

ASSOCIATION OF GREATER MANCHESTER AUTHORITIES

GREATER MANCHESTER TRANSPORTATION UNIT

Transport Statistics Oldham 2009

GMTU Report 1584 October 2010

SUMMARY

This report complements GMTU Reports 1580 'Transport Statistics Greater Manchester 2009' and 1599 'Road Casualty Statistics Greater Manchester 2009'. It focuses on the statistics for Oldham 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

Version No.	Purpose/ Changes	Author	Date Changed	Date Issued	To Whom
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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 1580, 'Transport Statistics Greater Manchester 2009' and 1599, 'Road Casualty Statistics Greater Manchester 2009'. Whereas those reports present statistics for Greater Manchester, this report focuses on Oldham and compares it to Greater Manchester where appropriate.

1.2 The key points from the report are summarised below.

Key Facts

- Oldham has a population of 218,200 and covers an area of 142 square kilometres.
- There are 826 kilometres (km) of road consisting of 7 km trunk motorway, 4 km trunk A road, 94 km principal A road, 31 km B road, 32 km other classified road and 658 km unclassified road. Any discrepancies between these figures and those listed in table 4 are due to the simplification of the network used.
- The average daily flow per kilometre is 78,800 vehicles on motorways, 12,700 on A roads and 8,500 on B roads.
- There were 471 injury accidents in Oldham during 2009 resulting in 695 casualties. There were 68 killed or seriously injured (KSI) casualties.
- Oldham was awarded an allocation of £3.72 million through the LTP process in 2009/10, £1.32 million for integrated transport and £2.40 million for maintenance. The figures for 2010/11 are currently not available.

Traffic Flows

- The highest estimated 24-hour Annual Average Weekday Traffic (AAWT) flow was 109,700 vehicles on the M60 between Junctions 22 and 23.
- The busiest all-purpose road was the A62 Oldham Way in Coldhurst where the traffic flow reached an estimated 66,200 vehicles.
- The road with the highest recorded 12-hour pedal cycle flow is the A627 King Street within Oldham town centre, with 126 cycles between 07:00 and 19:00.
- The average 12-hour pedal cycle flows on A and B roads in Oldham are 45 and 32 respectively, lower than the Greater Manchester average of 95 for both A and B roads.

Traffic Growth

- 24-hour weekday flows on motorways in Oldham have increased by 1% since 2008, while there was a no change countywide.
- 12-hour weekday flows on A and B roads in Oldham remained unchanged between 2008 and 2009 while the average for Greater Manchester fell by 1%.

- Since 1993, traffic flows on A and B roads in Oldham have increased by 7% compared to a 1% decrease in Greater Manchester and a 3% increase nationally.

Annual Vehicle Kilometres

- 190 million vehicle kilometres were travelled on motorways, 455 million on A roads and 93 million on B roads.
- Motorways, A roads and B roads in Oldham carried 6% of the major road traffic in Greater Manchester on 10% of the major road network.

Traffic Composition

- Motorways: 79% cars, 12% light goods vehicles (LGVs) and 8% other goods vehicles (OGVs).
- A roads: 81% cars, 13% LGVs and 4% OGVs.
- B roads: 81% cars, 14% LGVs and 3% OGVs.
- Minor roads: 83% cars, 10% LGVs and 2% OGVs.
- Traffic composition on Oldham's major road network was broadly similar to Greater Manchester.

Rail Patronage

- Rail stations on the "Oldham Loop" section of the Rochdale/Oldham corridor were closed in October 2009 and will re-open as Metrolink stations in the future. Patronage at Greenfield, the only rail station in Oldham open in November 2009 had slight decreases in patronage in both the morning and off-peak periods.

Key Centre Monitoring

- Traffic flows into Oldham town centre decreased in all time periods between 1997 and 2001. Between 2001 and 2008 both car trips and non-car trips increased. However between 2008 and 2009 traffic flows decreased in all time periods.
- The number of vehicles crossing the cordon into Oldham Key Centre in 2009 was about 7,300 in the morning peak, 6,400 in the off-peak and 6,900 in the evening peak, representing increases of 2%, 7% and 19% respectively from vehicle numbers in 1997.
- The inbound modal share in 2009 was 55% car and 45% non-car in the morning peak, 53% car and 47% non-car in the off-peak and 64% car and 36% non-car in the evening peak.

Automatic Traffic Counts at Oldham Key Centre Cordon Sites

- There has been a 14% decrease in weekday morning peak flows at key

centre sites between the base year (2006/07) and 2009/10. 24-hour weekday traffic flows fell by 13% over the same period.

Road Traffic Casualties

- The total number of reported injury accidents in Oldham was 471 in 2009, 53% lower than the average from the base years (1994-1998) and 18% lower than the 577 in 2008.
- The total number of casualties in Oldham was 695 in 2009, 49% lower than the average from the base years (1994-1998) and 20% lower than the 864 in 2008.
- There were 68 killed or seriously injured (KSI) in 2009 compared with an average of 109 KSI in the base years.
- The 2007-2009 three-year average used for monitoring KSI GMLTP2 targets was 35% below the base years average.
- The 2007-2009 three-year average for child KSI casualties was 41% below the baseline average.
- Slight casualties in 2009 were 50% below the baseline average and 30% below the 2010 GMLTP2 target.

Congestion

- Average journey time rates in Oldham have increased in all time periods between 2007/08 and 2008/09 with the exception of the 0800 – 0900 period. Average journey time rates in Oldham are shorter than those for Greater Manchester as a whole in all time periods.
- The slowest roads in the morning peak hour (0800 – 0900) were mainly found around the southwest of the town centre, particularly along the A62 Manchester Road, but also the A662 Middleton Road to the northwest of the town centre and the areas around Mumps and Royton.

2. ROAD TRAFFIC

Traffic Flows 2009

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

- The busiest motorway section was on the M60 between Junctions 22 and 23 where the traffic flow reached an estimated 109,700.
- The busiest all-purpose road was the A62 Oldham Way in Coldhurst where the traffic flow reached an estimated 66,200 vehicles.
- The second list in Appendix 1 shows that the road with the highest recorded pedal cycle flow is the A627 King Street within Oldham town centre, with 126 cycles between 07:00 and 19:00.
- The average 12-hour pedal cycle flows on A and B roads in Oldham are 45 and 32 respectively. These are considerably lower than the Greater Manchester average of 95 for both A and B roads.

Motorway Traffic Growth 2008-2009

2.2 Due to insufficient reliable manual count data, motorway traffic growth has been calculated using a combination of manual counts and 24-hour average weekday ATC data supplied by the Highways Agency. ATC data is unclassified and goods vehicle estimates are based on the most recent manual counts factored to 2008 or 2009. Combined goods vehicle flow differences are thought to be more reliable than LGV and OGV differences. Table 1 gives 24-hour average weekday flows on four sections of the M60 surveyed both by automatic traffic counter (ATC) and manually in 2009, together with percentage changes in flow since 2008. Countywide figures based on 52 motorway sections are also given.

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

		LGV	%	OGV	%	Goods	%	All Motors	%
M60	Bet Jn 21 & A6104	11100	(-6)	6800	(-8)	17800	(-7)	79000	(0)
M60	Bet Jn 22 & A6104	9900	(-33)	7700	(2)	17600	(-21)	88000	(0)
M60	Bet Jns 22 & 23	13900	(-11)	8800	(-34)	22600	(-21)	109700	(4)
M60	Bet Jns 20 & 21	11900	(-5)	8100	(-8)	20100	(-6)	84800	(1)
Oldham Sample		11700	(-14)	7900	(-15)	19500	(-15)	90400	(1)
GM (52 links)		13500	(-9)	10000	(-6)	23400	(-8)	106500	(0)

A and B Road Traffic Growth 2008-2009

2.3 Table 2 gives average 12-hour traffic flows on A and B roads in Oldham in 2009 together with percentage changes since 2008. The figures for A and B road growth are based on counts on 18 of the 77 A and B road links in Oldham.

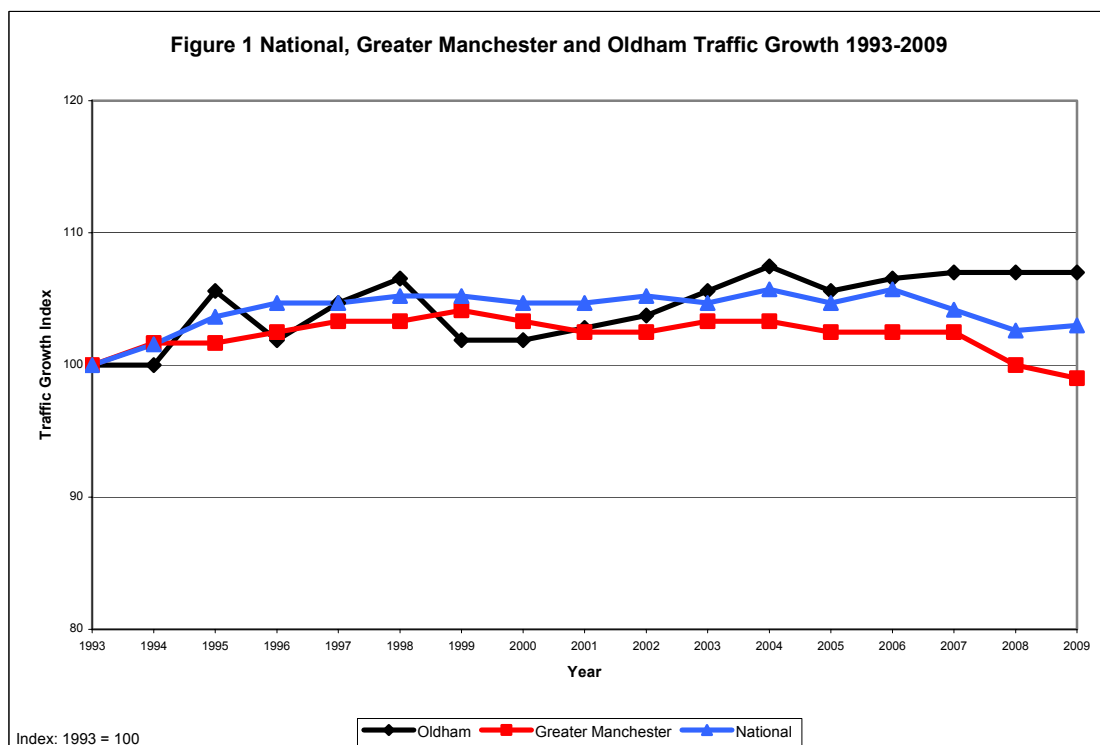
- Motor traffic in Oldham remained unchanged between 2008 and 2009, while the average for Greater Manchester as a whole decreased by 1%.

Table 2 Average 12-Hour Weekday A and B Traffic Flows in 2009 with Percentage Changes Since 2008						
	No. of Sites	Cars (%)	LGV (%)	OGV (%)	All Motors (%)	
Oldham	18	12601 (1)	2006 (-2)	581 (-7)	15498 (0)	
Greater Manchester	172	14790 (0)	2133 (-2)	636 (-13)	17918 (-1)	

Traffic Growth Since 1993

2.4 Table 3 and Figure 1 illustrate local and national traffic growth since 1993. Traffic growth for Oldham and Greater Manchester is based on 12-hour average weekday flows on a sample of A and B road links throughout Oldham and Greater Manchester. National growth is based on average 24-hour daily traffic flow data for major urban A roads published in Table 2.1 Road Statistics 2008: Traffic, Speeds and Congestion DfT.

- Since 1993 traffic has grown by 7% in Oldham, decreased by 1% in Greater Manchester and grown by 3% nationally.



	Oldham	Greater Manchester	National
1993	100	100	100
1994	100	102	102
1995	106	102	104
1996	102	102	105
1997	105	103	105
1998	107	103	105
1999	102	104	105
2000	102	103	105
2001	103	102	105
2002	104	102	105
2003	106	103	105
2004	107	103	106
2005	106	102	105
2006	107	102	106
2007	107	102	104
2008	107	100	103
2009	107	99	103

Index: 1993 = 100

Notes: Traffic growth for Oldham and Greater Manchester has been based on 12-hour average weekday flows on a sample of A and B road links throughout Oldham and Greater Manchester. 1993 – 2009 National growth is based on average 24-hour daily traffic flow data for major urban A Roads published in Table 2.1 Road Traffic Statistics 2008: Traffic, Speeds and Congestion DfT.

Annual Vehicle Kilometres 2009

2.5 Table 4 shows annual vehicle kilometres on major roads in Oldham and Greater Manchester in 2009.

- Motorways made up 5% of Oldham's major road network and carried 26% of the traffic. These figures are lower than 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 36% of all goods traffic on major roads in Oldham. This is much lower than for Greater Manchester as a whole where motorways carried 61% of all major road goods traffic.
- A roads made up 73% of the Oldham network and carried 62% of the traffic. These are much higher proportions than for Greater Manchester as a whole where A roads formed 61% of the major road network and carried 44% of the traffic.
- B roads made up 22% of the Oldham 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 Oldham carried 6% of the traffic in Greater Manchester on 10% of the road network. Average flows in Oldham are below the Greater Manchester average because of low flows on rural sections in the east of the borough.

Table 4 Vehicle Kilometres in 2009								
	Road Type	Length (km)	Vehicle Kilometres (millions)					Av. Daily Flow per km
			Cars	LGV	OGV	All Goods	All Motors	
Oldham	Motorways	7	148	24	16	40	190	78800
	A Roads	98	387	47	13	60	455	12700
	B Roads	30	80	10	2	12	93	8500
	All Roads	135	615	80	31	111	737	15000
Greater Manchester	Motorways	171	4477	748	616	1364	5878	94000
	A Roads	863	4956	543	164	707	5767	18300
	B Roads	375	1285	130	23	154	1467	10700
	All Roads	1409	10718	1421	803	2224	13113	25500

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

Traffic Composition 2009

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

- Traffic composition on Oldham's major road network was broadly similar to Greater Manchester.
- OGV vehicles make up notably more of the traffic on B roads than the countywide average.

Table 5 Percentage Composition of Traffic in Oldham and Greater Manchester 2009 (0700-1900)										
		Cars	LGV	OGV1		OGV2		Buses and Coaches	Motor Cycles	Pedal Cycles
Oldham	Motorways	79.1	12.0	4.6	(55)	3.8	(45)	0.1	0.4	0.0
	A Roads	80.7	13.1	2.8	(70)	1.2	(30)	1.4	0.4	0.2
	B Roads	80.6	13.6	2.2	(69)	1.0	(31)	1.6	0.5	0.5
	Minor Roads	82.7	9.9	1.3	(84)	0.2	(16)	3.8	0.5	1.5
Greater Manchester	Motorways	76.4	12.3	5.0	(47)	5.6	(53)	0.3	0.3	0.0
	A Roads	81.5	11.9	2.9	(68)	1.3	(32)	1.3	0.6	0.5
	B Roads	82.8	11.9	1.6	(75)	0.5	(25)	1.7	0.6	0.9
	Minor Roads	84.4	10.7	1.3	(75)	0.4	(25)	1.6	0.5	1.0

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

Figures in parentheses are the percentage split between OGV1 and OGV2.

Figures may not sum due to rounding.

3. PUBLIC TRANSPORT

Rail Patronage

3.1 Rail stations on the “Oldham Loop” section of the Rochdale/Oldham corridor were closed in October 2009 and will re-open as Metrolink stations in the future. Table 8 shows numbers of passengers boarding and alighting trains inbound and outbound from Manchester at Greenfield. Tables 9 and 10 show passengers boarding and alighting Manchester bound trains in Oldham in 1991 and 1998-2009 in the morning peak (07:30-09:30) and off-peak (09:30-13:30) respectively.

- Patronage at Greenfield, the only rail station in Oldham open in November 2009 had slight decreases in patronage in both the morning and off-peak periods.

Table 8 Number of Passengers Boarding and Alighting Trains in Oldham District (2009)											
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			
Greenfield	2009	192	2	17	6	217	92	3	5	23	123

Note: B = Boarders A = Alighters

Table 9 Numbers of Passengers Boarding and Alighting Manchester Bound Trains in Oldham District 1991 & 1998-2009 AM Peak (07:30-09:30)														
Station		1991	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Derker	B	17	7	-	-	11	-	-	19	-	-	18	10	cl
	A	-	0	-	-	4	-	-	1	-	-	6	9	cl
Failsworth	B	68	32	-	-	36	-	-	39	-	-	45	58	cl
	A	-	3	-	-	3	-	-	2	-	-	1	4	cl
Greenfield	B	32	90	154	-	131	160	167	175	161	190	177	206	192
	A	-	3	3	-	4	2	0	4	0	2	1	0	2
Hollinwood	B	25	17	-	-	13	-	-	32	-	-	24	18	cl
	A	-	3	-	-	2	-	-	8	-	-	6	5	cl
Oldham Mumps	B	105	101	118	217	182	131	156	148	116	100	128	118	cl
	A	-	18	35	44	35	20	32	38	22	27	39	38	cl
Oldham Werneth	B	32	21	-	-	21	-	-	46	-	-	9	12	cl
	A	-	3	-	-	5	-	-	8	-	-	4	0	cl
Shaw	B	174	179	209	241	229	212	244	270	161	158	170	181	cl
	A	-	2	13	2	7	18	2	0	2	5	4	8	cl

Table 10 Numbers of Passengers Boarding and Alighting Manchester Bound Trains in Oldham District 1991 & 1998-2009 Off-peak (09:30-13:30)														
Station		1991	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Derker	B	10	4	-	-	2	-	-	5	-	-	7	12	cl
	A	-	1	-	-	1	-	-	0	-	-	3	0	cl
Failsworth	B	23	16	-	-	23	-	-	23	-	-	20	28	cl
	A	-	0	-	-	5	-	-	1	-	-	2	5	cl
Greenfield	B	10	24	28	-	38	62	41	65	64	82	83	105	92
	A	-	3	2	-	0	0	1	2	2	4	0	5	3
Hollinwood	B	19	7	-	-	7	-	-	13	-	-	18	41	cl
	A	-	0	-	-	2	-	-	7	-	-	1	6	cl
Oldham Mumps	B	43	80	92	107	104	77	110	113	94	99	138	120	cl
	A	-	20	37	44	38	24	14	20	26	22	32	21	cl
Oldham Werneth	B	17	11	-	-	16	-	-	24	-	-	23	20	cl
	A	-	1	-	-	0	-	-	2	-	-	4	3	cl
Shaw	B	58	85	91	128	95	137	144	116	122	141	142	145	cl
	A	-	11	5	2	7	9	4	3	5	18	10	19	cl

Note: B = Boarders A = Alighters cl = closed

4. KEY CENTRE MONITORING

- 4.1 Traffic and rail counts were conducted on a cordon around Oldham in 1997. Since then, Oldham has been surveyed on a three yearly cycle (1998, 2001, 2004 and 2007) to monitor progress towards key objectives in the first Greater Manchester Local Transport Plan (GMLTP) and its successor, GMLTP2. Pedestrian surveys were added to the programme in 2001. From 2008, all these surveys have been conducted annually.
- 4.2 Tables providing details of road traffic and modal share trends are presented in this report. Before 2008, CPS (Continuous Passenger Sampling) data had been used to estimate bus trips. However this data was not designed to give an accurate picture of bus passengers at a local level and from 2008, counts of bus passengers crossing the cordon have been conducted.
- 4.3 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.

Road Traffic - Inbound

- 4.4 All vehicles crossing a cordon in Oldham key centre were counted in the three time periods 07:30-09:30, 10:00-12:00 and 16:00-18:00 on 28th September and 5th October 2009.
- 4.5 Tables 13 to 15 give manual traffic counts at each individual cordon site in Autumn 2009 by time period. Figure 2 shows the location of these sites and the Key Centre boundary.

Site	Site No	Cars	LGV	OGV	Bus and Coaches	Motor Cycles	Pedal Cycles	All Vehicles
St Mary's Way	85401	674	91	55	60	5	0	885
Henshaw St	85402	241	24	15	6	1	2	289
Egerton St	85403	615	84	5	6	7	5	722
Horsedge St	85404	235	17	2	1	0	0	255
Lemnos St	85405	290	42	12	1	0	1	346
Mumps	85406	1006	82	22	95	7	4	1216
Waterloo St	85407	494	70	1	3	2	0	570
Wellington St	85408	22	4	0	0	0	1	27
New Radcliffe St	85411	231	14	4	0	1	3	253
West St	85413	49	20	7	138	0	1	215
Union St	85415	986	116	13	1	7	8	1131
Lord St	85420	12	2	0	0	0	0	14
Manchester St	85426	69	8	1	0	0	2	80
A62 off slip	85427	327	27	5	0	1	0	360
Emmot St	85428	746	137	24	5	4	0	916
Other P/C							12	12
Total		5997	738	166	316	35	39	7291
% Composition		82.3	10.1	2.3	4.3	0.5	0.5	100.0

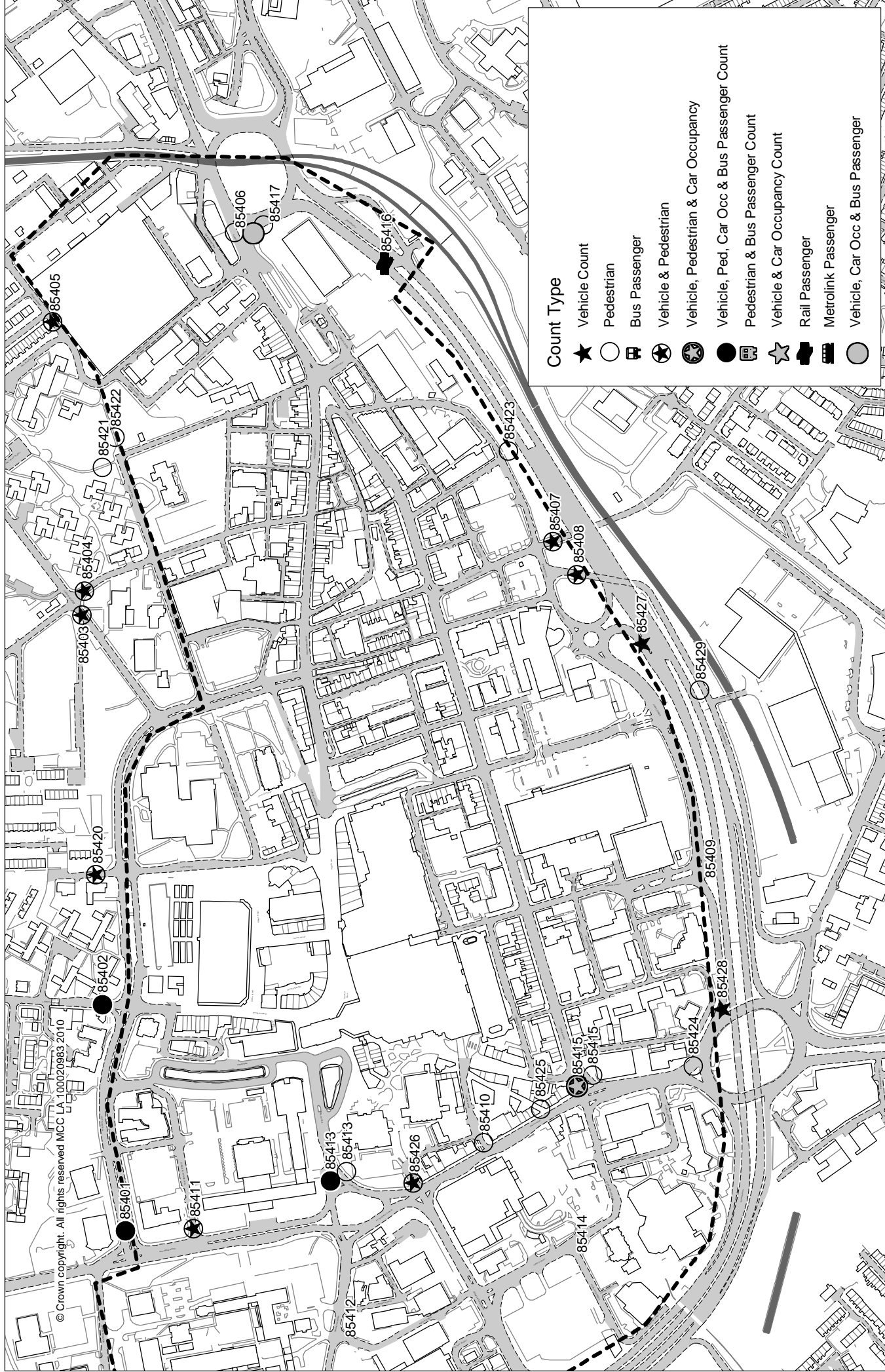
Note: Percentages may not sum to 100 due to rounding.

Table 14 Road Traffic Entering Oldham Key Centre in Autumn 2009 (10:00-12:00)								
Site	Site No	Cars	LGV	OGV	Bus and Coaches	Motor Cycles	Pedal Cycles	All Vehicles
St Mary's Way	85401	681	93	36	69	0	0	879
Henshaw St	85402	263	37	12	8	1	0	321
Egerton St	85403	439	65	11	7	5	3	530
Horsedge St	85404	128	25	3	0	0	0	156
Lemnos St	85405	82	29	6	2	0	1	120
Mumps	85406	938	89	17	89	6	4	1143
Waterloo St	85407	449	41	3	3	1	2	499
Wellington St	85408	30	4	1	0	0	0	35
New Radcliffe St	85411	129	21	2	0	0	1	153
West St	85413	32	22	5	156	1	1	217
Union St	85415	1116	125	20	1	2	6	1270
Lord St	85420	18	4	0	0	0	0	22
Manchester St	85426	19	1	1	0	0	1	22
A62 off slip	85427	219	25	5	0	1	0	250
Emmot St	85428	575	131	50	3	3	0	762
Other P/C							7	7
Total		5118	712	172	338	20	26	6386
% Composition		80.1	11.1	2.7	5.3	0.3	0.4	100.0

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

Table 15 Road Traffic Entering Oldham Key Centre in Autumn 2009 (16:00-18:00)								
Site	Site No	Cars	LGV	OGV	Bus and Coaches	Motor Cycles	Pedal Cycles	All Vehicles
St Mary's Way	85401	1014	100	12	52	3	2	1183
Henshaw St	85402	265	35	4	6	1	1	312
Egerton St	85403	555	45	4	2	5	3	614
Horsedge St	85404	169	16	0	0	1	1	187
Lemnos St	85405	103	23	5	1	3	0	135
Mumps	85406	638	44	7	99	6	2	796
Waterloo St	85407	545	33	0	5	0	3	586
Wellington St	85408	48	2	0	0	0	2	52
New Radcliffe St	85411	74	6	0	0	0	1	81
West St	85413	43	8	0	151	0	1	203
Union St	85415	1058	82	2	2	11	13	1168
Lord St	85420	14	0	0	0	0	1	15
Manchester St	85426	33	3	0	0	0	0	36
A62 off slip	85427	348	29	2	1	0	0	380
Emmot St	85428	944	128	15	6	4	0	1097
Other P/C							12	12
Total		5851	554	51	325	34	42	6857
% Composition		85.3	8.1	0.7	4.7	0.5	0.6	100.0

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



4.6 Table 16 gives traffic entering Oldham key centre in 1997, 1998, 2001, 2004, 2007, 2008 and 2009 together with indices of change between 1997 and 2009. Access from Oldham Way to new developments in the south of the key centre has been improved since 2004.

- The figures indicate an increase in cars crossing the cordon in the off-peak and evening peak periods between 1997 and 2009, while numbers of cars crossing the cordon in 2009 in the morning peak period are consistent with those observed in 1997.
- Other goods vehicles have decreased markedly in all time periods, particularly the evening peak period.
- Numbers of buses crossing the cordon has fallen in the morning and evening peak periods between 1997 and 2009.

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

Car Occupancy - Inbound

4.7 Car occupancy surveys were conducted at five sites on the Oldham key centre cordon on 28th September and 5th October 2009. Table 17 shows the observed occupancy rates by period and site for inbound vehicles. Table 18 compares inbound occupancy rates with figures for 2001, 2004, 2007 and 2008.

- The average occupancy rates were 1.41 in the morning peak, 1.46 in the off-peak and 1.49 in the afternoon peak.
- Car occupancy rates have increased in all periods between 2008 and 2009.

Table 17 Oldham Key Centre Inbound Car Occupancy Rates 2009				
Site & Location	07:30-09:30			
	% Driver Only	Average Occupancy	No of Occupants	No of Vehicles
85401 St Mary's Way	67	1.47	1014	689
85402 Henshaw Street	68	1.35	313	231
85406 Mumps	68	1.39	1399	1006
85413 West Street	54	1.63	67	41
85415 Union St	67	1.40	1424	1014
All Sites	67	1.41	4217	2981
Site & Location	10:00-12:00			
	% Driver Only	Average Occupancy	No of Occupants	No of Vehicles
85401 St Mary's Way	61	1.50	1056	705
85402 Henshaw Street	64	1.40	374	267
85406 Mumps	68	1.36	1268	931
85413 West Street	63	1.37	26	19
85415 Union St	55	1.53	1765	1152
All Sites	61	1.46	4489	3074
Site & Location	16:00-18:00			
	% Driver Only	Average Occupancy	No of Occupants	No of Vehicles
85401 St Mary's Way	63	1.50	1572	1048
85402 Henshaw Street	65	1.45	398	274
85406 Mumps	64	1.45	936	644
85413 West Street	63	1.45	81	56
85415 Union St	62	1.51	1540	1019
All Sites	63	1.49	4527	3041

Table 18 Oldham Key Centre Car Occupancy Rates 2001/2004/2007/2008 & 2009				
07:30-09:30				
Year	% Driver Only	Ave. Occupancy	No. of Occupants	No. of Vehicles
2001	77	1.28	3783	2956
2004	76	1.31	4364	3324
2007	72	1.34	3837	2874
2008	75	1.29	4702	3635
2009	67	1.41	4217	2981
10:00-12:00				
Year	% Driver Only	Ave. Occupancy	No. of Occupants	No. of Vehicles
2001	60	1.48	4063	2738
2004	61	1.47	3753	2548
2007	58	1.52	4261	2803
2008	69	1.37	4457	3248
2009	61	1.46	4489	3074
16:00-18:00				
Year	% Driver Only	Ave. Occupancy	No. of Occupants	No. of Vehicles
2001	68	1.43	3602	2517
2004	66	1.45	3638	2515
2007	65	1.46	4070	2789
2008	69	1.38	4877	3534
2009	63	1.49	4527	3041

Rail Patronage - Inbound

4.8 The number of people entering Oldham key centre by rail from Oldham Mumps station was surveyed on 28th September 2009. Table 19 presents the results along with those of previous surveys in 1997, 1998, 2001, 2004, 2007 and 2008.

- In both AM and PM peaks the number of rail users entering the Key Centre showed a decrease on 1997 levels.

Table 19 Rail Passengers Entering Oldham Key Centre 1997, 1998, 2001, 2004, 2007, 2008 and 2009			
Year	07:30-09:30	10:00-12:00	16:00-18:00
1997	79	33	106
1998	101	42	138
2001	105	49	-
2004	79	24	58
2007	87	36	128
2008	72	35	50
2009	57	40	35
2009/1997	0.72	1.21	0.33

Note: Evening patronage was not surveyed in 2001

Walk Trips - Inbound

- 4.9 The number of pedestrians entering Oldham key centre was counted at 21 locations on either 28th September or 5th October 2009 (see Figure 2). Table 20 presents the number of pedestrians by site and time period.

Table 20 Pedestrians Entering Oldham Key Centre 2009				
Site	Location	07:30-09:30	10:00-12:00	16:00-18:00
85401	St Mary's Way	10	34	23
85402	Henshaw St	280	208	97
85403	Egerton St	133	86	52
85404	Horsedge St	43	29	35
85405	Lemnos St	6	7	6
85406	Mumps	54	74	35
85407	Waterloo St	179	138	56
85408	Wellington St	3	4	4
85410	Barn St	223	494	407
85411	New Radcliffe St	48	106	132
85413	West St	257	521	510
85415	Union St	316	427	302
85417	Mumps Subway	72	85	29
85420	Lord St	147	118	54
85421	Footpath (Wallshaw St - Rock St)	15	22	9
85422	Footpath (Beech St - Rock St)	3	5	3
85423	Footbridge to/from Rhodes Bank	65	51	27
85424	Crossing (King St - Oldham Way)	186	199	86
85425	Jackson Parade	11	29	22
85426	Manchester St	107	161	49
85429	Subway off Wellington Street	86	76	25
Cordon Total		2244	2874	1963

- 4.10 Table 21 shows a comparison of pedestrians entering Oldham key centre in 2001, 2004, 2007, 2008 and 2009. Only a sample of sites, which covered approximately 85% of pedestrians were surveyed in 2001 so these figures have been factored to represent a full cordon count.

- Pedestrians crossing the cordon around Oldham key centre increased in all time periods between 2008 and 2009.

Table 21 Pedestrians Entering Oldham Key Centre 2001, 2004, 2007, 2008 & 2009			
Year	07:30-09:30	10:00-12:00	16:00-18:00
2001	1237	2038	1616
2004	1359	2463	1884
2007	1576	2408	1636
2008	1891	2333	1799
2009	2244	2874	1963
2009/2001	1.81	1.41	1.21

Summary of Trends in Modal Share - Inbound

- 4.11 Table 22 gives the modal split of car and public transport trips crossing the cordon into Oldham Key Centre in 1997, 1998, 2001, 2004, 2007, 2008 and 2009 together with indices of change.
- 4.12 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.
- There have been decreases in the total number of AM peak and off-peak period trips since 1997. The PM peak shows an increase in total journeys of 18%.
 - In 2009, the ratio of car to public transport trips exceeds two to one in the off-peak period and is three to one in the evening peak period.

Time Period	Year	Car Trips		Bus Trips		Rail Trips		Car + PT Trips		%Car	% PT
		Number	Index	Number	Index	Number	Index	Number	Index		
07:30-09:30	1997	7642	100	6665	100	79	100	14386	100	53	47
	1998	8169	107	5848	88	101	128	14118	98	58	42
	2001	6563	86	5455	82	105	133	12123	84	54	46
	2004	8005	105	5189	78	79	100	13273	92	60	40
	2007	9054	118	4375	66	87	110	13516	94	67	33
	2008	9211	121	5279	79	72	91	14562	101	63	37
	2009	8456	111	4629	69	57	72	13142	91	64	36
10:00-12:00	1997	7221	100	4647	100	33	100	11901	100	61	39
	1998	7789	108	4072	88	42	127	11903	100	65	35
	2001	5729	79	4002	86	49	148	9780	82	59	41
	2004	6606	91	3284	71	24	73	9914	83	67	33
	2007	8527	118	3082	66	36	109	11645	98	73	27
	2008	7591	105	3907	84	35	106	11533	97	66	34
	2009	7472	103	3647	78	40	121	11159	94	67	33
16:00-18:00	1997	6891	100	2810	100	106	100	9807	100	70	30
	1998	7130	103	2910	104	138	130	10178	104	70	30
	2001	6428	93	2630	94	232	219	9290	95	69	31
	2004	6824	99	2687	96	58	55	9569	98	71	29
	2007	9166	133	1880	67	128	121	11174	114	82	18
	2008	9385	136	2914	104	50	47	12349	126	76	24
	2009	8718	127	2866	102	35	33	11619	118	75	25

4.13 Table 23 gives the modal split of car and non-car trips crossing the cordon into Oldham key centre in 2001, 2004, 2007, 2008 and 2009 along with a ratio of change between 2001 and 2009.

- Car trips have increased in all time periods between 2001 and 2008, but have decreased in all time periods between 2008 and 2009.
- In 2009, the modal split of car and non-car trips varies little between the AM peak and the off-peak, while in the PM peak the split favours the car, with almost two thirds of trips being made by car.

	Year	Car	Bus	Rail	Cycle	Walk	Total	% Car	% Non-Car
07:30-09:30	2001	6563	5455	105	24	1237	13384	49	51
	2004	8005	5189	79	27	1359	14659	55	45
	2007	9054	4375	87	31	1576	15123	60	40
	2008	9211	5279	72	35	1891	16488	56	44
	2009	8456	4629	57	39	2244	15425	55	45
	2009/2001	1.29	0.85	0.54	1.63	1.81	1.15		
10:00-12:00	2001	5729	4002	49	2	2038	11820	48	52
	2004	6606	3284	24	16	2463	12393	53	47
	2007	8527	3082	36	16	2408	14069	61	39
	2008	7591	3907	35	19	2333	13885	55	45
	2009	7472	3647	40	26	2874	14059	53	47
	2009/2001	1.30	0.91	0.82	13.00	1.41	1.19		
16:00-18:00	2001	6428	2630	232	20	1616	10926	59	41
	2004	6824	2687	58	36	1884	11489	59	41
	2007	9166	1880	128	28	1636	12838	71	29
	2008	9385	2914	50	31	1799	14179	66	34
	2009	8718	2866	35	42	1963	13624	64	36
	2009/2001	1.36	1.09	0.15	2.10	1.21	1.25		

24-Hour Traffic Profiles into Oldham Key Centre

- 4.14 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 24 provides a comparison of the results of the surveys conducted in 2006/7 and 2009/10 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 2006/2007	2007/2008	2008/2009	2009/2010	% Diff 09-10/ Base	Base 2006/2007	2007/2008	2008/2009	2009/2010	% Diff 09-10/ Base
Waterloo St	742	772	731	733	-1	4077	4325	4248	3932	-4
Union Street	1663	1599	1574	1556	-6	8800	8792	9082	8785	0
St Mary's Way	1200	1238	1189	1207	1	6508	6559	6688	6473	-1
Sainsbury's Car Park	558	601	595	273	-51	4532	4732	4743	2483	-45
New Radcliffe Street	342	315	322	293	-14	949	886	888	792	-17
Lemnos Street	505	425	376	390	-23	1223	1127	1002	1025	-16
Horsedge Street	362	306	294	322	-11	1487	1366	1367	1403	-6
Henshaw Street	386	395	357	315	-18	2240	2244	2103	1938	-13
Mumps	1942	1884	1923	1550	-20	7961	7718	7841	6724	-21
Egerton Street	1308	1247	1220	1136	-13	4885	4765	4823	4510	-8
TOTAL	9008	8782	8581	7775	-14	42662	42514	42785	38065	-11

- There has been a 14% decrease in weekday morning peak flows at key centre sites between 2006/07 and 2009/10. 24-hour average weekday flows fell by 11% over the same period.
- Flows fell dramatically at the Sainsbury's Car park site. It is possible that these figures were affected by the enforcement of barrier controlled parking charges during 2009/10

5. ROAD ACCIDENTS AND CASUALTIES

- 5.1 There were 471 accidents in Oldham during 2009 resulting in 695 casualties. This compares with an average of 1371 casualties in the base years (the average annual casualties in the years 1994 to 1998). There were 68 killed or seriously injured (KSI) casualties in 2009 compared with an average of 109 KSI casualties 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 casualties and a 30% reduction in slight casualties relative to the base years average. Unlike the first Local Transport Plan, the annual figures for the KSI casualties and Child KSI casualties are represented by a three-year average. Thus the average of 2007, 2008 and 2009 represent 2008. 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 25 shows the base, the annual average trend and GMLTP2 targets for KSI and child KSI casualty groups. Table 26 shows the base, the annual trend and target for slight casualties.
- The three-year average number of KSI casualties for 2008 was 35% below the base.
 - The three-year average for 2008 for child KSI casualties was 41% below the base.
 - Slight casualties in 2009 were 50% below the baseline average and 30% below the 2010 GMLTP2 target.

	Base ave 1994 to 1998	2000 ave 1999 to 2001	2001 ave 2000 to 2002	2002 ave 2001 to 2003	2003 ave 2002 to 2004	2004 ave 2003 to 2005	2005 ave 2004 to 2006	2006 ave 2005 to 2007	2007 ave 2006 to 2008	2008 ave 2007 to 2009	Target ave 2009 to 2011
KSI	109	91	80	75	77	89	88	85	74	71	54
Child KSI	29	25	23	22	23	24	23	21	18	17	13

	Base ave 1994 to 1998	2001	2002	2003	2004	2005	2006	2007	2008	2009	Target 2010
Slight	1262	1183	959	956	1051	983	976	803	797	627	884

- 5.4 Tables 27 to 29 show the breakdown of casualties by type and age. Tables 30 and 31 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 Oldham 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 Oldham 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 27 Oldham Casualty Data 1994-2009												
	Ave 94-98	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
All Casualties												
Fatal	12	8	3	6	4	11	5	6	6	9	6	11
Serious	97	88	93	76	57	70	83	92	71	70	61	57
Slight	1262	1161	1161	1183	959	956	1051	983	975	803	797	627
All	1371	1257	1257	1265	1020	1037	1139	1081	1052	882	864	695
KSI	109	96	96	82	61	81	88	98	77	79	67	68
Population 000's	219.9	218.7	218.1	217.4	218.6	218.1	218.1	218.3	219.2	219.6	219.5	218.2
KSI Rate per 100000 Pop'n	49	44	44	38	28	37	40	45	35	36	31	31
Child Casualties												
Child KSI	29	24	26	24	18	24	28	21	19	22	13	15
Child (All)	276	236	231	225	200	213	215	167	195	149	118	105
Child Pop'n 000's	49.9	49.3	48.9	49.7	49.5	49.1	49.1	49.1	49.1	48.9	48.6	48.6
KSI Rate per 100000 Pop'n	57	49	53	48	36	49	57	43	39	45	27	31
Casualty Type												
TWPV	48	50	63	49	51	49	53	59	35	46	29	46
Car Occupant	885	835	793	808	667	645	738	686	719	563	598	454
Pedestrian	272	225	248	225	206	226	208	187	194	160	147	119
Pedal Cycle	80	75	62	65	40	50	61	47	43	34	40	36
Other	86	72	91	118	56	67	79	102	61	79	50	40
All	1371	1257	1257	1265	1020	1037	1139	1081	1052	882	864	695

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	2009
All Casualties									
Oldham Casualties	1287	1371	1167	1139	1081	1053	882	864	695
Oldham KSI Casualties	147	109	83	88	98	77	79	67	68
Greater Manchester Casualties	16479	16708	15671	13543	12805	11795	10702	9881	9303
Casualty Type									
TWPV Rider	64	44	47	49	54	31	41	28	43
TWPV Pillion	4	4	5	4	5	4	5	1	3
Car Driver	414	539	465	445	413	421	357	376	268
Car Passenger	285	346	284	293	273	299	206	222	186
Pedestrian	357	272	226	208	187	194	160	147	119
Cyclist (Rider Only)	88	78	58	60	46	43	34	40	36
PCV Passenger	33	41	43	45	52	33	40	18	11
Total Other Driver	28	31	28	24	35	23	27	22	20
Total Other Passenger	14	16	11	11	16	5	12	10	9
Child Casualties by Type									
Driver/Rider	39	37	26	32	26	19	13	14	12
Passenger	68	82	73	61	54	87	50	38	30
Pedestrian	189	156	123	122	87	89	86	66	63
All Classes	296	276	221	215	167	195	149	118	105
Child Casualties by Age									
0 – 4	53	39	34	38	23	40	24	22	13
5 – 9 - pupil to/from school	17	15	8	5	2	8	3	0	1
- pupil not to/from school	99	91	68	54	48	58	52	32	41
10 – 15 - pupil to/from school	37	37	30	34	20	22	19	2	2
- pupil not to/from school	93	94	82	84	74	67	51	62	48
Drink Drive Casualties by Severity									
Fatal	1	0	0	1	1	0	1	0	0
Serious	4	5	3	7	2	6	3	6	0
Slight	31	34	36	29	26	42	28	33	28
Total	36	38	38	37	29	48	32	39	28

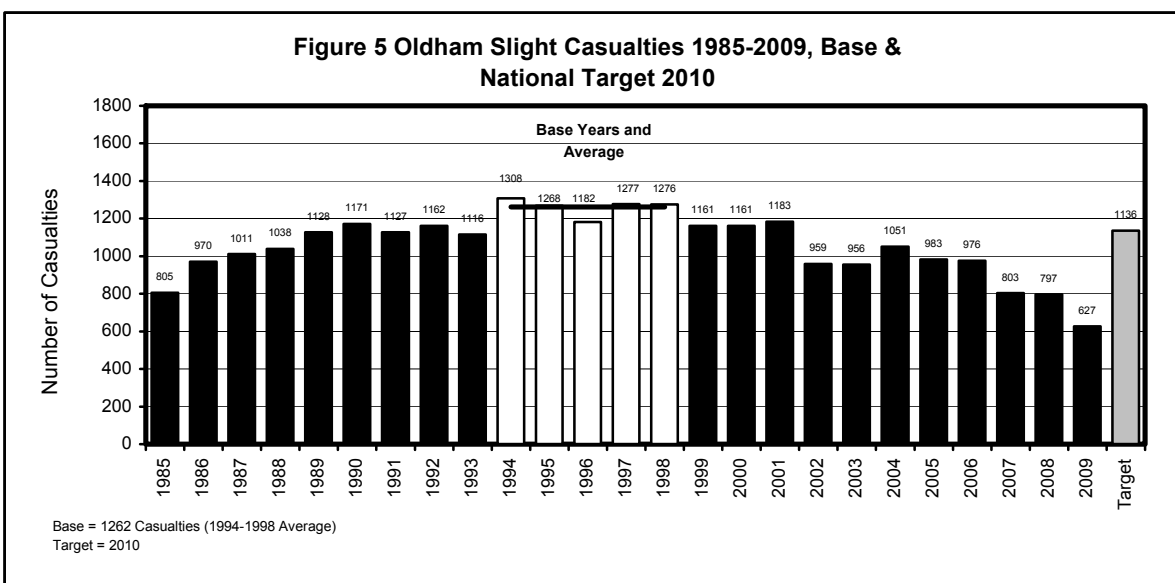
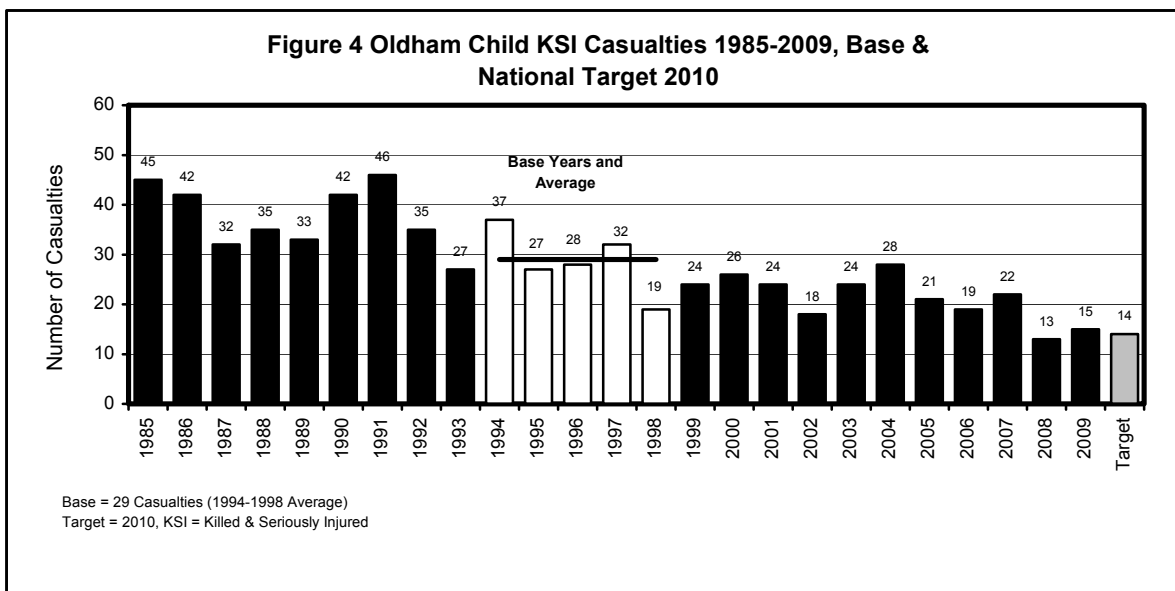
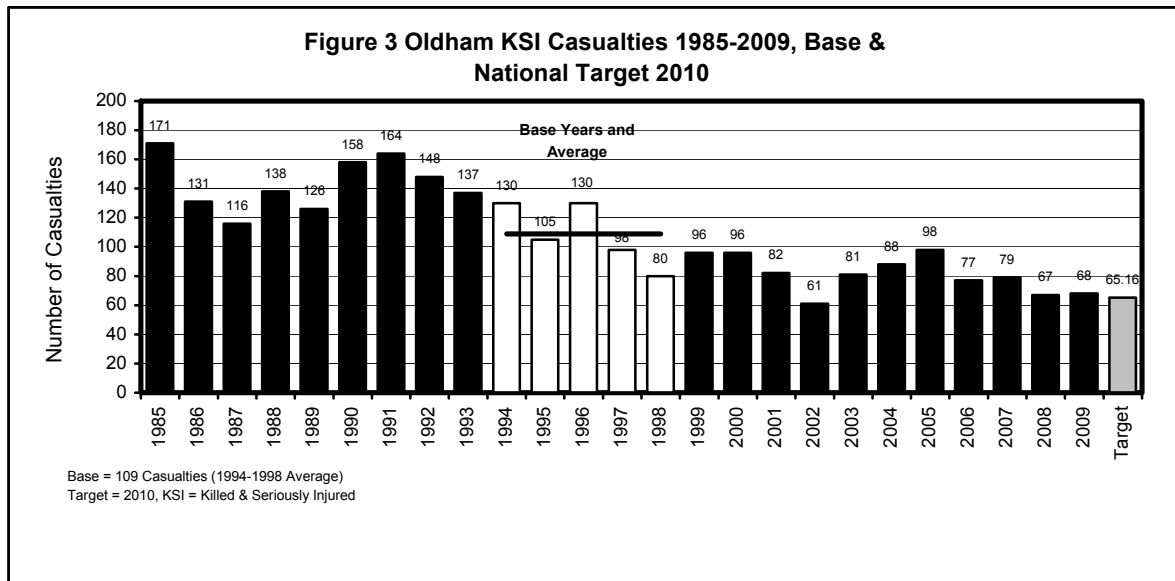
	Average 1989-93	Average 1994-98	Average 1999-2003	2004	2005	2006	2007	2008	2009
Pedestrian Casualties									
Under 16 years	117	99	75	75	44	60	55	42	39
Male	72	57	48	47	43	29	31	24	24
Female	72	52	52	42	56	46	28	31	32
16 – 59	43	33	29	24	22	33	26	32	12
Male	22	11	9	9	8	9	10	5	7
Female	31	19	13	11	14	17	10	13	5
Over 59 years	357	272	226	208	187	194	160	147	119
Cyclists (Rider Only)									
Under 16 years	34	31	19	26	19	15	11	9	10
Male	4	4	4	3	3	2	1	4	2
Female	46	38	29	30	23	24	18	24	22
16 – 59	2	3	3	1	0	1	0	2	1
Male	3	2	2	0	1	1	4	1	1
Female	0	0	0	0	0	0	0	0	0
Over 59 years	88	78	58	60	46	43	34	40	36
TWPV Riders									
Under 20 years	16	4	11	13	17	9	7	7	7
Male	1	1	0	0	0	0	1	2	1
Female	25	14	12	12	11	5	9	1	9
20 – 29	1	1	1	1	1	0	0	1	0
Male	19	23	21	22	25	17	22	17	26
Female	1	0	2	1	0	0	2	0	0
Over 29 years	64	44	47	49	54	31	41	28	43
Car Drivers									
Under 20 years	32	35	25	27	24	23	18	20	13
Male	15	13	10	3	12	9	11	11	5
Female	83	101	79	83	71	69	53	65	40
20 – 29	70	88	51	55	37	61	40	45	41
Male	120	169	174	154	150	155	132	133	96
Female	94	134	126	123	119	104	103	102	73
Over 29 years	414	539	465	445	413	421	357	376	268

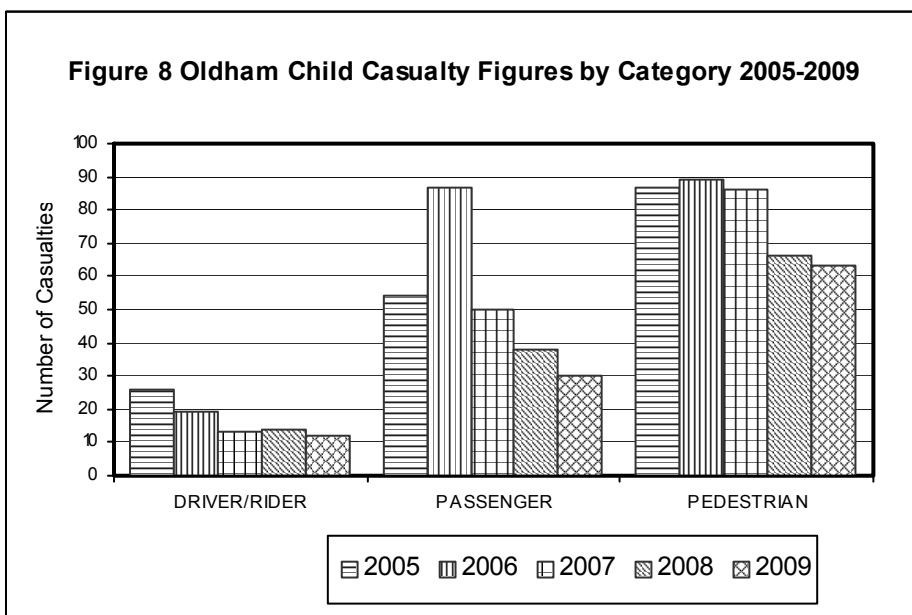
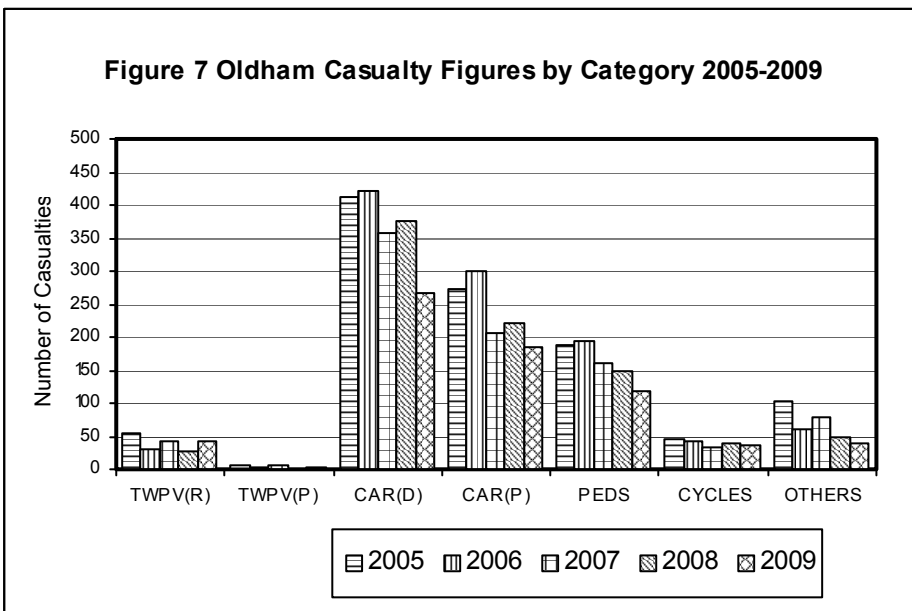
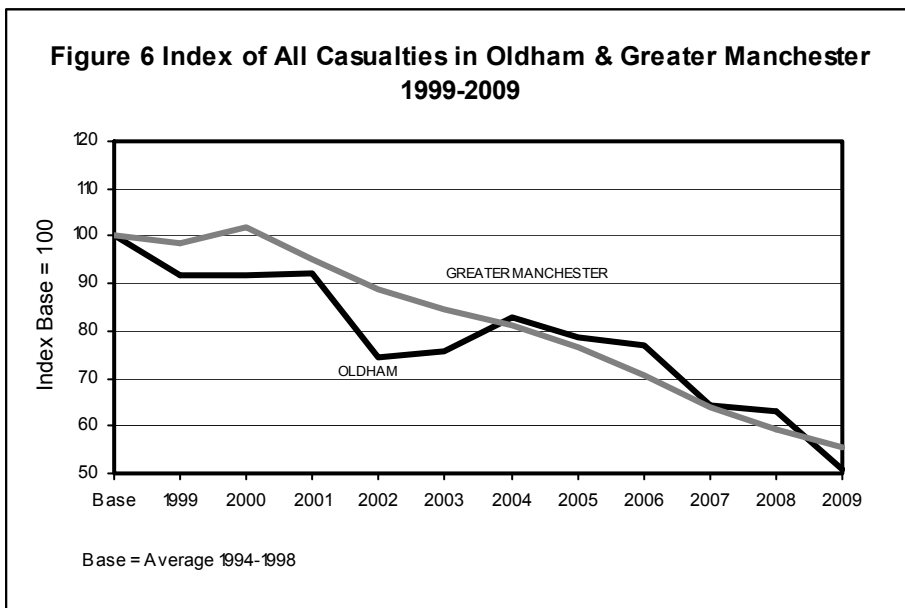
Notes: Average 1989-93, 1994-98 and 1999-2003 totals may not sum due to rounding.
From 01/04/99 the definition of car excludes invalid tricycles and motor caravans.

	Average 1989-93	Average 1994-98	Average 1999-2003	2004	2005	2006	2007	2008	2009
Total Accidents	1002	992	835	814	752	717	626	577	471
Total KSI Accidents	134	98	76	84	84	70	76	62	61
Accidents by Month									
January	83	82	75	73	67	61	56	46	39
February	67	81	63	50	64	42	42	44	29
March	81	84	65	53	61	49	50	45	43
April	80	75	63	64	66	67	52	48	35
May	87	80	67	72	58	62	55	45	41
June	83	83	63	72	62	58	55	61	38
July	87	86	70	57	63	71	62	61	50
August	91	81	65	78	56	52	56	40	34
September	78	78	69	70	51	59	54	54	42
October	90	84	76	81	69	66	51	45	40
November	92	90	77	82	76	62	50	48	47
December	83	89	81	62	59	68	43	40	33
Accidents by Day of Week									
Sunday	106	115	93	92	83	90	81	67	55
Monday	149	137	124	101	95	102	94	95	82
Tuesday	138	135	116	131	112	87	83	84	70
Wednesday	141	143	111	129	122	102	92	71	62
Thursday	158	154	125	122	110	116	84	91	82
Friday	170	166	150	126	103	114	92	98	66
Saturday	139	142	115	113	127	106	100	71	54

	Average 1989-93	Average 1994-98	Average 1999-2003	2004	2005	2006	2007	2008	2009
Accidents by Road Surface									
Dry	584	592	489	511	478	454	412	367	290
Wet/Damp	391	375	324	281	258	254	208	198	164
Snow	5	8	4	6	9	4	4	4	9
Frost/Ice	21	17	12	12	6	5	2	8	8
Flood	1	0	0	1	0	0	0	0	0
Oil or Diesel	0	0	4	3	0	0	0	0	0
Mud	0	0	0	0	1	0	0	0	0
Wet/Damp Accidents by Road Class									
Motorway	0	0	0	3	3	4	3	1	1
A (M)	2	4	2	1	0	1	1	4	1
A	192	191	165	151	139	131	116	98	86
B	60	50	41	31	25	30	22	24	23
C	38	41	51	49	45	48	43	39	30
U	98	99	65	46	46	40	23	32	23
Total	391	375	324	281	258	254	208	198	164
Accidents by Light/Dark									
Motorway - Dark	0	0	0	2	2	0	1	3	2
A (M) - Dark	1	4	2	5	1	1	3	3	1
A - Dark	138	136	118	97	118	109	78	75	63
B - Dark	41	37	29	24	21	31	14	24	17
C - Dark	24	29	37	46	34	34	31	28	23
U - Dark	74	64	49	42	49	31	23	19	21
Total	278	270	235	216	225	206	150	152	127
Motorway - Light	0	0	3	6	5	7	6	10	3
A (M) - Light	6	5	3	0	1	3	4	3	2
A - Light	323	329	280	294	258	240	248	200	163
B - Light	92	85	70	63	52	49	48	42	37
C - Light	68	75	86	76	92	80	81	88	59
U - Light	234	228	158	159	119	132	89	82	80
Total	724	722	600	598	527	511	476	425	344
No. of Vehicles Per Accident									
1	418	324	274	251	244	237	205	179	144
2	507	589	491	496	445	410	368	339	284
3 or more	77	78	70	67	63	70	53	59	43
No. of Casualties Per Accident									
1	813	750	624	605	568	505	464	397	339
2	131	160	144	133	114	143	102	116	78
3 or more	58	82	67	76	70	69	60	64	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





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 32 and 33 show respectively average journey time rates and speeds for A and B roads, for 2004/05, 2005/06, 2006/07, 2007/08 and 2008/09. For comparison, the 2008/09 journey time rates and speeds for Greater Manchester are also shown.
- 6.4 Figure 9 illustrates the change in average journey time rates in Oldham over the last four years for various time periods. Figure 10 illustrates average journey time rates by quarter-hour time period for the last three years in Oldham and Figure 11 illustrates average journey times by quarter hour time period during 2008/09 for Oldham and Greater Manchester. Congestion maps showing average speeds can be found in Appendix 4.
- Average journey time rates in Oldham have increased in all time periods between 2007/08 and 2008/09 with the exception of the 0800 – 0900 period. Average journey time rates in Oldham are shorter than those for Greater Manchester as a whole in all time periods.

Table 32 Oldham and Greater Manchester Average Journey Time Rates (Mins / Mile)						
Oldham						
Year	0700 - 1000	0800 - 0900	1000 - 1600	1700 - 1800	1600 - 1900	0700 - 1900
2004/05	2.87	3.13	2.81	3.14	2.92	2.87
2005/06	2.81	3.06	2.77	3.02	2.87	2.82
2006/07	2.84	3.09	2.78	3.01	2.88	2.84
2007/08	2.89	3.17	2.79	3.05	2.96	2.87
2008/09	2.89	3.14	2.85	3.08	2.98	2.90
Greater Manchester						
2008/09	3.32	3.76	3.10	3.67	3.46	3.26

Table 33 Oldham and Greater Manchester Average Speeds (MPH)						
Oldham						
Year	0700 - 1000	0800 - 0900	1000 - 1600	1700 - 1800	1600 - 1900	0700 - 1900
2004/05	21	19	21	19	21	21
2005/06	21	20	22	20	21	21
2006/07	21	19	22	20	21	21
2007/08	21	19	22	20	20	21
2008/09	21	19	21	19	20	21
Greater Manchester						
2008/09	18	16	19	16	17	18

