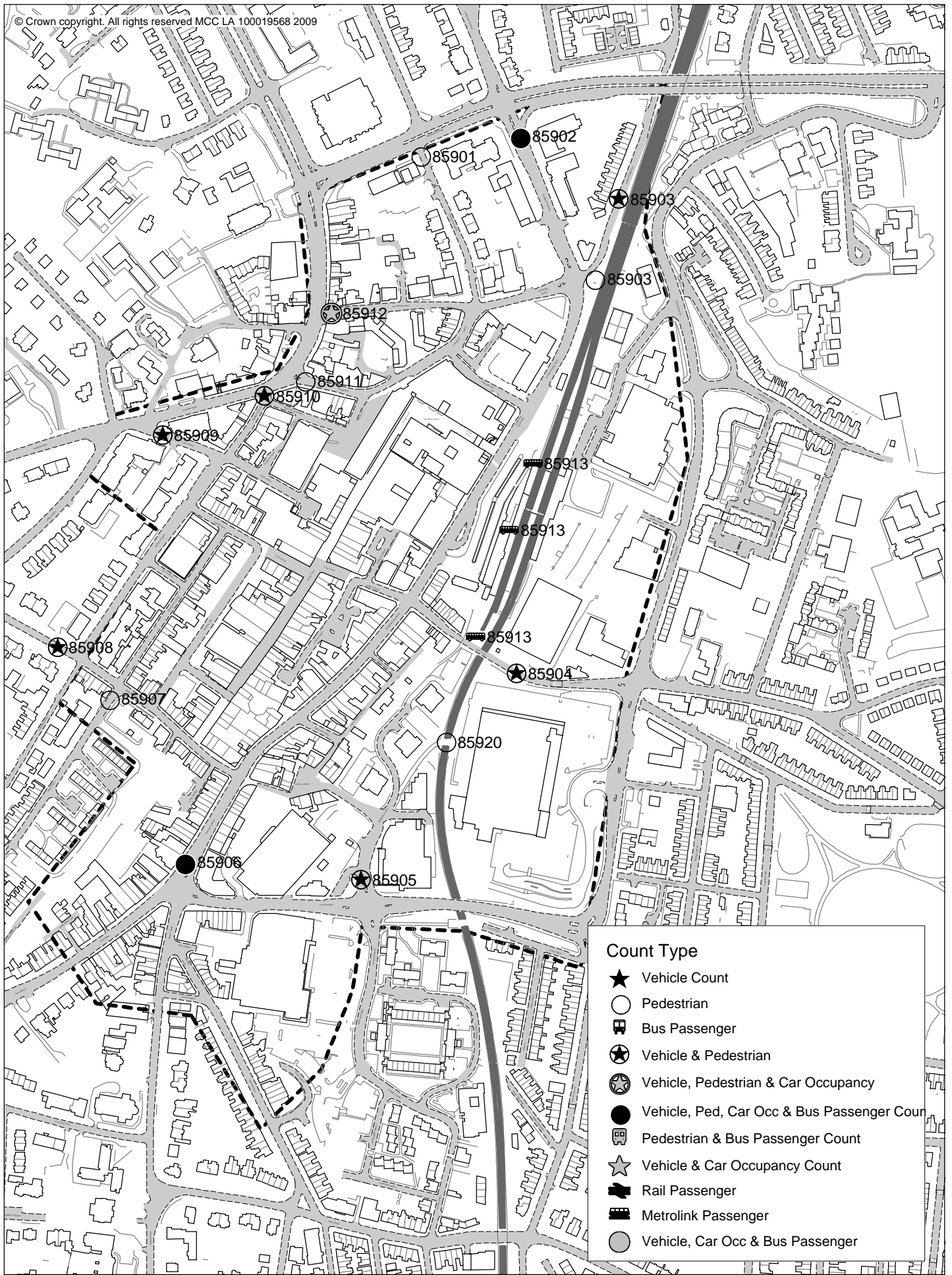
Note: Percentages may not sum to 100 due to rounding.

Site	Site No	Cars	LGV	OGV	Buses	M/C	P/C	All
A538 Barrington Road	85902	443	91	24	66	9	12	645
U Grosvenor Road	85903	70	15	1	0	1	6	93
U Moss Lane	85904	328	45	8	4	1	13	399
U Denmark Street	85905	127	9	4	0	1	6	147
A538 Railway Street	85906	643	120	28	21	0	0	812
U Regent Road	85908	177	20	0	0	2	3	202
U High Street	85909	121	9	5	0	2	2	139
U Market Street	85910	520	58	10	3	2	6	599
U Victoria Street	85912	120	19	3	0	1	1	144
Other Pedal Cycles								5
Total		2549	386	83	94	19	49	3185
% Composition		80.0	12.1	2.6	3.0	0.6	1.5	100.0

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

Site	Site No	Cars	LGV	OGV	Buses	M/C	P/C	All
A538 Barrington Road	85902	511	39	5	65	8	11	639
U Grosvenor Road	85903	141	7	0	0	0	15	163
U Moss Lane	85904	378	36	0	4	1	5	424
U Denmark Street	85905	221	11	0	0	1	9	242
A538 Railway Street	85906	747	80	8	21	0	12	868
U Regent Road	85908	272	11	0	0	4	1	288
U High Street	85909	92	4	0	0	2	4	102
U Market Street	85910	522	31	2	0	0	9	564
U Victoria Street	85912	103	9	0	0	0	2	114
Other Pedal Cycles								3
Total		2987	228	15	90	16	68	3407
% Composition		87.7	6.7	0.4	2.6	0.5	2.0	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

Altrincham Survey Sites and Key Centre Boundary

GMTU
 SALISBURY HOUSE
 GRANBY ROW
 MANCHESTER M1 7AH

Drawn By : Elwyn Ellis

Date : 06/05/2009

Report : 1485 Figure : 2

4.5 Table 19 details total traffic entering Altrincham Key Centre in 1997, 1999, 2002, 2005, 2008 and 2009, together with indices of change between 1997 and 2009.

- The number of vehicles entering Altrincham key centre in 2009 was approximately 4300 in the morning peak, 3190 in the off-peak and 3400 in the evening peak period. These figures represent decreases of 9%, 25% and 17% respectively from 1997.
- These figures represent a steadying of the decline evident since improvements to the highway network east of Altrincham town centre, completed in October 2002, and even show a slight increase in the off-peak and evening peak periods.

		Cars	LGV	OGV	Bus	M/C	P/C	All
07:30-09:30	1997	3972	334	142	147	9	88	4692
	1999	4308	321	145	150	19	71	5014
	2002	4491	421	103	134	21	71	5241
	2005	3534	343	88	109	17	79	4170
	2008	3724	304	74	107	16	89	4314
	2009	3692	308	60	105	14	87	4273
	2009/1997	0.93	0.92	0.42	0.71	1.56	0.99	0.91
10:00-12:00	1997	3516	341	167	134	21	89	4268
	1999	3512	417	196	157	11	78	4371
	2002	3339	468	129	112	13	50	4111
	2005	3015	403	106	101	14	59	3698
	2008	2482	412	110	104	6	38	3152
	2009	2549	386	83	94	19	49	3185
	2009/1997	0.72	1.13	0.50	0.70	0.90	0.55	0.75
16:00-18:00	1997	3517	289	96	132	16	68	4118
	1999	3563	245	75	135	20	59	4097
	2002	3487	278	52	124	23	39	4003
	2005	3150	249	22	98	12	44	3575
	2008	2906	221	24	96	13	63	3323
	2009	2987	228	15	90	16	68	3407
	2009/1997	0.85	0.79	0.16	0.68	1.00	1.00	0.83

Car Occupancy - Inbound

4.6 Car occupancy surveys were conducted at three sites on the Altrincham Key Centre cordon in April 2009. Table 20 shows the observed occupancy rates by period and site for inbound vehicles. Table 21 compares inbound occupancy rates for 2002, 2005, 2008 and 2009.

- The average occupancy rates in 2009 were 1.32 in the morning peak, 1.33 in the off-peak and 1.42 in the evening peak.
- Car occupancy rates rose between 2008 and 2009 in all time periods, taking the average occupancy for each to a level above the 2002 rate.

Table 20 Altrincham Key Centre Inbound Car Occupancy Rates 2009		
Site & Location	07:30-09:30	
	% Driver Only	Ave Occupancy
85902 Barrington Road	69	1.39
85906 Railway Street	74	1.31
85912 Victoria Street	85	1.16
All Sites	74	1.32
Site & Location	10:00-12:00	
	% Driver Only	Ave Occupancy
85902 Barrington Road	66	1.39
85906 Railway Street	72	1.31
85912 Victoria Street	84	1.18
All Sites	71	1.33
Site & Location	16:00-18:00	
	% Driver Only	Ave Occupancy
85902 Barrington Road	69	1.40
85906 Railway Street	66	1.44
85912 Victoria Street	71	1.38
All Sites	67	1.42

Table 21 Comparison of Altrincham Key Centre Inbound Car Occupancy Rates 2002, 2005, 2008		
Year	07:30-09:30	
	% Driver Only	Ave Occupancy
2002	78	1.27
2005	84	1.18
2008	80	1.22
2009	74	1.32
Year	10:00-12:00	
	% Driver Only	Ave Occupancy
2002	74	1.28
2005	76	1.27
2008	77	1.26
2009	71	1.33
Year	16:00-18:00	
	% Driver Only	Ave Occupancy
2002	73	1.34
2005	74	1.32
2008	80	1.23
2009	67	1.42

Rail and Metrolink Patronage - Inbound

4.7 Table 22 shows rail and Metrolink passengers entering Altrincham key centre in the morning and off-peak time periods in 1997, 1999, 2002, 2005, 2008 and 2009. Due to the nature of the survey the estimates also include pedestrians entering the key centre via the station.

- The number of rail and Metrolink users entering the key centre increased by 9% during the morning peak but decreased by 33% during the off-peak between 1997 and 2009.
- Numbers fell in both periods between 2008 and 2009.

Table 22 Rail/Metrolink Passengers Entering Altrincham Key Centre 1997, 1999, 2002, 2005, 2008 and 2009			
Year	07:30-09:30	10:00-12:00	1600-1800
1997	1217	661	890
1999	1440	519	928
2002	1444	557	936
2005	1303	461	926
2008	1378	561	789
2009	1325	444	743
2009/1997	1.09	0.67	0.83

Walk Trips - Inbound

- 4.8 The number of pedestrians entering Altrincham key centre was counted at fourteen locations in 2009 (see Figure 4). Table 23 presents the number of pedestrians by site and time period.

Table 23 Pedestrians Entering Altrincham Key Centre 2009				
Site No.	Location	07:30-09:30	10:00-12:00	16:00-18:00
85901	Springfield Rd (S-Bound)	80	64	51
85902	Barrington Rd (S-Bound)	113	77	128
85903	Grosvenor Rd (S-Bound)	300	141	122
85904	Moss Ln (W-Bound)	661	789	495
85905	Denmark St (N-Bound)	194	152	216
85906	Railway St (NE-Bound)	213	379	303
85907	New St (NE-Bound)	53	59	26
85908	Regent Rd (SE-Bound)	277	207	199
85909	High St (E-Bound)	114	78	72
85910	Market St (S-Bound)	64	61	136
85911	Kingsway (E-Bound)	41	48	45
85912	Victoria St (E-Bound)	76	44	85
85920	Tesco Footbridge (SW-Bound)	103	163	95
Cordon Total		2289	2262	1973

- 4.9 Table 24 shows the changes in the total number of pedestrians entering the key centre between 2002 and 2009. It should be noted that numbers since 2002 include people walking from Tesco car park.

- The figures suggest an increase in the number of people entering the key centre on foot since 2002 of 38% in the morning peak, 14% during the off-peak and 65% during the evening peak time period.

Table 24 Pedestrians Entering Altrincham Key Centre 2002, 2005, 2008 and 2009			
Year	07:30-09:30	10:00-12:00	16:00-18:00
2002	1658	1985	1196
2005	2225	2202	2000
2008	2293	2237	2036
2009	2289	2262	1973
2009/2002	1.38	1.14	1.65

Summary of Trends in Modal Share - Inbound

4.10 Table 25 gives the modal split of car and public transport trips crossing the cordon into Altrincham key centre in 1997, 1999, 2002, 2005, 2008 and 2009.

- The combined number of trips in 2009 was lower in all time periods compared to 1997.
- The proportion of car trips relative to public transport trips was higher in 2009 than in 1997 in the morning and off-peak periods, but remained unchanged in the evening peak.

Time Period	Year	Car Trips		Bus Trips		Rail Trips		Car + PT Trips		Modal Split	
		Number	Index	Number	Index	Number	Index	Number	Index	% Car	% PT
07:30-09:30	1997	5044	100	1596	100	1217	100	7857	100	64	36
	1999	5471	108	1923	120	1440	118	8834	112	62	38
	2002	5704	113	1233	77	1444	119	8380	107	68	32
	2005	4170	83	810	51	1303	107	6283	80	66	34
	2008	4543	90	943	59	1378	113	6864	87	66	34
	2009	4873	97	1125	70	1325	109	7323	93	67	33
10:00-12:00	1997	4500	100	1344	100	661	100	6505	100	69	31
	1999	4495	100	1655	123	519	79	6669	103	67	33
	2002	4274	95	1166	87	557	84	5997	92	71	29
	2005	3829	85	857	64	461	70	5147	79	74	26
	2008	3127	69	813	60	561	85	4501	69	69	31
	2009	3390	75	837	62	444	67	4672	72	73	27
16:00-18:00	1997	4713	100	396	100	890	100	5999	100	79	21
	1999	4774	101	466	118	928	104	6169	103	77	23
	2002	4673	99	304	77	936	105	5913	99	79	21
	2005	4158	88	329	83	926	104	5413	90	77	23
	2008	3574	76	379	96	789	89	4742	79	75	25
	2009	4242	90	402	101	743	83	5386	90	79	21

4.11 Table 26 gives the modal split of car and non-car trips crossing the cordon into Altrincham key centre in 2002, 2005, 2008 and 2009, along with a ratio of change between 2002 and 2009.

- The total number of car and bus trips rose in all time periods between 2002 and 2009.
- The modal share of car trips relative to non-car trips decreased during all time periods between 2002 and 2009.

Table 26 Car and Non-Car Trips into Altrincham Key Centre									
	Year	Car	Bus	Rail/Met	Cycle	Walk	Total	% Car	% Non-Car
07:30-09:30	2002	5704	1233	1444	71	1658	10109	56	44
	2005	4170	810	1303	79	2225	8587	49	51
	2008	4543	943	1378	89	2293	9246	49	51
	2009	4873	1125	1325	87	2289	9699	50	50
	2009/2002	0.85	0.91	0.92	1.23	1.38	0.96		
10:00-12:00	2002	4274	1166	557	50	1985	8032	53	47
	2005	3829	857	461	59	2202	7408	52	48
	2008	3127	813	561	38	2237	6776	46	54
	2009	3390	837	444	49	2262	6983	49	51
	2009/2002	0.79	0.72	0.80	0.98	1.14	0.87		
16:00-18:00	2002	4673	304	936	39	1196	7148	65	35
	2005	4158	329	926	44	2000	7457	56	44
	2008	3574	379	789	63	2036	6841	52	48
	2009	4242	402	743	68	1973	7427	57	43
	2009/2002	0.91	1.32	0.79	1.74	1.65	1.04		

24-Hour Traffic Profiles into Altrincham 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 27 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
Moss Lane	721	672	717	-1%	3261	3053	3310	2%
A538 Railway Street	897	1199	1257	40%	4827	6270	6584	36%
Regent Road	330	374	388	18%	1438	1583	1661	16%
Market Street	788	688	760	-4%	3684	3121	3416	-7%
A538 Barrington Road	1003	956	973	-3%	4935	4879	4742	-4%
TOTAL	3739	3889	4095	10%	18145	18906	19710	9%

- Morning weekday peak flows and 24-hour average weekday flows increased by 10% and 9% respectively between 2007 and 2009.
- Traffic flows on Railway Street were low in 2006/07 due to roadworks. Much of this was through traffic which did not necessarily transfer to other sites.

5. PEDESTRIAN ACTIVITY

5.1 GMTU observed pedestrian movements at 30 sites in Trafford in July 2009. These are comparable with the sites surveyed in 2008. Figure 5 shows the location of the pedestrian count sites. It should be noted that Altrincham town centre is currently undergoing major redevelopment.

5.2 Table 28 shows comparisons of pedestrian flows from 1997 to 2009. Tables 29 and 30 present the results for Friday and Saturday respectively.

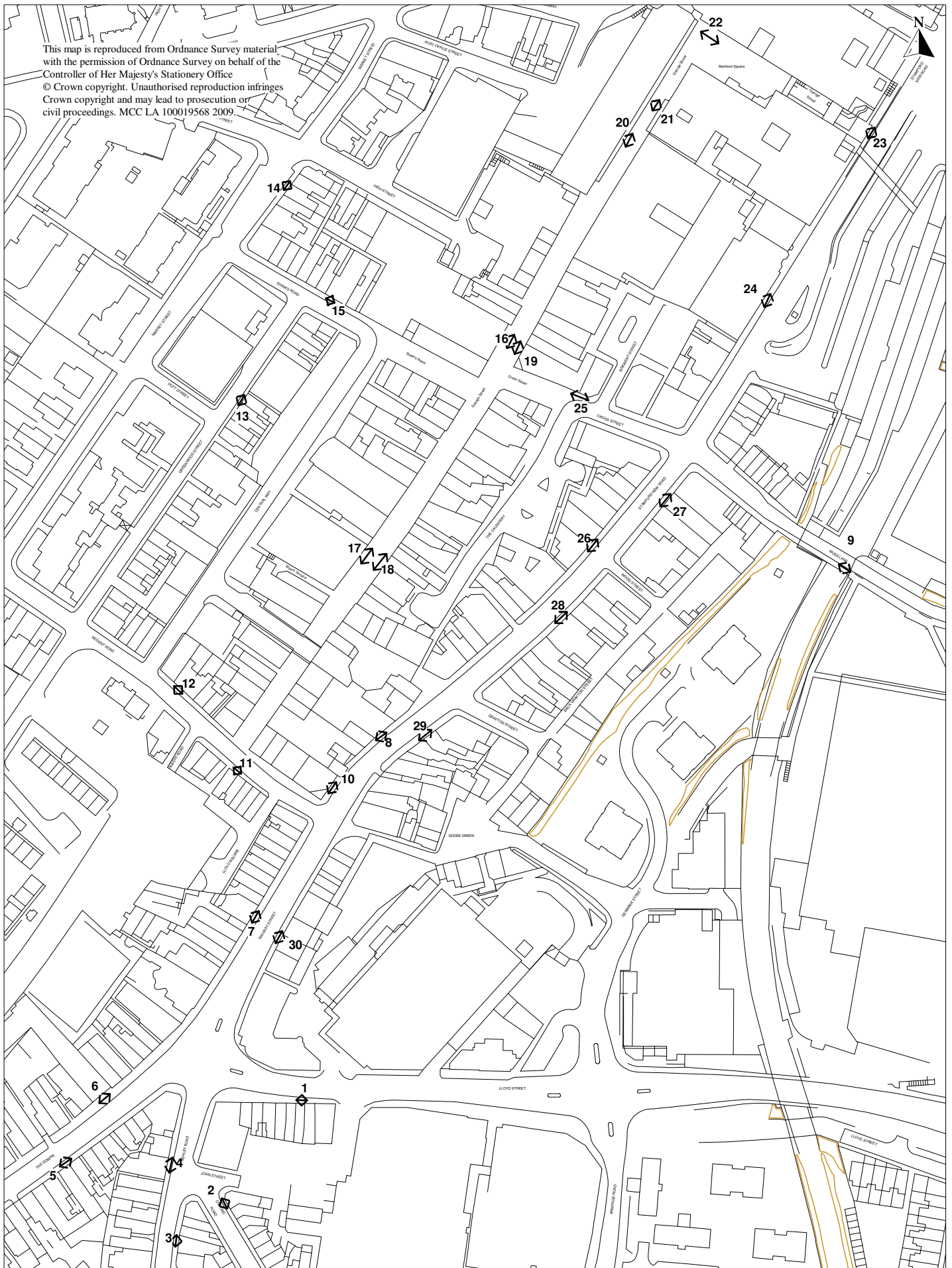
- Friday pedestrian activity has been variable since 1997 and fell to 92% of the 1997 level in 2009.
- Saturday pedestrian activity has also been variable since 1997 and was 58% below the 1997 level in 2009.
- Pedestrian activity increased by 26% on Fridays and decreased by 16% on Saturdays between 2008 and 2009.

Table 28 Altrincham Pedestrian Flows Since 1997						
Year	Friday	Index	Saturday	Index	Weekly	Index
1997	4674	100	8838	100	29787	100
1998	5032	108	7890	89	28486	96
1999	4694	100	7446	84	26763	90
2000	5733	123	7897	89	30047	101
2001	5864	125	7204	82	28808	97
2002	4730	101	7550	85	27074	91
2003	4817	103	6153	70	24184	81
2004	-	-	-	-	-	-
2005	4482	96	4212	48	19166	64
2006	4706	101	4401	50	20077	67
2007	-	-	-	-	-	-
2008	3411	73	4374	49	17161	58
2009	4307	92	3694	42	17638	59

Notes:

1. Daily figures = counts factored to 08.00-18.00.
2. Weekly figure = counts factored to 6 day estimate (Friday flow + Saturday flow x 2.2045).
3. 2002 and 2005 surveys conducted in Autumn.
4. 2002 and 2003 figures factored to account for missing Site 9.
5. No counts were undertaken in 2004 and 2007.

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Altrincham Town Centre Pedestrian Survey Sites

GMTU
 SALISBURY HOUSE
 GRANBY ROW
 MANCHESTER M1 7AH

Drawn By : Rachel Davies

Date : 26/08/2009

GMTU Report No 1485 Figure 5

Site	Location Description	Morning	Midday	Afternoon	Daily	Weekly
16	George Street outside No 56 M & S (half width)	28	74	52	14027	59098
9	Moss Lane on Bridge (full width)	54	76	40	12584	53239
25	Cross Street outside No 5 Greenhalgh's	48	39	11	9528	38654
20	George Street outside No 24 Bay Clothes (half width)	28	35	33	8505	32666
19	George St outside No 63 D.Perkins/Burtons (half width)	19	20	28	5678	31561
21	George Street outside No 21 Piers (half width)	36	27	31	8230	31438
17	George Street outside No 88 Woolworths (half width)	16	25	19	5433	30001
18	George Street outside No 101 Millets (half width)	14	18	23	4691	23021
10	Stamford New Rd outside 'The Place' empty	14	26	18	5301	19175
7	Railway Street outside No 34 County Galleries	11	22	21	4746	17814
8	Stamford New Road outside No 92 Subway	8	29	14	4845	17421
27	Stamford New Road outside No 15 Jaeger	7	24	22	4657	16448
13	Greenwood Street outside No 44 The Fish Game	2	29	6	3814	16426
22	Stamford Square outside New Look (half width)	16	14	19	4191	16082
15	Shaws Road outside No 12 Rendezvue Café	10	29	3	4384	15340
26	Stamford New Road outside No 64 Blockbuster Video	10	20	15	4074	15073
28	Stamford New Road outside No 35 Rustic Interiors	13	12	11	3215	12924
12	Regent Road outside No 18 ASIANA	1	26	9	3559	11802
23	Stamford New Road outside Rackhams	6	28	2	3839	11742
24	Stamford New Road outside No 32 Reed Employment	5	15	12	2866	11525
30	Railway Street outside No 33 (boarded up)	1	12	11	2096	9905
29	Stamford New Road outside No 53 Collings Solicitors	5	6	11	1791	7966
11	Regent Road outside No 7A R & M Stone Newsagents	6	7	3	1527	6312
6	Lloyd Street pavement flow outside KFC	1	7	3	1060	5751
14	Market St outside No 17 Alexander Hancock Recruitment	1	9	4	1345	4893
2	Oxford Rd outside No 1 Holmes & Sellers Estate Agents	3	3	5	913	4295
4	Ashley Road outside No 12 Chillli Club	1	7	2	1001	3221
1	Lloyd St outside No 16 Thornley Groves Estate Agents	2	2	3	589	2739
5	The Downs outside No 21 Juniper Restaurant	1	2	3	496	1776
3	Ashley Road outside No 15 James Alfred Kitchen Shop	1	0	2	211	817
	Average 2009	12	20	15	4307	17638

Notes:

1. The count figures are pedestrian flows observed for 2 minutes during three periods of the day.
2. The periods surveyed were: Morning=10:00-12:00; Midday=12:00-14:00; Afternoon=15:00-17:00.
3. Daily figures = counts factored to 08:00-18:00.
4. Weekly figures = counts factored to 6 day estimate (Friday flow + Saturday flow x 2.2045).
5. Grafton Mall between Lloyds Bank and Regatta changed from Site 9 (2006) to Site 0 (2008). Built over – no access in both 2006 and 2008.
6. Moss Lane on Bridge changed from Site 9a (2006) to Site 9 (2008).
7. Site 10a moved from Passage to Goose Green (2006) to Site 10 Stamford New Road outside empty shop 'The Place' opposite Barclays (2008).

Site	Location Description	Morning	Midday	Afternoon	Daily	Weekly
9	George Street outside No 56 M & S (half width)	48	60	66	12871	59098
16	Moss Lane on Bridge (full width)	56	52	43	11566	53239
19	Cross Street outside No 5 Greenhalgh's	38	36	31	8006	38654
17	George Street outside No 24 Bay Clothes (half width)	22	38	22	6313	32666
21	George St outside No 63 D.Perkins/Burtions (half width)	33	41	43	8639	31561
18	George Street outside No 21 Piers (half width)	18	35	28	6031	31438
20	George Street outside No 88 Woolworths (half width)	29	39	44	8176	30001
22	George Street outside No 101 Millets (half width)	16	30	34	5751	23021
13	Stamford New Rd outside 'The Place' empty	16	18	9	3397	19175
26	Railway Street outside No 34 County Galleries	17	10	19	3335	17814
27	Stamford New Road outside No 92 Subway	9	18	14	3058	17421
29	Stamford New Road outside No 15 Jaeger	10	14	14	2804	16448
10	Greenwood Street outside No 44 The Fish Game	12	23	12	3637	16426
25	Stamford Square outside New Look (half width)	12	18	10	3104	16082
7	Shaws Road outside No 12 Rendezvue Café	14	11	8	2575	15340
24	Stamford New Road outside No 64 Blockbuster Video	20	9	5	2764	15073
15	Stamford New Road outside No 35 Rustic Interiors	13	11	11	2648	12924
12	Regent Road outside No 18 ASIANA	4	12	8	1794	11802
8	Stamford New Road outside Rackhams	5	8	7	1487	11742
30	Stamford New Road outside No 32 Reed Employment	6	16	9	2362	11525
28	Railway Street outside No 33 (boarded up)	9	14	8	2397	9905
14	Stamford New Road outside No 53 Collings Solicitors	9	6	10	1823	7966
23	Regent Road outside No 7A R & M Stone Newsagents	4	6	9	1337	6312
2	Lloyd Street pavement flow outside KFC	3	7	13	1549	5751
11	Market St outside No 17 Alexander Hancock Recruitment	1	8	2	874	4893
4	Oxford Rd outside No 1 Holmes & Sellers Estate Agents	2	7	5	1036	4295
6	Ashley Road outside No 12 Chillli Club	1	0	7	460	3221
1	Lloyd St outside No 16 Thornley Groves Estate Agents	3	4	1	654	2739
5	The Downs outside No 21 Juniper Restaurant	1	2	1	310	1776
3	Ashley Road outside No 15 James Alfred Kitchen Shop	0	0	3	160	817
	Average 2009	14	18	17	3694	17638

Notes:

1. The count figures are pedestrian flows observed for 2 minutes during three periods of the day.
2. The periods surveyed were: Morning=10:00-12:00; Midday=12:00-14:00; Afternoon=15:00-17:00.
3. Daily figures = counts factored to 08:00-18:00.
4. Weekly figures = counts factored to 6 day estimate (Friday flow + Saturday flow x 2.2045).
5. Grafton Mall between Lloyds Bank and Regatta changed from Site 9 (2006) to Site 0 (2008). Built over – no access in both 2006 and 2008.
6. Moss Lane on Bridge changed from Site 9a (2006) to Site 9 (2008).
7. Site 10a moved from Passage to Goose Green (2006) to Site 10 Stamford New Road outside empty shop 'The Place' opposite Barclays (2008).

6. ROAD ACCIDENTS AND CASUALTIES

- 6.1 There were 511 accidents in Trafford during 2008 resulting in 731 casualties. This compares with an average of 1198 casualties in the base years (the average annual casualties in the years 1994 to 1998). There were 54 killed or seriously injured (KSI) casualties in 2008 compared with an average of 74 KSI casualties in the base years.
- 6.2 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 casualties 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.
- 6.3 Table 31 shows the base, the annual average trend and GMLTP2 targets for KSI and child KSI casualty groups. Table 32 shows the base, the annual trend and target for slight casualties.
- The three-year average number of KSI casualties for 2007 was 16% below the base.
 - The three-year average for child KSI casualties was 44% below the base.
 - Slight casualties in 2008 were 40% below the baseline average and 14% below the 2010 GMLTP2 target.

Table 31 Base, Yearly Trend and Target for KSI and Child KSI GMLTP2 Casualty Target Groups										
	<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>Target</u> ave 2009 to 2011
KSI	74	79	72	70	73	66	65	60	62	37
Child KSI	18	15	9	7	7	9	10	10	10	8

Table 32 Base, Yearly Trend and Target for Slight GMLTP2 Casualty Target Groups										
	<u>Base</u> ave 1994 to 1998	2001	2002	2003	2004	2005	2006	2007	2008	<u>Target</u> 2010
Slight	1124	1012	977	842	714	705	716	662	677	787

- 6.4 Tables 33 to 35 show the breakdown of casualties by type and age. Tables 36 and 37 show how accidents vary by day of week and month and by driving conditions.
- 6.5 Figures 6 to 8 show graphically the number of casualties in each of these three target groups from 1985 onwards. Figure 9 shows how the trend in all casualties in Trafford compares to the Greater Manchester average.
- 6.6 Finally, figures 10 and 11 show the trends over the last five years by casualty type for all casualties and child casualties respectively.
- 6.7 Computer plots of accident locations in Trafford 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

Table 33 Trafford Casualty Data 1994-2008											
All Casualties	Ave 94-98	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Fatal	5	8	7	10	10	12	6	2	7	9	5
Serious	69	84	75	53	62	64	65	49	66	48	49
Slight	1124	1235	1252	1012	977	842	714	705	716	662	677
All	1198	1327	1334	1075	1049	918	785	756	789	719	731
KSI	74	92	82	63	72	76	71	51	73	57	54
Population 000's	218.9	220.2	220.1	210.1	209.8	211.8	211.8	212.7	213.2	211.8	212.8
KSI Rate per 100000 Pop'n	34	42	37	30	34	36	34	24	34	27	25
Child Casualties											
Child KSI	18	22	13	10	5	7	9	10	12	9	8
Child (All)	171	193	161	118	137	95	92	92	96	66	85
Child Pop'n 000's	45.0	44.7	44.4	42.0	41.8	42.0	42.0	42.0	42.1	41.8	41.7
KSI Rate per 100000 Pop'n	39	49	29	24	12	17	21	24	29	22	19
Casualty Type											
TWPV	40	51	72	53	61	77	46	34	43	34	24
Car Occupant	798	919	930	736	722	603	522	527	526	462	464
Pedestrian	159	151	157	125	123	105	110	96	87	82	96
Pedal Cycle	126	119	104	86	79	79	57	68	88	82	97
Other	76	87	71	75	64	54	50	31	45	59	50
All	1198	1327	1334	1075	1049	918	785	756	789	719	731

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

	Average 1989-93	Average 1994-98	Average 1999-2003	2004	2005	2006	2007	2008
All Casualties								
Trafford Casualties	1208	1198	1141	785	756	789	719	731
Trafford KSI Casualties	119	74	77	71	51	73	57	54
Greater Manchester Casualties	16479	16708	15671	13543	12805	11795	10702	9881
Casualty Type								
TWPV Rider	90	38	58	39	34	40	33	21
TWPV Pillion	3	2	4	7	0	3	1	3
Car Driver	451	524	513	356	344	351	297	301
Car Passenger	250	274	269	166	183	175	165	163
Pedestrian	202	159	132	110	96	87	82	96
Cyclist (Rider Only)	143	125	92	56	68	88	82	97
PCV Passenger	23	29	28	17	12	25	24	26
Total Other Driver	32	35	34	25	16	17	23	17
Total Other Passenger	12	12	9	9	3	3	12	7
Child Casualties by Type								
Driver/Rider	46	37	23	22	18	23	9	15
Passenger	54	69	70	47	36	41	29	48
Pedestrian	81	65	48	23	38	32	28	22
All Classes	181	171	141	92	92	96	66	85
Child Casualties by Age								
0 – 4	27	26	19	15	14	12	10	8
5 – 9 - pupil to/from school	7	6	4	1	5	5	0	0
- pupil not to/from school	46	46	33	17	20	21	12	18
10 – 15 - pupil to/from school	22	25	22	12	7	11	3	11
- pupil not to/from school	79	68	62	47	46	47	41	48
Drink Drive Casualties by Severity								
Fatal	0	0	0	1	0	0	1	0
Serious	2	2	4	3	1	2	2	2
Slight	27	31	30	34	26	22	11	7
Total	29	33	35	38	27	24	14	9

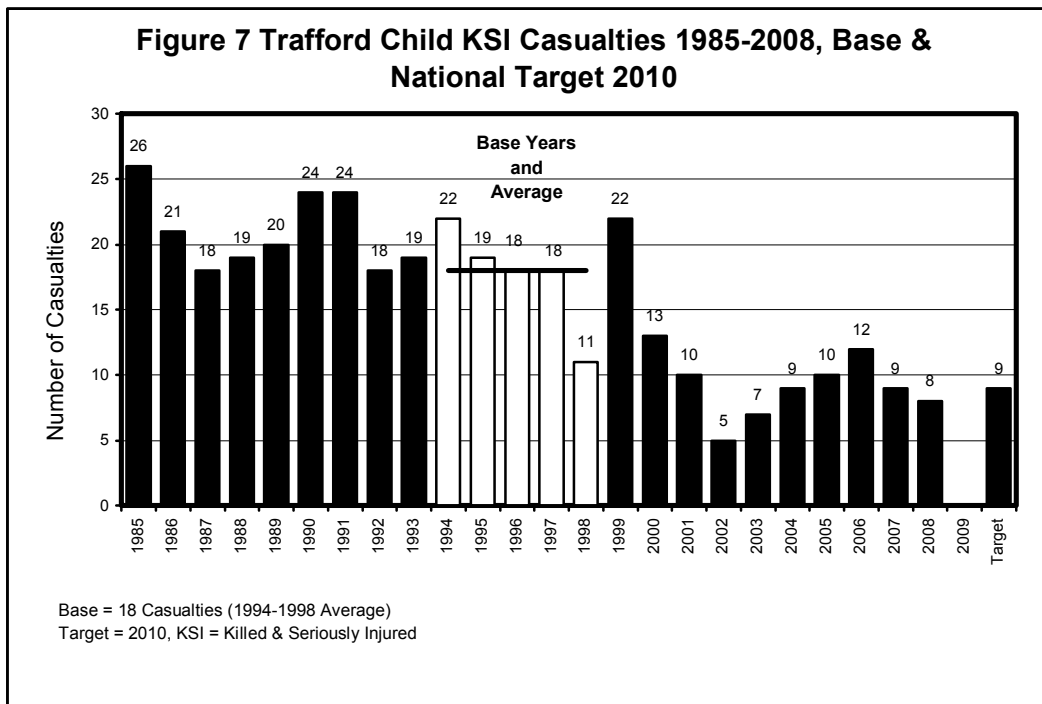
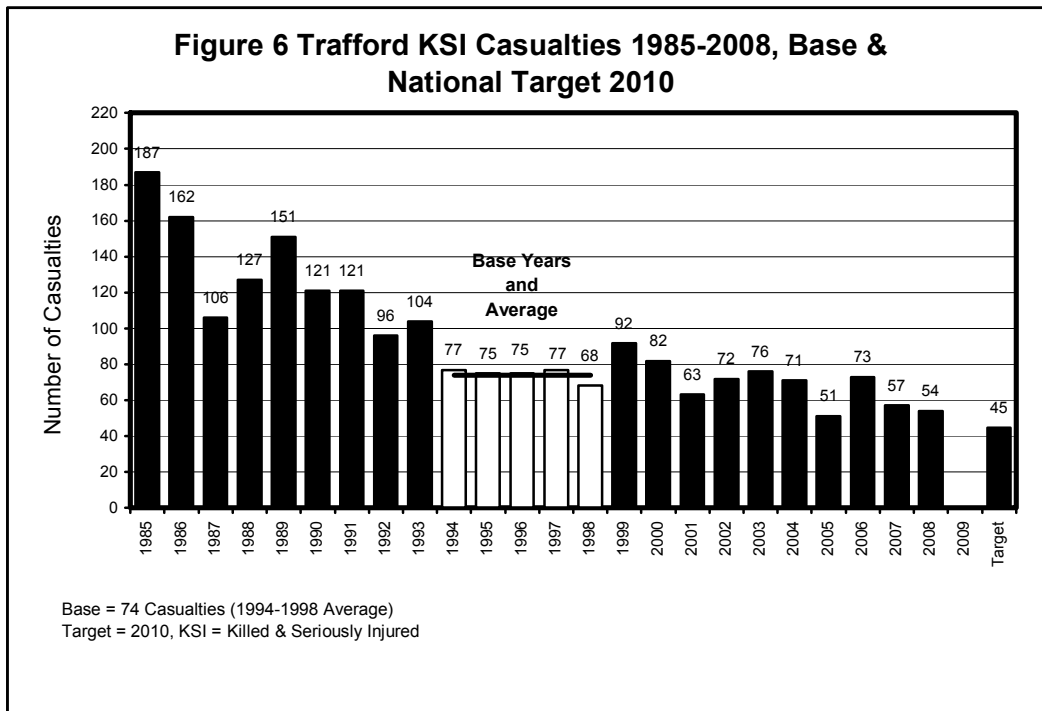
	Average 1989-93	Average 1994-98	Average 1999-2003	2004	2005	2006	2007	2008
Pedestrian Casualties								
Under 16 years								
Male	49	38	29	12	24	22	17	10
Female	32	27	19	11	14	10	11	12
16 – 59								
Male	51	42	37	41	32	30	22	35
Female	31	27	23	30	17	15	18	21
Over 59 years								
Male	16	11	9	6	4	2	5	8
Female	24	14	15	10	5	8	9	10
Total	202	159	132	110	96	87	82	96
Cyclists (Rider Only)								
Under 16 years								
Male	36	29	16	18	15	19	8	12
Female	9	6	5	0	2	3	1	3
16 – 59								
Male	67	63	52	29	35	44	52	62
Female	19	18	13	2	7	15	11	17
Over 59 years								
Male	9	7	5	4	7	7	7	2
Female	4	2	1	3	2	0	3	1
Total	143	125	92	56	68	88	82	97
TWPV Riders								
Under 20 years								
Male	20	5	10	11	7	8	8	3
Female	2	0	0	2	0	1	1	0
20 – 29								
Male	32	10	11	6	9	9	6	5
Female	3	1	1	1	0	0	1	0
Over 29 years								
Male	29	18	32	18	17	20	17	13
Female	5	3	3	1	1	2	0	0
Total	90	38	58	39	34	40	33	21
Car Drivers								
Under 20 years								
Male	31	30	22	19	17	19	15	15
Female	23	18	16	10	7	8	11	10
20 – 29								
Male	82	90	72	55	48	59	50	38
Female	84	91	80	38	47	56	35	42
Over 29 years								
Male	125	142	167	130	128	105	82	100
Female	106	153	156	104	97	104	104	96
Total	451	524	513	356	344	351	297	301

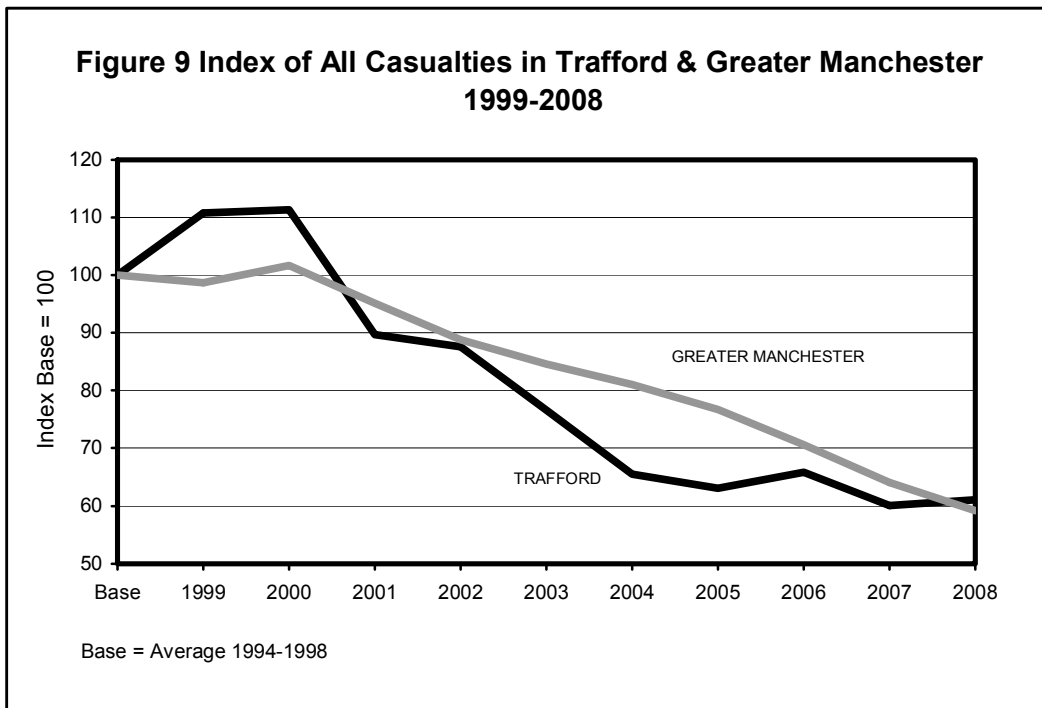
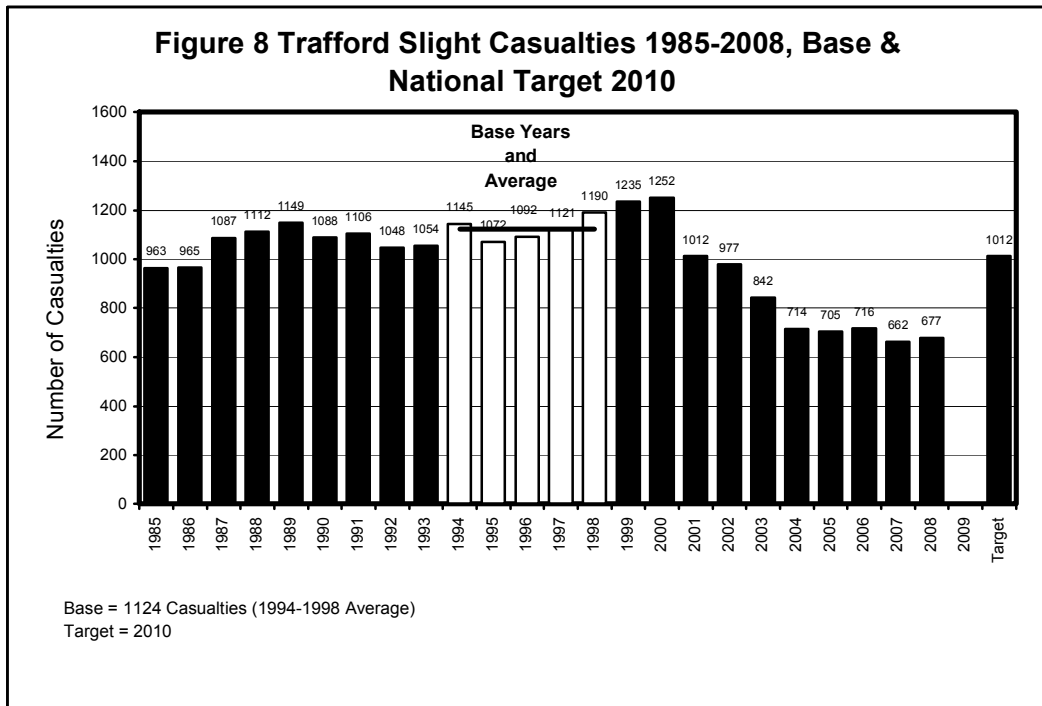
Notes: Average 1989-93, average 1994-98 and average 1999-2003 totals may not sum due to rounding.
Car – From 1/4/99 this definition was revised to exclude invalid tricycles and motor caravans.

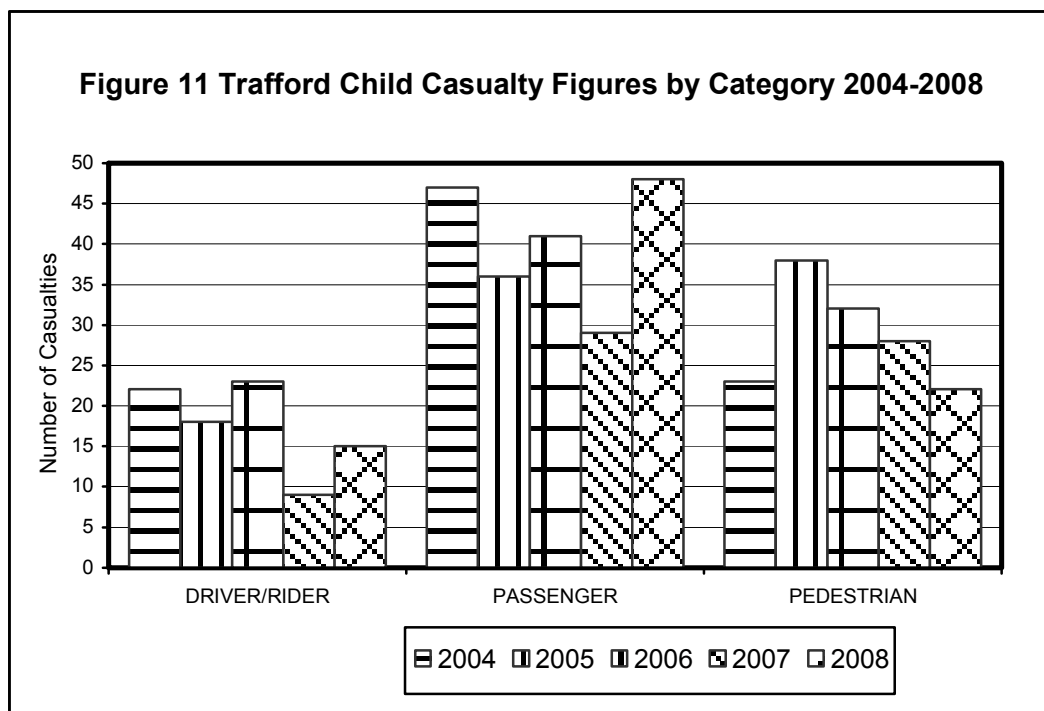
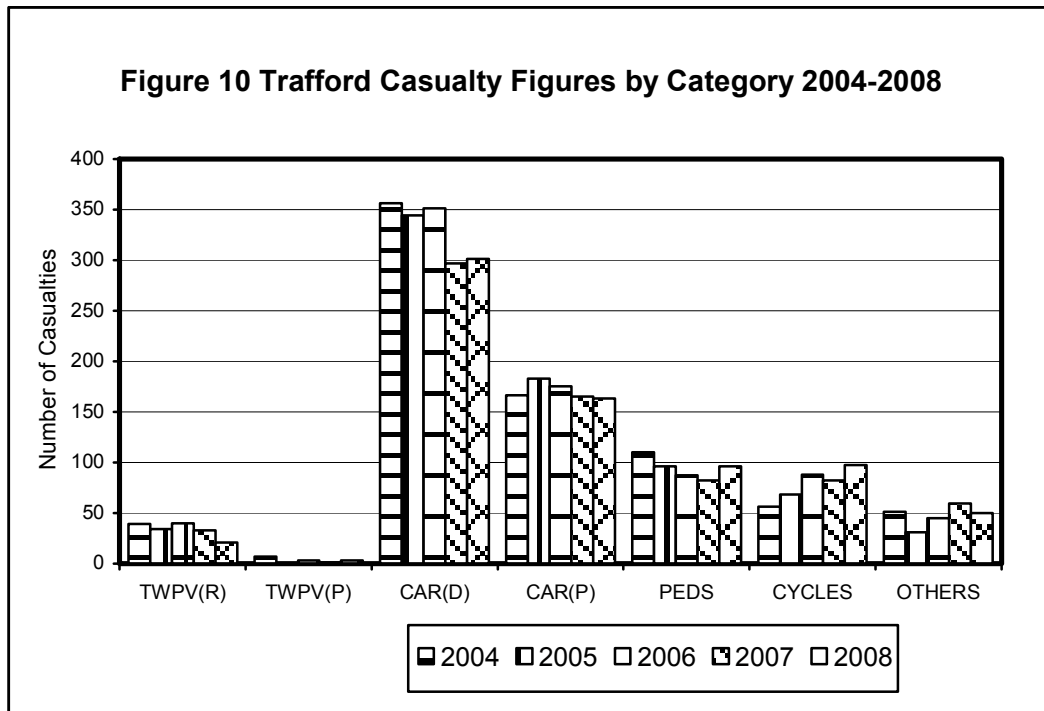
	Average 1989-93	Average 1994-98	Average 1999-2003	2004	2005	2006	2007	2008
Total Accidents	928	894	819	587	559	580	495	511
Total KSI Accidents	109	67	72	64	51	72	52	50
Accidents by Month								
January	77	81	70	51	50	47	34	41
February	67	58	63	53	36	38	34	33
March	75	67	63	46	36	35	44	45
April	72	71	62	44	45	36	43	46
May	74	75	76	35	32	47	47	44
June	81	82	60	45	49	50	40	40
July	79	76	60	47	46	63	34	46
August	75	65	58	44	49	47	41	36
September	75	85	71	64	50	58	48	51
October	84	84	73	57	48	62	43	44
November	89	82	83	54	53	52	49	49
December	81	67	80	47	65	45	38	36
Accidents by Day of Week								
Sunday	90	84	82	58	52	66	53	50
Monday	132	131	120	70	67	80	78	81
Tuesday	132	139	127	90	81	74	83	80
Wednesday	139	139	129	87	87	85	81	83
Thursday	147	140	125	94	94	83	61	90
Friday	156	147	137	106	101	111	66	74
Saturday	131	114	98	82	77	81	73	53

	Average 1989-93	Average 1994-98	Average 1999-2003	2004	2005	2006	2007	2008
Accidents by Road Surface								
Dry	554	565	500	365	374	409	355	330
Wet/Damp	356	312	303	213	175	167	133	176
Snow	2	6	2	1	4	0	0	0
Frost/Ice	16	11	11	4	6	4	5	5
Flood	1	0	1	1	0	0	2	0
Oil or Diesel	0	0	1	1	0	0	0	0
Mud	0	0	0	2	0	0	0	0
Wet/Damp Accidents by Road Class								
Motorway	15	16	21	17	21	17	19	16
A (M)	1	0	1	0	0	0	0	0
A	144	131	123	79	69	67	56	68
B	77	62	65	46	37	26	24	41
C	40	37	35	28	19	29	26	40
U	78	65	59	43	29	28	8	11
Total	356	312	303	213	175	167	133	176
Accidents by Light/Dark								
Motorway - Dark	9	15	17	19	16	10	15	10
A (M) - Dark	0	0	1	1	1	0	0	0
A - Dark	96	86	87	64	59	61	53	54
B - Dark	47	45	50	46	30	31	26	29
C - Dark	27	28	27	21	14	21	30	24
U - Dark	58	51	49	36	35	26	11	14
Total	238	226	231	187	155	149	135	131
Motorway - Light	26	40	43	25	28	29	39	24
A (M) - Light	1	1	2	0	0	1	0	0
A - Light	274	251	219	155	157	173	138	156
B - Light	136	135	114	65	85	83	53	79
C - Light	78	77	64	48	45	60	77	88
U - Light	175	163	146	107	89	85	53	33
Total	689	668	587	400	404	431	360	380
No. of Vehicles Per Accident								
1	258	201	175	142	127	115	111	120
2	573	597	554	386	364	410	324	346
3 or more	96	96	90	59	68	55	60	45
No. of Casualties Per Accident								
1	739	696	606	444	429	439	361	385
2	133	134	150	104	86	104	90	72
3 or more	56	64	63	39	44	37	44	54

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.







7. CONGESTION

- 7.1 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.
- 7.2 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.
- 7.3 Tables 38 and 39 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.
- 7.4 Figure 12 illustrates the change in average journey time rates (minutes per mile) in Trafford over the last four years for various time periods. Figure 13 illustrates average journey time rates by quarter hour timeslot for the last four years in Trafford and Figure 14 illustrates average journey times by quarter hour timeslot during 2006/07 for Trafford and Greater Manchester. Congestion maps showing average speeds can be found in Appendix 4.
- Average journey time rates (minutes per mile) in Trafford were notably lower than in Greater Manchester after the morning peak period.
 - Average speeds on A and B roads in Trafford in 2007/08 have increased since last year in all time periods except the off-peak, which has changed little.

Table 38 Trafford and Greater Manchester Average Journey Time Rates (Mins / Mile)						
Trafford						
Year	0700 – 1000	0800 – 0900	1000 - 1600	1700 - 1800	1600 - 1900	0700 – 1900
2004/05	3.35	3.79	2.95	3.59	3.39	3.18
2005/06	3.38	3.90	2.99	3.74	3.46	3.22
2006/07	3.37	3.91	3.02	3.69	3.46	3.24
2007/08	3.32	3.86	3.03	3.52	3.32	3.19
Greater Manchester						
2007/08	3.37	3.84	3.10	3.67	3.46	3.28

Table 39 Trafford and Greater Manchester Average Speeds (MPH)						
Trafford						
Year	0700 – 1000	0800 - 0900	1000 - 1600	1700 - 1800	1600 - 1900	0700 – 1900
2004/05	18	16	20	17	18	19
2005/06	18	15	20	16	17	19
2006/07	18	15	20	16	17	18
2007/08	18	16	20	17	18	19
Greater Manchester						
2007/08	18	16	19	16	17	18

