

ASSOCIATION OF GREATER MANCHESTER AUTHORITIES

GREATER MANCHESTER TRANSPORTATION UNIT

Transport Statistics Salford 2009

GMTU Report 1586 September 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 Salford 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 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 Salford and compares it to Greater Manchester where appropriate.

1.2 The key points from the report are summarised below.

Key Facts

- Salford has a population of 223,000 and covers an area of 97 square kilometres.
- There are 796 kilometres (km) of road consisting of 30 km motorway, 88 km principal road, 30 km B road, 29 km other classified road and 621 km unclassified road.
- The average daily flow per kilometre is 103,800 vehicles on motorways, 21,600 on A roads and 11,100 on B roads.
- There were 628 injury accidents in Salford during 2009 resulting in 919 casualties. There were 71 killed or seriously injured (KSI) casualties.
- Salford has been awarded an allocation of £4.39 million through the LTP process for 2009/10, £1.46 million for integrated transport and £2.93 million for maintenance. The figures for 2010/11 are not yet available.

Traffic Flows

- The highest estimated 24-hour Annual Average Weekday Traffic (AAWT) flow was 193,600 vehicles on the M60 between Junctions 12 and 13.
- The busiest all-purpose road was the A6 Broad Street in Claremont where the estimated 24-hour AAWT flow reached 53,000 vehicles.
- The site with the highest 12-hour pedal cycle flow was the A6 The Crescent in Salford with 289 cycles recorded between 07:00 and 19:00.
- The average 12-hour weekday pedal cycle flows on A and B roads in Salford were 92 and 90 respectively. These figures are similar to the average for Greater Manchester as a whole of 95 for both A and B roads.

Traffic Growth

- 24-hour weekday flows on motorways in Salford and Greater Manchester as a whole have not changed since 2008.
- 12-hour weekday flows on A and B roads in Salford saw a 1% decrease between 2008 and 2009 while the average for Greater Manchester also fell by 1%.
- Since 1993, traffic flows on A and B roads in Salford have increased by 1% compared to a 1% decrease in Greater Manchester and a 3%

increase nationally.

Annual Vehicle Kilometres

- 1141 million vehicle kilometres were travelled on motorways, 690 on A roads and 117 on B roads.
- Motorways, A roads and B roads in Salford carried 15% of the major road traffic in Greater Manchester on 10% of the major road network.

Traffic Composition

- Motorways: 75% cars, 12% light goods vehicles (LGVs) and 12% other goods vehicles (OGVs).
- A roads: 81% cars, 12% LGVs and 5% OGVs.
- B roads: 84% cars, 12% LGVs and 2% OGVs.
- Minor roads: 83% cars, 12% LGVs and 3% OGVs.
- Traffic composition on Salford's major road network was broadly similar to Greater Manchester.

Rail Patronage

- Rail patronage decrease for a second consecutive year at Salford Crescent in 2009, with the reduction being less pronounced in the off peak period than the morning peak period. The other stations surveyed in 2009 (Irlam, Eccles and Walkden) had comparable values to those reported in 2008.

Metrolink Patronage

- Peak boarders inbound to Manchester on the Eccles line decreased by 14% to just under 980 between 2008 and 2009. Peak alighters outbound from Manchester decreased by 16% to just over 980. The levels of peak boarders are now similar to their 2007 value, whereas the peak alighters are approximately two thirds of their 2007 value.
- Off-peak inbound boarders decreased by 24% between 2008 and 2009 to just over 1000 and off-peak outbound alighters fell by 33% to just over 800.

Key Centre Monitoring

- Eccles traffic flows were markedly below 1997 levels in 2004. This was largely due to the completion of the Eccles bypass in November 2000. Traffic flows in 2010 are higher than the levels of 2004 in the morning peak and off peak periods but were lower during the evening peak period. Between 2009 and 2010 the proportion of trips made by car decreased in the morning and evening peak periods. Additionally the total number of trips fell in the morning peak and off peak periods, but rose in the evening peak periods.
- The number of vehicles crossing the cordon into Eccles Key Centre in

2010 was about 1,700 in the morning peak, 2,000 in the off-peak and 1,700 in the evening peak, representing decreases of 49%, 27% and 45% respectively from vehicle numbers in 1997.

Automatic Traffic Counts at Eccles Key Centre Cordon Sites

- Morning weekday peak flow fell by 10% between the base year (2006/07) and 2009/10. 24 -hour average weekday flow in 2009/10 was equivalent to the base year (2006/07).

Pedestrian Activity

- Pedestrian activity fell by 54% on Fridays and 57% on Saturdays between 1997 and 2010 and remained the same between 2009 and 2010.

Road Accidents and Casualties

- The total number of reported injury accidents in Salford was 628 in 2009, 49% lower than the average from the base years (1994-1998) and 6% lower than the 667 in 2008.
- The total number of casualties in Salford was 919 in 2009, 49% lower than the average from the base years (1994-1998) and almost at the same level of 921 in 2008.
- There were 71 killed or seriously injured (KSI) in 2009 compared with an average of 126 KSI in the base years.
- The 2007-2009 three-year average used for monitoring KSI GMLTP2 targets was 30% below the base years average.
- The 2007-2009 three-year average for child KSI casualties was 52% below the baseline average.
- Slight casualties in 2009 were 50% below the baseline average and 28% below the 2010 GMLTP2 target.

Congestion

- Average journey time rates in Salford have either decreased or stayed the same between 2007/08 and 2008/09, with the exception of the 1000 – 1600 period where rates rose slightly. Average journey time rates for Salford are lower than the values for Greater Manchester in all periods, indicating faster average speeds.
- The slowest roads in the morning peak hour (0800 – 0900) were the A5063 Albion Way, A57 Regent Road, A6 Chapel Street and other roads within the vicinity of Manchester City Centre. Other slow roads include the A572 Worsley Road near Swinton, the A572 Simpson Road in Boothstown and the junction of the A580 East Lancashire Road and the A575 Walkden Road in Parr Fold.

2. ROAD TRAFFIC

Traffic Flows 2009

2.1 Road traffic figures for Salford 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 annual average weekday traffic (AAWT) and the most recent 12-hour (07:00 – 19:00) pedal cycle flows for all major road links in Salford.

- The busiest motorway section was on the M60 between Junctions 12 and 13 where the traffic flow reached an estimated 193,600 vehicles.
- The busiest all-purpose road was the A6 Broad Street in Claremont where the 24-hour AAWT flow estimate reached 53,000 vehicles.
- The second list in Appendix 1 shows that the road with the highest recorded 12-hour pedal cycle flow is the A6 The Crescent in Salford, with 289 cycles between 07:00 and 19:00.
- The average 12-hour A road pedal cycle flow in Salford was 92. The average B road pedal cycle flow was 90. These figures are slightly lower than the Greater Manchester average of 95 for both A and B roads.

Motorway Traffic Growth 2008-2009

2.2 Due to insufficient reliable manual count data, motorway traffic growth has been calculated using a combination of manual counts and 24-hour average weekday ATC data supplied by the Highways Agency. ATC data is unclassified and goods vehicle estimates are based on the most recent manual counts factored to 2008 or 2009. Combined goods vehicle flow differences are thought to be more reliable than LGV and OGV differences.

2.3 Table 1 gives 24-hour average weekday flows on seven motorway sections in Salford for which ATC or manual data were available in both 2008 and 2009, together with percentage changes in flow since 2008. It also gives countywide figures based on 52 motorway sections.

- 24-hour weekday flows on motorways in Salford and Greater Manchester as a whole have not changed since 2008.

Table 1 Average 24-Hour Weekday Motorway Flows in 2009 with Percentage Changes Since 2008									
		LGV	%	OGV	%	Goods	%	All Motors	%
M60	Bet Jns 11 & 12	18400	(-17)	11900	(5)	30200	(-10)	144600	(0)
M61	Bet Jns 1 & 2	20400	(-6)	10700	(-9)	31100	(-7)	123400	(-1)
M60	Bet Jns 16 & 17	25400	(-18)	26400	(13)	51800	(-5)	184400	(1)
M62	Bet Jns 11 & 12	18400	(-4)	17100	(-7)	35600	(-6)	132800	(1)
M60	Bet Jns 13 & 15	18100	(-22)	21200	(-1)	39300	(-12)	160400	(-3)
M602	Bet Jn 2 & A5063	6100	(-6)	4600	(-9)	10700	(-7)	65800	(0)
M60	Slip Roads Bet Jn 14 & M61 Jn1	3000	(-4)	2000	(-7)	5100	(-5)	17500	(1)
Salford Sample		15700	(-14)	13400	(0)	29100	(-8)	118400	(0)
GM 52 links		13500	(-9)	10000	(-6)	23400	(-8)	106500	(0)

A and B Road Traffic Growth 2008-2009

2.4 Table 2 gives average 12-hour weekday traffic flows on A and B roads in Salford in 2009 together with percentage changes since 2008. The figures for A and B road growth are based on counts on 20 of the 98 A and B road links in Salford.

- Motor traffic in both Salford and Greater Manchester fell by 1% between 2008 and 2009.

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 (%)	
Salford	20	18537 (0)	2722 (-2)	932 (-16)	22552 (-1)	
Greater Manchester	172	14790 (0)	2133 (-2)	636 (-13)	17918 (-1)	

Traffic Growth Since 1993

2.5 Table 3 and Figure 1 illustrate local and national traffic growth since 1993. Traffic growth for Salford and Greater Manchester is based on 12-hour average weekday flows on a sample of A and B road links throughout Salford and Greater Manchester. National growth is based on average 24-hour daily traffic flow data for major urban A roads published in Table 2.1 Road Statistics 2009: Traffic, Speeds and Congestion DfT.

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

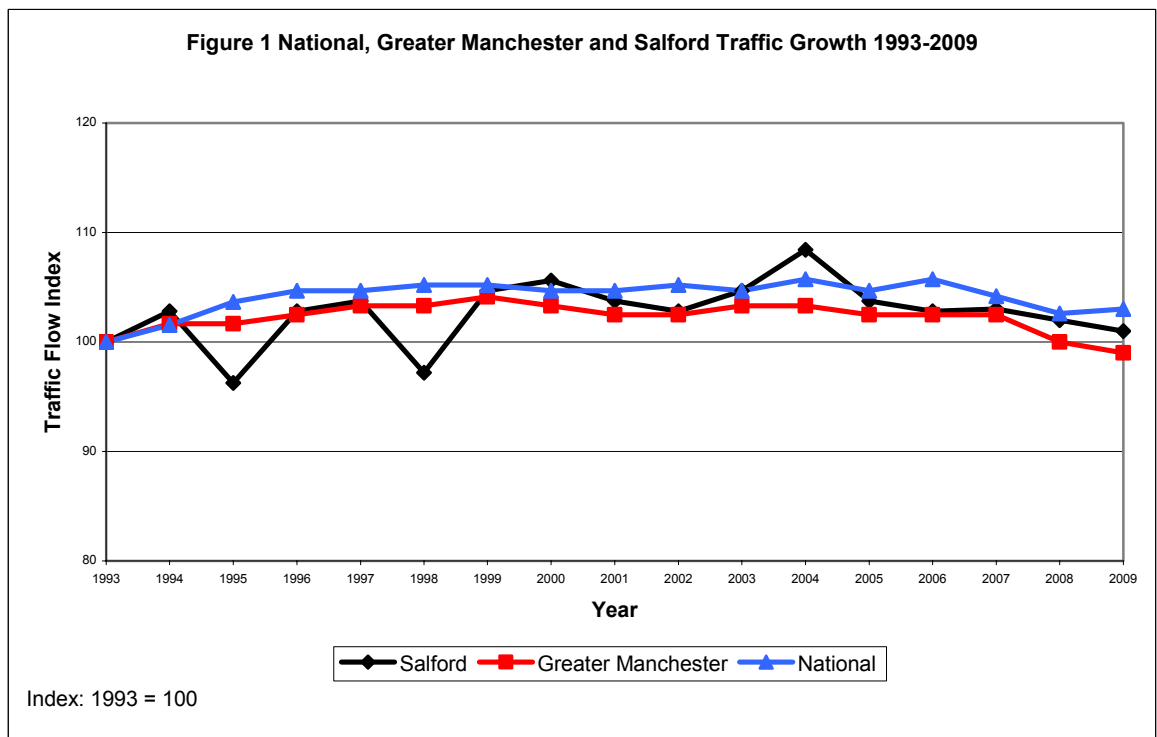


Table 3 National, Greater Manchester and Salford Traffic Growth 1993- 2009			
	Salford	Greater Manchester	National
1993	100	100	100
1994	103	102	102
1995	96	102	104
1996	103	102	105
1997	104	103	105
1998	97	103	105
1999	105	104	105
2000	106	103	105
2001	104	102	105
2002	103	102	105
2003	105	103	105
2004	108	103	106
2005	104	102	105
2006	103	102	106
2007	103	102	104
2008	102	100	103
2009	101	99	103
Index: 1993 = 100			

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

Annual Vehicle Kilometres 2009

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

- Motorways made up 21% of Salford's major road network and carried 59% of major road traffic. These figures are higher 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 73% of all goods traffic on major roads in Salford. This is higher than for Greater Manchester as a whole where motorways carried 61% of all major road goods traffic.
- A roads made up 60% of Salford's major network and carried 35% of the traffic. A roads in Greater Manchester account for 61% of the major road network and carried 44% of the traffic.
- B roads made up 20% of Salford's network and carried 6% of the traffic. These figures are lower 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 Salford carried 15% of the major road traffic in Greater Manchester on 10% of the road network.

Table 4 Vehicle Kilometres in 2009								
	Road Type	Length (km)	Vehicle Kilometres (millions)					Av. Daily Flow per km
			Cars	LGV	OGV	All Goods	All Motors	
Salford	Motorways	30	855	148	131	280	1141	103800
	A Roads	87	586	69	24	93	690	21600
	B Roads	29	103	10	2	12	117	11100
	All Roads	146	1544	228	157	385	1948	36400
Greater Manchester	Motorways	171	4477	748	616	1364	5878	94000
	A Roads	863	4956	543	164	707	5767	18300
	B Roads	375	1285	130	23	154	1467	10700
	All Roads	1409	10718	1421	803	2224	13113	25500

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

Traffic Composition 2009

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

- Traffic composition on Salford's major road network was broadly similar to Greater Manchester.
- Motorways in Salford carried fewer cars and more 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 Salford and Greater Manchester 2009 (0700-1900)										
		Cars	LGV	OGV1		OGV2		Buses and Coaches	Motor Cycles	Pedal Cycles
Salford	Motorways	75.1	12.4	5.5	(46)	6.4	(54)	0.3	0.3	0.0
	A Roads	81.3	11.9	3.2	(70)	1.4	(30)	1.1	0.7	0.4
	B Roads	83.9	11.5	1.5	(82)	0.3	(18)	1.3	0.6	1.0
	Minor Roads	82.7	11.8	1.6	(65)	0.9	(35)	1.0	0.6	1.4
Greater Manchester	Motorways	76.4	12.3	5.0	(47)	5.6	(53)	0.3	0.3	0.0
	A Roads	81.5	11.9	2.9	(68)	1.3	(32)	1.3	0.6	0.5
	B Roads	82.8	11.9	1.6	(75)	0.5	(25)	1.7	0.6	0.9
	Minor Roads	84.4	10.7	1.3	(75)	0.4	(25)	1.6	0.5	1.0

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

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

Figures may not sum due to rounding.

3. PUBLIC TRANSPORT

Rail Patronage

- 3.1 Tables 6 and 7 show passengers boarding and alighting Manchester bound trains in Salford for 1991 and 1998-2009. All current rail stations in Salford except Salford Central are shown with patronage details where available.
- 3.2 Table 8 shows all passengers boarding and alighting trains inbound to and outbound from Manchester for the most recent year for which data has been collected.

Station		1991	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Clifton	B	7	-	-	0	-	-	**	-	-	**	-	-	-
	A	-	-	-	2	-	-	**	-	-	**	-	-	-
Eccles	B	54	-	-	27	39	46	26	33	31	25	20	35	43
	A	-	-	-	7	22	13	9	14	25	15	22	13	26
Irlam	B	125	98	129	142	128	103	110	123	140	199	170	176	199
	A	-	2	6	7	10	13	8	11	11	23	18	10	13
Moorside	B	25	-	-	18	-	-	15	-	-	30	-	-	22
	A	-	-	-	10	-	-	6	-	-	10	-	-	10
Patricroft	B	12	-	-	4	-	-	6	-	-	17	-	-	24
	A	-	-	-	1	-	-	1	-	-	1	-	-	5
Salford Crescent	B	347	338	318	292	248	201	492*	253	302	271	603*	434	290
	A	393	368	457	517	459	353	810*	445	642	552	916*	716	527
Swinton	B	33	4	-	23	-	-	31	-	-	41	-	-	39
	A	-	-	-	18	-	-	9	-	-	27	-	-	17
Walkden	B	88	-	110	130	136	-	111	108	143	157	182	200	219
	A	-	-	17	24	23	-	24	12	24	32	30	21	18

Notes: B = Boarders A = Alighters
 - = No counts available.
 * = Increases at Salford Crescent are probably due to increased interchange activity on day of survey.
 ** = No trains stopped at Clifton during the counting period in 2003 and 2006.

Table 7 Numbers of Passengers Boarding and Alighting Manchester Bound Trains in Salford District 1991 & 1998-2009 Off Peak (09:30-13:30)														
Station		1991	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Clifton	B	2	-	-	0	-	-	**	-	-	**	-	-	-
	A	-	-	-	0	-	-	**	-	-	**	-	-	-
Eccles	B	41	-	-	23	24	19	9	11	11	21	26	30	43
	A	-	-	-	7	7	9	5	9	5	12	6	16	7
Irlam	B	33	29	29	21	30	48	43	32	50	37	45	49	45
	A	-	4	3	1	4	6	3	12	2	11	17	2	10
Moorside	B	16	-	-	8	-	-	5	-	-	12	-	-	7
	A	-	-	-	0	-	-	0	-	-	6	-	-	7
Patricroft	B	1	-	-	2	-	-	9	-	-	5	-	-	2
	A	-	-	-	6	-	-	0	-	-	1	-	-	3
Salford Crescent	B	233	309	421	390	369	310	549*	414	490	435	508*	493	397
	A	206	344	367	321	319	358	596*	401	360	387	548*	465	405
Swinton	B	19	4	-	32	-	-	21	-	-	19	-	-	45
	A	-	-	-	12	-	-	8	-	-	19	-	-	26
Walkden	B	32	-	45	41	43	-	58	41	65	91	102	102	94
	A	-	-	18	9	12	-	17	13	22	14	13	27	14

Notes: B = Boarders A = Alighters

- = No counts available.

* = Increases at Salford Crescent are probably due to increased interchange activity on day of survey.

** = No trains stopped at Clifton during the counting period in 2003 and 2006.

Table 8 Numbers of Passengers Boarding and Alighting Trains in Salford 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	B	A		
Clifton	2006	-	-	-	-	-	-	-	-	-	-	-
Eccles	2009	43	26	13	28	110	43	7	11	35	96	
Irlam	2009	199	13	18	38	268	45	10	12	30	97	
Moorside	2009	22	10	11	4	47	7	7	6	3	23	
Patricroft	2009	24	5	3	2	34	2	3	3	12	20	
Salford Crescent	2009	290	527	95	581	1493	397	405	191	867	1860	
Swinton	2009	39	17	20	22	98	45	26	27	20	118	
Walkden	2009	219	18	33	45	315	94	14	27	38	173	

Notes: B = Boarders A = Alighters

* No trains stopped at Clifton during the counting period in 2006.

Metrolink Patronage

- 3.3 The Metrolink extension to Salford Quays and Eccles opened in two stages. The first section to Broadway opened on 6 December 1999. The second section from Broadway to Eccles opened on 21 July 2000.
- 3.4 The Eccles line joins the Altrincham line at Cornbrook, which up until September 2005 was an interchange station only for passengers transferring between the two lines and had no pedestrian access.
- 3.5 Counts of peak period passengers boarding Manchester bound and alighting Eccles bound trams are given in Tables 9 and 10 for 2000 to 2009. Figures 2 and 3 show the corresponding trends in peak patronage at each station. Counts of off-peak passengers boarding Manchester bound and alighting Eccles bound trams are given in Tables 11 and 12 for 2000 to 2009. Figures 4 and 5 show the corresponding trends in off-peak patronage at each station.
- Peak borders inbound to Manchester on the Eccles line decreased by 14% to just under 980 between 2008 and 2009. Peak alighters outbound from Manchester decreased by 16% to just under 980.
 - Off-peak inbound boarders decreased by 24% between 2008 and 2009 to just over 1000 and off-peak outbound alighters fell by 33% to just over 800.

Table 9 Weekday Peak Manchester Bound Boarders on the Eccles Metrolink Line (07:30-09:30)											
Zone	Station	Year									
		2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Outer Area	Eccles	204	245	245	272	318	284	339	373	339	275
	Ladywell	29	62	76	99	111	105	110	98	117	104
	Weaste	38	57	54	53	72	102	106	93	112	100
	Langworthy	79	100	89	86	127	158	125	99	125	104
	Total	350	464	464	510	628	649	680	663	693	583
	Index	100	133	133	146	179	185	194	189	198	167
Inner Area	Broadway	8	4	5	3	3	14	12	24	33	11
	Harbour City	12	13	8	14	18	29	30	60	67	55
	Anchorage	42	39	41	45	43	38	46	45	79	81
	Salford Quays	51	62	49	85	66	78	74	83	93	79
	Exchange Quays	47	42	57	48	39	34	55	99	151	142
	Pomona	0	13	1	2	3	4	1	0	2	2
	Cornbrook Ecc	2	3	2	0	4	11	17	25	16	24
	Total	162	176	163	197	176	208	235	336	441	394
	Index	100	109	101	122	109	128	145	207	272	243
All Stations	Total	512	640	627	707	804	857	915	999	1134	977
	Index	100	125	122	138	157	167	179	195	221	191

Figure 2 Manchester Bound Boarders on the Eccles Line in the Peak Period

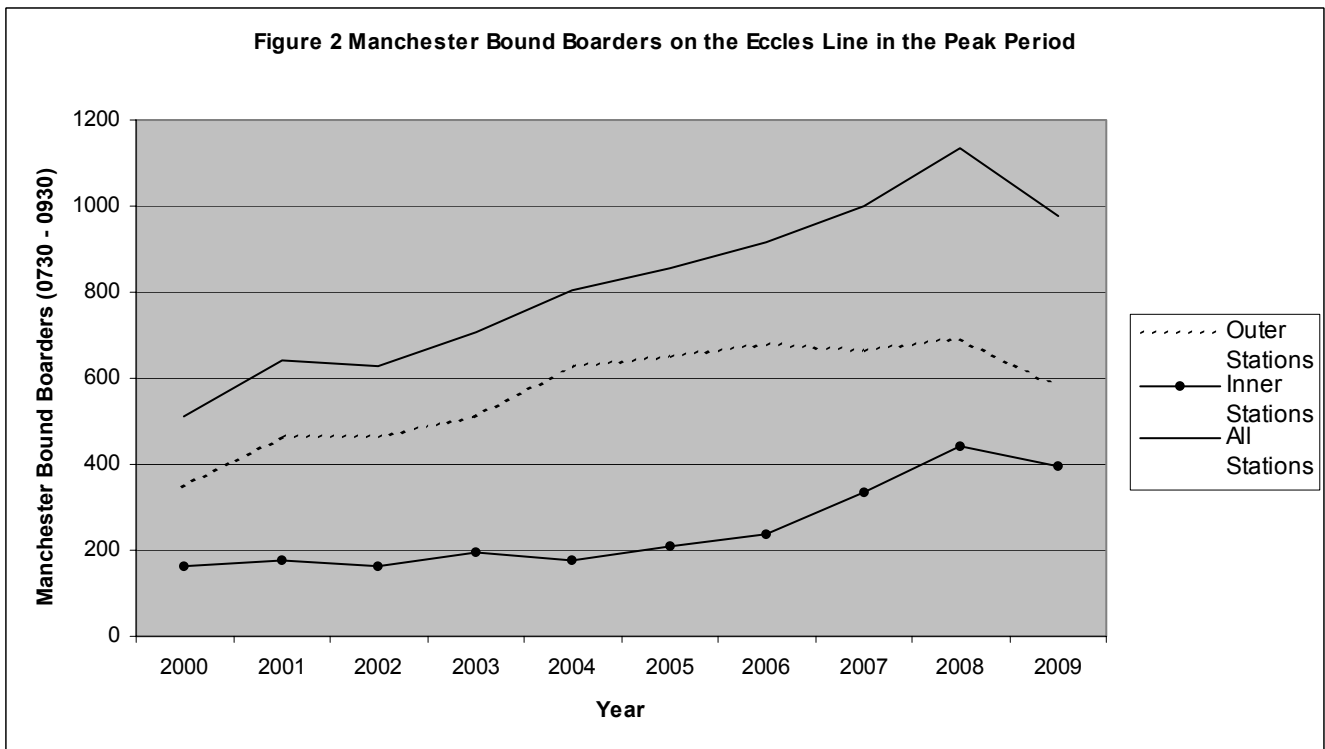


Table 10 Weekday Peak Eccles Bound Alighters on the Eccles Metrolink Line (07:30-09:30)											
Zone	Station	Year									
		2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Outer Area	Eccles	81	77	110	88	97	94	95	90	102	102
	Ladywell	28	23	34	33	46	39	40	67	70	69
	Weaste	30	46	42	55	56	76	66	67	82	83
	Langworthy	23	18	29	26	82	74	98	81	75	62
	Total	162	164	215	202	281	283	299	305	329	316
	Index	100	101	133	125	173	175	185	188	203	195
Inner Area	Broadway	73	58	62	31	67	59	77	88	95	83
	Harbour City	96	116	81	139	163	164	181	221	173	151
	Anchorage	178	200	187	215	159	158	165	219	162	124
	Salford Quays	95	99	87	140	172	138	157	140	125	105
	Exchange Quays	204	314	387	395	322	335	233	455	262	184
	Pomona	8	36	5	25	10	3	6	8	11	3
	Cornbrook Ecc	29	16	21	24	14	23	21	19	15	15
	Total	683	839	830	969	907	880	840	1150	843	665
	Index	100	123	122	142	133	129	123	168	123	97
All Stations	Total	845	1003	1045	1171	1188	1163	1139	1455	1172	981
	Index	100	119	124	139	141	138	135	172	139	116

Figure 3 Eccles Bound Alighters on the Eccles Line in the Peak Period

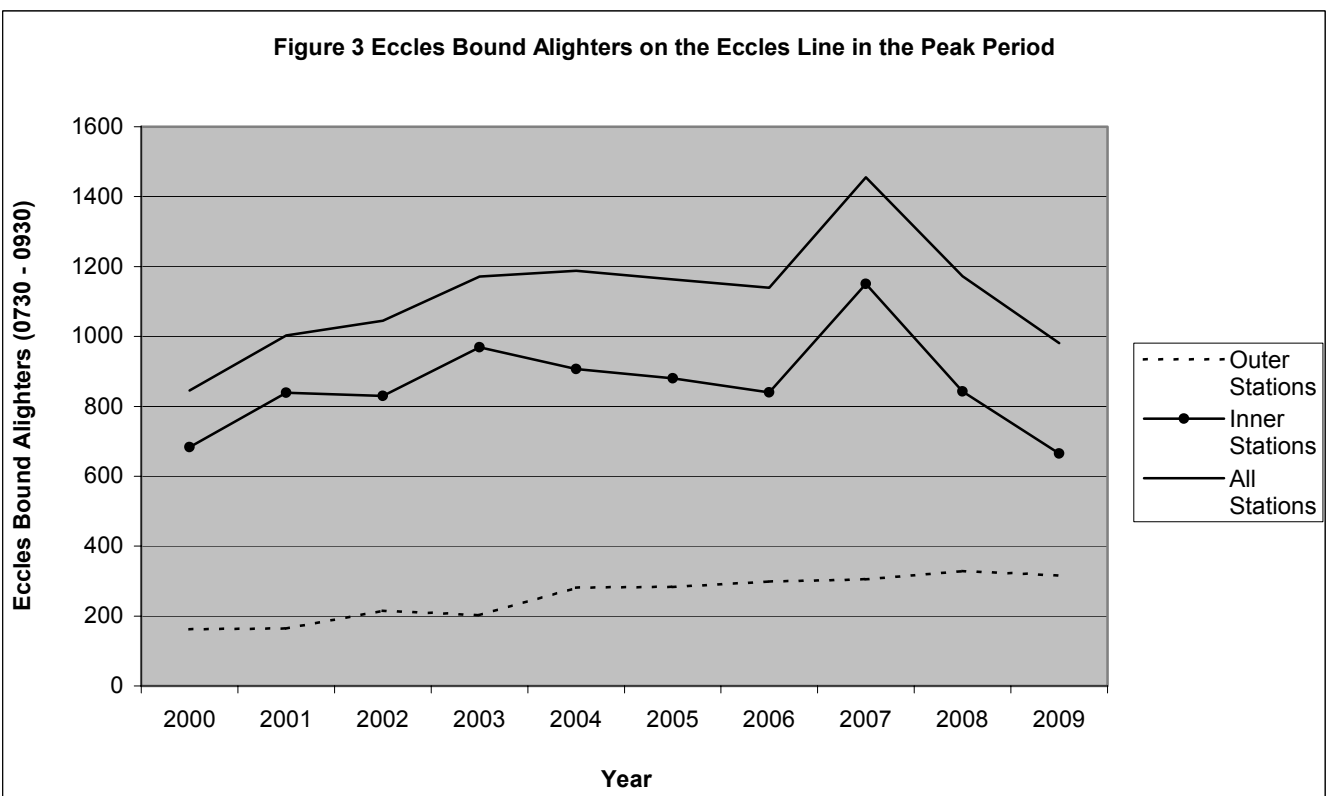


Table 11 Weekday Off-Peak Manchester Bound Borders on the Eccles Metrolink Line (09:30-13:30)											
Zone	Station	Year									
		2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Outer Area	Eccles	221	242	323	262	265	296	395	363	417	297
	Ladywell	39	48	89	68	82	173	142	131	162	131
	Weaste	42	62	66	37	56	94	71	81	99	68
	Langworthy	55	58	69	68	73	124	100	83	112	88
	Total	357	410	547	435	476	687	708	658	790	584
	Index	100	115	153	122	133	192	198	184	221	164
Inner Area	Broadway	14	26	31	35	48	38	29	56	64	36
	Harbour City	41	49	39	39	30	45	65	92	120	82
	Anchorage	58	44	49	52	58	61	60	65	90	77
	Salford Quays	61	63	76	66	56	75	95	76	117	98
	Exchange Quays	70	76	92	99	66	93	95	110	128	131
	Pomona	7	3	3	18	14	12	3	8	2	4
	Cornbrook Ecc	2	4	0	2	0	9	19	21	35	12
	Total	253	265	290	311	272	333	366	428	556	440
	Index	100	105	115	123	108	132	145	169	220	174
All Stations	Total	610	675	837	746	748	1020	1074	1086	1346	1024
	Index	100	111	137	122	123	167	176	178	221	168

Figure 4 Manchester Bound Borders on the Eccles Line in the Off-Peak Period

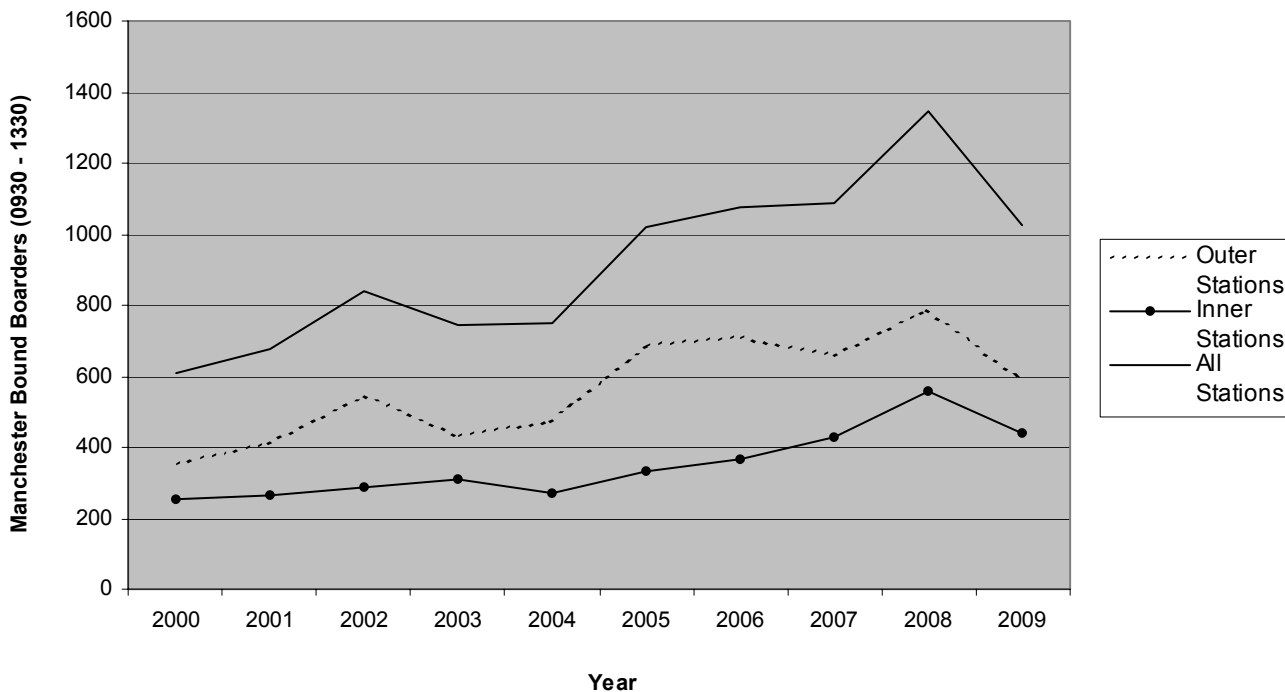
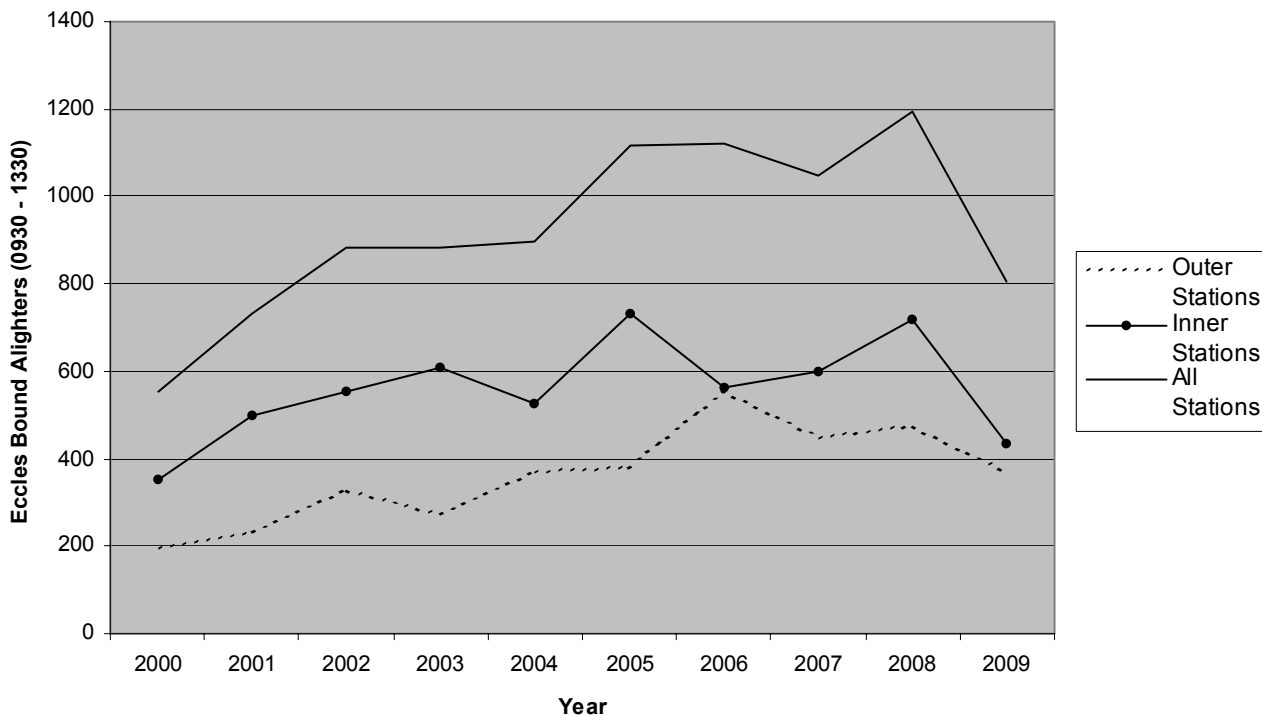


Table 12 Weekday Off-Peak Eccles Bound Alighters on the Eccles Metrolink Line (09:30-13:30)											
Zone	Station	Year									
		2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Outer Area	Eccles	139	157	223	174	224	199	355	263	267	209
	Ladywell	16	38	59	50	74	73	94	73	92	85
	Weaste	17	20	10	20	23	28	34	43	42	25
	Langworthy	27	18	36	32	49	82	76	68	77	52
	Total	199	233	328	276	370	382	559	447	478	371
	Index	100	117	165	139	186	192	281	225	240	186
Inner Area	Broadway	42	51	68	49	71	65	39	68	85	62
	Harbour City	71	167	145	198	129	282	168	173	287	138
	Anchorage	48	63	79	82	87	95	99	76	81	60
	Salford Quays	59	80	103	90	83	129	110	102	131	91
	Exchange Quays	104	122	135	168	127	111	103	145	100	63
	Pomona	7	2	5	6	11	19	6	7	4	4
	Cornbrook Ecc	22	13	20	14	19	33	37	28	30	18
	Total	353	498	555	607	527	734	562	599	718	436
	Index	100	141	157	172	149	208	159	170	203	124
All Stations	Total	552	731	883	883	897	1116	1121	1046	1196	807
	Index	100	132	160	160	163	202	203	189	217	146

Figure 5 Eccles Bound Alighters on the Eccles Line in the Off-Peak Period



4. KEY CENTRE MONITORING

- 4.1 Traffic, rail and Metrolink counts were conducted on a cordon around Eccles in 1997. Between 1997 and 2007 Eccles has been surveyed on a three yearly cycle (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 2004. From 2009 all these surveys will be 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.

Road Traffic -Inbound

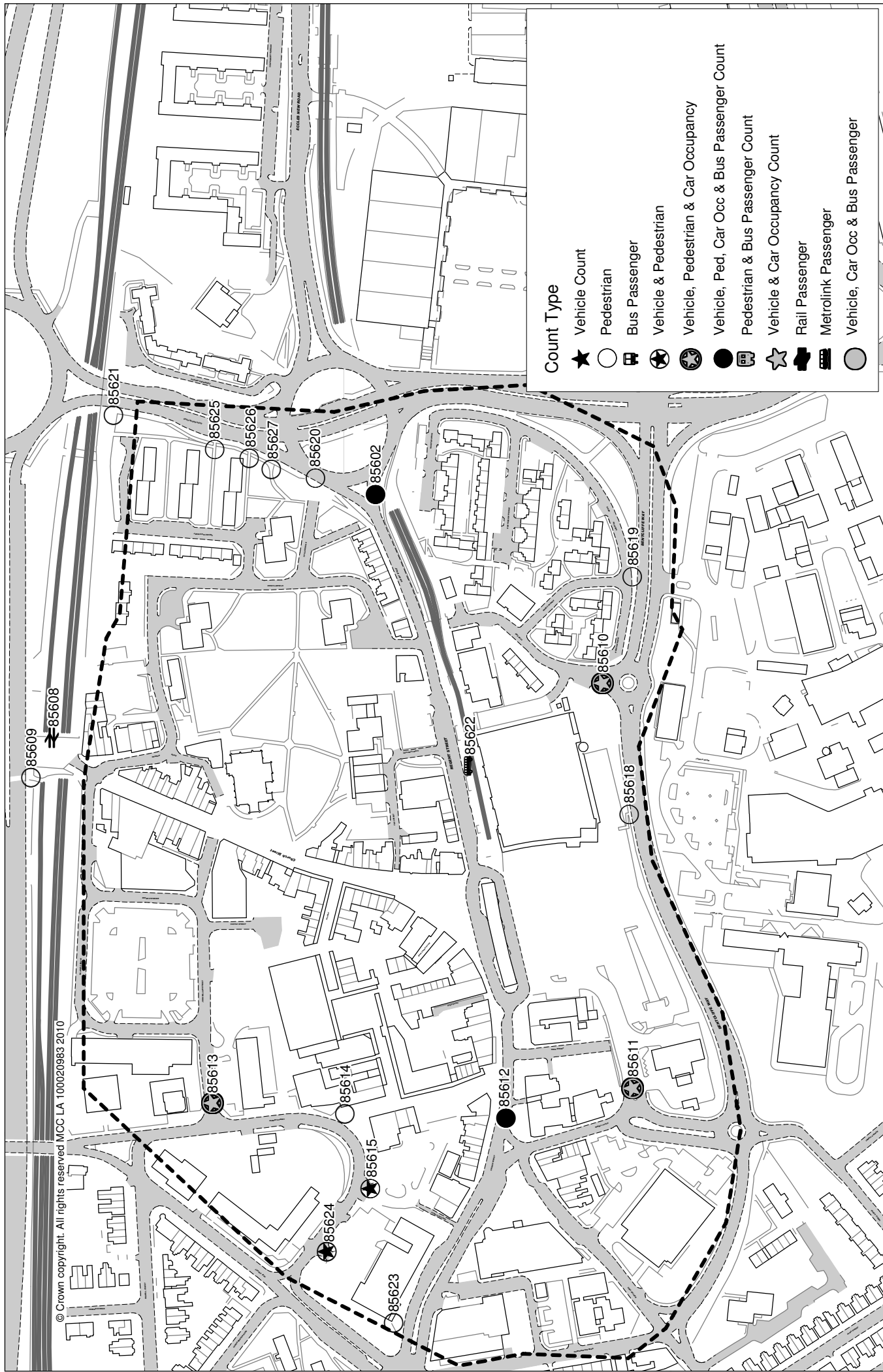
- 4.3 All vehicles crossing a cordon around Eccles Key Centre were counted in the three time periods 07:30-09:30, 10:00-12:00 and 16:00-18:00 on a typical weekday in February or March 2010.
- 4.4 Tables 13 to 15 show manual traffic counts at each individual cordon site by time period. Figure 6 shows the location of these sites and the Key Centre boundary.

Site	Site No	Car	LGV	OGV	Bus	M/C	P/C	All
A57 Regent St	85602	94	21	4	64	0	1	184
U Lane End	85610	37	11	2	0	0	0	50
U Morrison's Car Park	85611	459	68	9	1	2	3	542
A57 Church St	85612	137	28	13	60	2	10	250
U John William St	85613	534	48	3	0	0	0	585
Monton Rd Car Park 1	85615	3	0	0	0	0	0	3
U Aldi Car Park	85624	37	3	4	0	0	0	44
Cyclists on other routes							21	21
Total		1301	179	35	125	4	35	1679
% Composition		77.5	10.7	2.1	7.4	0.2	2.1	100.0

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

Site	Site No	Car	LGV	OGV	Bus	M/C	P/C	All
A57 Regent St	85602	123	27	2	71	0	1	224
U Lane End	85610	31	9	3	0	3	0	46
U Morrison's Car Park	85611	815	84	4	0	1	3	907
A57 Church St	85612	160	28	5	78	0	5	276
U John William St	85613	348	46	3	0	2	0	399
Monton Rd Car Park 1	85615	8	0	0	0	0	0	8
U Aldi Car Park	85624	142	10	2	0	0	1	155
Cyclists on other routes							9	9
Total		1627	204	19	149	6	19	2024
% Composition		80.4	10.1	0.9	7.4	0.3	0.9	100.0

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



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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

Eccles Survey Sites and Key Centre Boundary

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Drawn By : Lauren Rowland

Scale : NTS

Date : 20/09/2010

Report : 1586 Figure : 6

Table 15 Road Traffic Entering the Key Centre in Spring 2010 (1600-1800)								
Site	Site No	Car	LGV	OGV	Bus	M/C	P/C	All
A57 Regent St	85602	198	13	1	72	2	7	293
U Lane End	85610	26	4	1	0	0	1	32
U Morrison's Car Park	85611	741	68	6	0	1	1	817
A57 Church St	85612	124	20	2	76	0	16	238
U John William St	85613	153	15	2	0	0	5	175
Monton Rd Car Park 1	85615	9	2	0	0	0	2	13
U Aldi Car Park	85624	101	6	0	0	0	0	107
Cyclists on other routes							24	24
Total		1352	128	12	148	3	56	1699
% Composition		79.6	7.5	0.7	8.7	0.2	3.3	100.0

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

4.5 Table 16 presents traffic entering Eccles Key Centre in 1997, 2001, 2004, 2007, 2009 and 2010 together with the index of change between 1997 and 2010. The location of the cordon sites was revised in 2004. Data from 1997 and 2001 were adjusted to be comparable with these sites using existing registration plate surveys.

- The traffic flow levels in Eccles continue to show reduction in the levels of cars in both peak periods, with levels of all traffic flow remaining well below their 1997 levels. There appears to be slight increases in the LGV levels in the evening peak and OGV levels in the morning peak, along with a small increase in the number of buses in the off peak period between 1997 and 2010.

Table 16 Eccles Key Centre Inbound Cordon Counts 1997, 2001, 2004, 2007, 2009 and 2010								
		Cars	LGV	OGV	Buses	M/C	P/C	All
07:30-09:30	1997	2536	331	133	177	32	74	3283
	2001	1829	253	85	170	15	30	2382
	2004	1315	156	32	126	11	23	1663
	2007	1423	204	33	129	12	41	1842
	2009	1429	197	16	128	7	49	1826
	2010	1301	179	35	125	4	35	1679
	2010/1997	0.51	0.54	0.26	0.71	0.13	0.47	0.51
10:00-12:00	1997	2167	225	192	161	16	24	2784
	2001	1609	280	84	214	15	20	2222
	2004	1600	162	34	139	8	19	1962
	2007	1545	210	23	136	11	36	1961
	2009	1512	194	26	139	4	16	1891
	2010	1627	204	19	149	6	19	2024
	2010/1997	0.75	0.91	0.10	0.93	0.38	0.79	0.73
16:00-18:00	1997	2410	255	94	187	30	88	3064
	2001	1730	195	49	234	62	39	2309
	2004	1634	158	11	123	19	18	1963
	2007	1324	143	8	147	12	41	1675
	2009	1377	112	11	136	6	53	1695
	2010	1352	128	12	148	3	56	1699
	2010/1997	0.56	0.50	0.13	0.79	0.10	0.64	0.55

Car Occupancy - Inbound

4.6 Car occupancy surveys were conducted at five sites on the Eccles Key Centre cordon in March 2010. Table 17 shows the observed occupancy rates by period and site for inbound vehicles.

- The average occupancy rates were 1.26 in the morning peak, 1.40 in the off-peak and 1.42 in the evening peak.

Table 17 Eccles Key Centre Inbound Car Occupancy Rates 2010		
Site	07:30-09:30	
	% Driver Only	Ave Occupancy
U Regent Street	80.58	1.21
U Lane End	78.38	1.22
Morrison's CP	68.81	1.35
U Church Street	71.52	1.36
U John William St	87.03	1.15
All Sites	77.38	1.26
Site	10:00-12:00	
	% Driver Only	Ave Occupancy
U Regent Street	87.03	1.15
U Lane End	74.19	1.29
Morrison's CP	58.97	1.50
U Church Street	66.06	1.41
U John William St	65.80	1.40
All Sites	65.92	1.40
Site	16:00-18:00	
	% Driver Only	Ave Occupancy
U Regent Street	73.02	1.34
U Lane End	69.23	1.54
Morrison's CP	70.82	1.37
U Church Street	67.48	1.39
U John William St	70.82	1.37
All Sites	69.45	1.42

4.7 Table 18 compares the 2001, 2004, 2007, 2009 and 2010 car occupancy rates.

- Average occupancy rates have decreased in all time periods between 2001 and 2010.

Table 18 Comparison of Eccles Key Centre Car Occupancy Rates 2001, 2004, 2007, 2009 and 2010		
	07:30-09:30	
Year	% Driver Only	Ave Occupancy
2001	72	1.36
2004	76	1.28
2007	79	1.25
2009	78	1.27
2010	77	1.26
	10:00-12:00	
Year	% Driver Only	Ave Occupancy
2001	64	1.47
2004	58	1.48
2007	61	1.45
2009	68	1.39
2010	66	1.40
	16:00-18:00	
Year	% Driver Only	Ave Occupancy
2001	59	1.58
2004	64	1.46
2007	67	1.43
2009	66	1.43
2010	69	1.42

Rail Patronage - Inbound

4.8 The number of people entering Eccles Key Centre by rail was surveyed in March 2010. Table 19 presents the results along with those of previous surveys in 1997, 2001, 2004, 2007, 2009 and 2010.

Table 19 Rail Passengers entering Eccles Key Centre 1997, 2001, 2004, 2007, 2009 & 2010			
Year	07:30-09:30	10:00-12:00	16:00-18:00
1997	39	11	37
2001	23	8	43
2004	46	12	54
2007	37	6	40
2009	55	13	41
2010	52	13	41
2010/1997	1.33	1.18	1.11

Metrolink Patronage - Inbound

- 4.9 The number of people entering Eccles Key Centre by Metrolink was surveyed in February 2010. Table 20 presents the results along with those of previous surveys in 2001, 2004, 2007, 2009 and 2010. The Metrolink line to Eccles was completely opened in July 2000.

Year	07:30-09:30	10:00-12:00	16:00-18:00
2001	54	73	166
2004	88	85	221
2007	172	117	306
2009	115	124	390
2010	110	105	240
2010/2001	2.04	1.44	1.45

Walk Trips - Inbound

- 4.10 The number of pedestrians entering Eccles Key Centre was counted at 17 locations in February and March 2010 (see Figure 6). Table 21 presents the number of pedestrians by site and time period.

Site No.	Location	07:30-09:30	10:00-12:00	16:00-18:00
85602	U Regent St	38	91	111
85609	Footbridge over M602	230	204	189
85610	U Lane End	5	7	14
85611	Morrison's C/Pk (Irwell Place)	43	39	36
85612	U Church St	478	909	509
85613	U John William St	59	76	163
85614	U Southway	117	237	141
85615	Monton Rd Car Park 1	4	5	6
85618	Morrison's C/Pk (Bentcliffe Way)	25	24	65
85619	Path through wall (Kearton Drive)	4	2	4
85620	Subway (Gilda Brook Road)	0	1	1
85621	Footpath (Gilda Brook Road)	0	0	0
85623	ALDI S.Entrance	24	124	83
85624	ALDI N. Entrance	18	82	60
85625	Footpath B	1	3	1
85626	Footpath C	0	3	1
85627	Cycle path	13	15	9
	Cordon Total	1059	1822	1393

4.11 Table 22 shows a comparison of pedestrians entering Eccles key centre in 2004, 2007, 2009 and 2010.

- Pedestrian numbers crossing the cordons increased in the morning and evening periods, whilst decreasing slightly in the off peak period.

Year	07:30-09:30	10:00-12:00	16:00-18:00
2004	855	1826	1251
2007	975	1819	1301
2009	990	1849	1287
2010	1059	1822	1393
2010/2004	1.24	1.00	1.11

Summary of Trends in Modal Share - Inbound

4.12 Table 23 gives the modal split of car and public transport trips crossing the cordon into Eccles Key Centre in 1997, 2001, 2004, 2007, 2009 and 2010 with indices of change.

4.13 It should be noted that CPS (Continuous Passenger Sampling) data has been used to estimate bus trips. This data is not designed to give an accurate picture of patronage at a local level but is the only data available.

- Trip numbers have continued to fall in all time periods with the exception of bus trips in the off peak and evening peak periods. The proportion of public transport trips relative to car trips have increased in the off peak and evening peaks and have remained unchanged in the morning peak.

Time Period	Year	Car Trips		Bus Trips		Rail/Metro Trips		Car+PT Trips		Modal Split	
		No.	Index	No.	Index	No.	Index	No.	Index	% Car	% PT
07:30-09:30	1997	3452	100	1252	100	39	100	4743	100	73	27
	2001	2490	72	706	56	77	197	3273	69	76	24
	2004	1687	49	900	72	134	344	2721	57	62	38
	2007	1779	52	1201	96	209	536	3189	67	56	44
	2009	1815	53	983	79	167	428	2965	63	61	39
	2010	1639	47	876	70	162	415	2677	56	61	39
10:00-12:00	1997	3181	100	1108	100	11	100	4300	100	74	26
	2001	2362	74	717	65	81	736	3160	73	75	25
	2004	2367	74	333	30	97	882	2797	65	85	15
	2007	2240	70	903	81	123	1118	3266	76	69	31
	2009	2102	66	752	68	137	1245	2990	70	70	30
	2010	2278	72	1029	93	118	1073	3425	80	67	33
16:00-18:00	1997	3782	100	841	100	37	100	4660	100	81	19
	2001	2715	72	570	68	209	565	3494	75	78	22
	2004	2392	63	680	81	275	743	3347	72	71	29
	2007	1893	50	861	102	346	935	3100	67	61	39
	2009	1969	52	996	118	431	1165	3396	73	58	42
	2010	1920	51	1176	140	281	759	3377	72	57	43

4.14 Table 24 gives the modal split of car and non-car trips crossing the cordon into Eccles key centre in 2001, 2004, 2007, 2009 and 2010 along with a ratio of change between 2001 and 2010.

- The ratio of car to non-car trips reduced in the morning and evening peak periods between 2009 and 2010.

Table 24 Car and Non-Car Trips into Eccles Key Centre										
Time Period	Year	Car	Bus	Rail	Metrolink	Cycle	Walk	Total	% Car	% Non-Car
07:30-09:30	2001	2490	706	23	54	30	855	4158	60%	40%
	2004	1687	900	46	88	23	855	3599	47%	53%
	2007	1779	1201	37	172	41	975	4205	42%	58%
	2009	1815	983	55	115	49	990	4007	45%	55%
	2010	1639	876	52	110	35	1059	3771	43%	57%
	2010/2001	0.66	1.24	2.26	2.04	1.17	1.24	0.91	0.72	1.41
10:00-12:00	2001	2362	717	8	73	20	1826	5006	47%	53%
	2004	2367	333	12	85	19	1826	4642	51%	49%
	2007	2240	903	6	117	36	1819	5121	44%	56%
	2009	2102	752	13	124	16	1849	4855	43%	57%
	2010	2278	1029	13	105	19	1822	5266	43%	57%
	2010/2001	0.96	1.43	1.63	1.44	0.95	1.00	1.05	0.92	1.07
16:00-18:00	2001	2715	570	43	166	39	1251	4784	57%	43%
	2004	2392	680	54	221	18	1251	4616	52%	48%
	2007	1893	861	40	306	41	1301	4442	43%	57%
	2009	1969	996	41	390	53	1287	4736	42%	58%
	2010	1920	1176	41	240	56	1393	4826	40%	60%
	2010/2001	0.71	2.06	0.95	1.45	1.44	1.11	1.01	0.70	1.39

Note: Pedestrians not counted in 2001, 2004 estimate used.

24-Hour Traffic Profiles into Eccles Key Centre

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

Site	0700-1000 Ave Weekday					24-Hour Ave Weekday				
	Base 2006/07	2007/ 2008	2008/ 2009	2009/ 2010	% Diff 09-10/ Base	Base 2006/07	2007/ 2008	2008/ 2009	2009/ 2010	% Diff 09-10/ Base
A57 Church Street	507	509	392	342	-33	2459	2620	2108	2290	-7
A57 Regent Street	336	329	298	280	-17	1981	2113	1730	1629	-18
Morrison's Car Park	812	712	875	878	8	4966	4293	5519	5863	18
John William Street	889	874	881	780	-12	2760	2616	2517	2376	-14
TOTAL	2544	2424	2446	2280	-10	12166	11642	11874	12158	0

- Morning weekday peak flow fell by 10% between 2007 and 2010. 24 - hour average weekday flow in 2010 was equivalent to the 2007 base.

5. PEDESTRIAN ACTIVITY SURVEYS

5.1 GMTU observed pedestrian movements at 15 sites in Eccles in July 2010. These are comparable with the sites surveyed in 2009. In previous years GMTU surveyed only 10 sites so longer term comparisons are based on 10 sites.

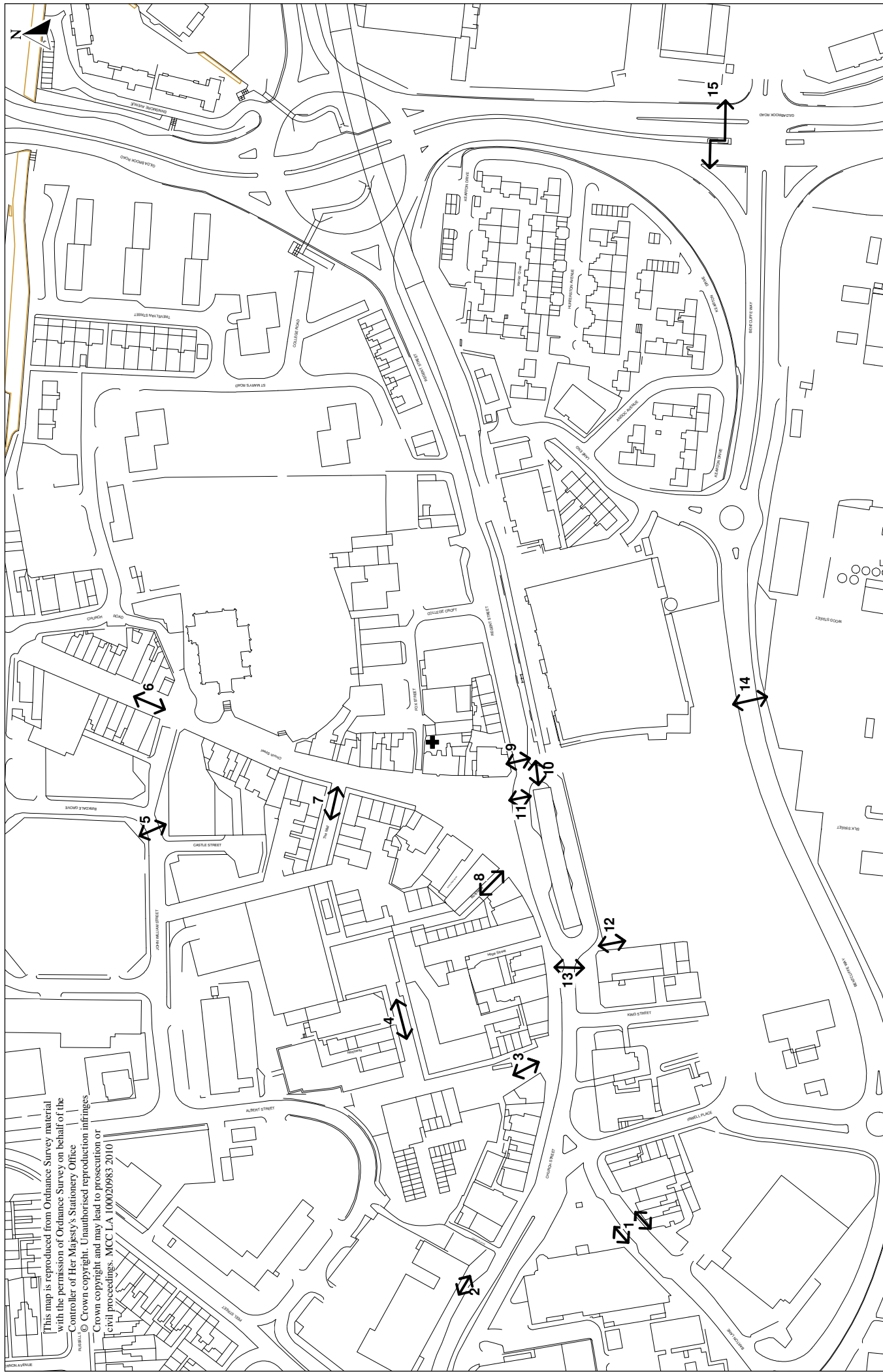
5.2 Figure 7 shows the location of the pedestrian count sites. Table 26 shows comparisons of pedestrian flows since 1997. Tables 27 and 28 present the results for Friday and Saturday respectively.

- Friday pedestrian activity has been variable since 1997 and fell to 46% of the 1997 level in 2010.
- Saturday pedestrian activity has also been variable since 1997 and was 43% below the 1997 level in 2010.
- Pedestrian activity remained the same between 2009 and 2010.

Year	Friday	Index	Saturday	Index	Weekly	Index
1997	4580	100	5813	100	22912	100
1998	5150	112	5076	87	22545	98
1999	4511	98	4029	69	18826	82
2000	3438	75	4969	85	18534	81
2001	4449	97	3836	66	18257	80
2002	-	-	-	-	-	-
2003	3562	78	4118	71	16391	74
2004	-	-	-	-	-	-
2005	4316	94	4455	77	19337	84
2006	-	-	-	-	-	-
2007	-	-	-	-	-	-
2008	4066	89	3291	57	16218	71
2009	2129	46	2521	43	10251	45
2010	2117	46	2499	43	10176	44

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. Estimates are based on equivalent 10 sites in each year. 2001 figures have been factored from 8 sites and the top 10 sites in 2003, 2005, 2008, 2009 and 2010 are very similar to the 10 sites counted in previous years.
4. No counts were undertaken in 2002, 2004, 2006 and 2007.



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Eccles Pedestrian Survey Sites

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Date : 21/09/2010

GMTU Report : 1586 Figure : 7

Table 27 Eccles Pedestrian Movement Surveys - Friday 16/07/2010						
Site	Location Description	Morning	Midday	Afternoon	Daily	Weekly
7	The Mall outside William Hill's (Full width)	18	27	21	5091	24249
4	The Mall outside Peacocks (Full width).	15	17	27	4463	23522
9	Regent St crossing from Metrolink to Nat West Bank	17	26	10	4187	18112
8	Passageway to Market area (Full width). (Boothway)	12	16	16	3377	14323
10	Bus Station crossing from Metrolink to Public Convenience	13	10	8	2476	12094
12	Morrisons west end car park pedestrian access next to Post Office	7	7	11	1905	10821
6	Church St north of John William St (full width)	3	14	4	1602	9502
2	Outside 'Albert Edward' Public House	8	11	12	2366	8422
3	S/ end Southway (Full width)	4	7	6	1297	8202
13	Crossing Church St outside Post Office	7	4	10	1610	7028
1	N/end Barton Lane @ telephone box (both sides)	5	6	4	1178	6551
11	Regent St crossing to/ from Bus Station to Church St	3	6	3	929	4894
5	John William St @crossing point from car park	3	4	6	978	4092
14	Bentcliffe Way Pelican crossing to Morrisons car park	0	1	2	210	635
15	A57 Gilda Brook Rd pedestrian crossing to retail park	1	0	0	91	200
	Average 2010	8	10	9	2117	10176

Table 28 Eccles Pedestrian Movement Surveys - Saturday 17/07/2010						
Site	Location Description	Morning	Midday	Afternoon	Daily	Weekly
7	The Mall outside William Hill's (Full width)	16	29	38	5909	24249
4	The Mall outside Peacocks (Full width).	21	44	17	6207	23522
9	Regent St crossing from Metrolink to Nat West Bank	16	30	6	4029	18112
8	Passageway to Market area (Full width). (Boothway)	10	20	12	3120	14323
10	Bus Station crossing from Metrolink to Public Convenience	9	22	9	3010	12094
12	Morrisons west end car park pedestrian access next to Post Office	10	24	5	3004	10821
6	Church St north of John William St (full width)	12	22	0	2708	9502
2	Outside 'Albert Edward' Public House	4	5	12	1455	8422
3	S/ end Southway (Full width)	3	13	19	2424	8202
13	Crossing Church St outside Post Office	11	7	2	1578	7028
1	N/end Barton Lane @ telephone box (both sides).	5	13	6	1794	6551
11	Regent St crossing to/ from Bus Station to Church St	7	6	4	1291	4894
5	John William St @crossing point from car park	2	6	4	878	4092
14	Bentcliffe Way Pelican crossing to Morrisons car park	0	1	0	78	635
15	A57 Gilda Brook Rd pedestrian crossing to retail park	0	0	0	0	200
	Average 2010	8	16	9	2499	10176

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. Estimates are based on equivalent 10 sites in each year. 2001 figures have been factored from 8 sites and the top 10 sites in 2003, 2005, 2008, 2009 and 2010 are very similar to the 10 sites counted in previous years.

6. ROAD ACCIDENTS AND CASUALTIES

- 6.1 There were 628 reported injury accidents in Salford during 2009 resulting in 919 casualties. This compares with an average of 1815 casualties in the base years (the average annual casualties in the years 1994 to 1998). There were 71 killed or seriously injured (KSI) casualties in 2009 compared with an average of 126 KSI 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 the base years' average. Unlike the first Local Transport Plan (GMLTP), the annual figures for the KSI and Child KSI are represented by a three-year average. Thus the average of 2006, 2007 and 2008 represents 2007. This has been done to reduce the variability due to the statistically small number of casualties in these groups. The targets are 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 29 shows the base, the annual average trend and GMLTP2 targets for KSI and child KSI casualty groups. Table 30 shows the base, the annual trend and target for slight casualties.
- The three-year average number of KSI casualties for 2008 was 30% below the base.
 - The three-year average for 2008 for child KSI casualties was 52% below the base.
 - Slight casualties in 2009 were half of the baseline average and 28% below the 2010 GMLTP2 target.

	<u>Base</u> ave 1994 to 1998	<u>2000</u> ave 1999 to 2001	<u>2001</u> ave 2000 to 2002	<u>2002</u> ave 2001 to 2003	<u>2003</u> ave 2002 to 2004	<u>2004</u> ave 2003 to 2005	<u>2005</u> ave 2004 to 2006	<u>2006</u> ave 2005 to 2007	<u>2007</u> ave 2006 to 2008	<u>2008</u> ave 2007 to 2009	<u>Target</u> ave 2009 to 2011
KSI	126	102	99	96	90	89	86	90	92	88	63
Child KSI	25	26	24	25	19	16	12	13	13	12	11

	<u>Base</u> ave 1994 to 1998	2001	2002	2003	2004	2005	2006	2007	2008	2009	<u>Target</u> 2010
Slight	1689	1353	1169	1198	1088	1010	908	869	829	848	1182

- 6.4 Tables 31 to 33 show the breakdown of casualties by type and age. Tables 34 and 35 show how accidents vary by day of week and month, and by driving conditions
- 6.5 Figures 8 to 10 show graphically the number of casualties in each of these three target groups from 1985 onwards. Figure 11 shows how the trend in all casualties in Salford compares to the Greater Manchester trend.
- 6.6 Finally, Figures 12 and 13 show the trends over the last five years by casualty type for all casualties and child casualties respectively.
- 6.7 Plots of accident locations in Salford 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 31 Salford Casualty Data 1994-2009												
All Casualties	Ave 94-98	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Fatal	10	12	14	9	7	10	21	11	9	12	2	6
Serious	116	85	85	101	80	81	71	73	74	90	90	65
Slight	1689	1584	1608	1353	1169	1198	1088	1010	908	869	829	848
All	1815	1681	1707	1463	1256	1289	1180	1094	991	971	921	919
KSI	126	97	99	110	87	91	92	84	83	102	92	71
Population 000's	228.8	224.8	224.3	216.0	216.2	216.5	216.5	216.4	216.4	218.0	219.2	223.0
KSI Rate per 100000 Pop'n	55	43	44	51	40	42	42	39	38	47	42	32
Child Casualties												
Child KSI	25	29	22	26	24	24	10	13	13	13	13	10
Child (All)	278	253	261	213	150	180	169	135	112	117	104	104
Child Pop'n 000's	48.4	47.2	46.3	44.0	43.1	42.7	42.7	42.0	41.3	40.8	40.5	40.7
KSI Rate per 100000 Pop'n	51	61	47	59	56	56	23	31	31	32	32	25
Casualty Type												
TWPV	58	74	88	90	72	73	75	70	60	77	60	41
Car Occupant	1239	1162	1176	983	855	827	786	733	690	621	586	663
Pedestrian	257	214	217	213	174	174	181	160	130	136	146	106
Pedal Cycle	118	111	94	77	58	78	64	55	49	59	64	74
Other	144	120	132	100	97	137	74	76	60	78	65	35
All	1815	1681	1707	1463	1256	1289	1180	1094	991	971	921	919

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

Table 32 Salford Casualty Data 1989-2009									
	Ave 1989- 93	Ave 1994- 98	Ave 1999- 2003	2004	2005	2006	2007	2008	2009
All Casualties									
Salford Casualties	1683	1815	1479	1180	1094	991	971	921	919
Salford KSI Casualties	182	126	97	92	84	83	102	92	71
GM Casualties	16479	16708	15671	13543	12805	11795	10702	9881	9303
Casualty Type									
TWPV Rider	97	54	74	72	66	57	74	58	39
TWPV Pillion	7	4	5	3	4	3	3	2	2
Car Driver	594	780	645	488	489	445	420	383	422
Car Passenger	387	459	356	298	244	245	201	203	241
Pedestrian	343	257	198	181	160	132	136	146	106
Cyclist (Rider Only)	124	116	83	61	55	49	58	63	73
PCV Passenger	34	44	43	13	17	19	28	19	12
Total Other Driver	72	73	55	48	45	29	36	34	20
Total Other Passenger	27	30	20	16	14	12	15	13	4
Child Casualties by Type									
Driver/Rider	54	46	36	25	31	12	20	13	15
Passenger	85	110	78	70	41	50	36	35	45
Pedestrian	151	122	97	74	63	50	61	56	44
All Classes	290	278	211	169	135	112	117	104	104
Child Casualties by Age									
0 – 4	54	41	23	24	21	14	10	11	13
5 – 9 - pupil to/from school	10	14	8	10	2	6	1	1	0
- pupil not to/from school	92	89	54	32	31	21	35	27	29
10 – 15- pupil to/from school	29	35	28	22	10	5	10	3	1
- pupil not to/from school	106	100	99	81	71	66	61	62	61
Drink Drive Casualties by Severity									
Fatal	1	1	0	0	0	1	0	0	1
Serious	8	5	5	5	4	2	3	1	5
Slight	38	36	37	33	34	23	36	23	33
Total	46	42	42	38	38	26	39	24	39

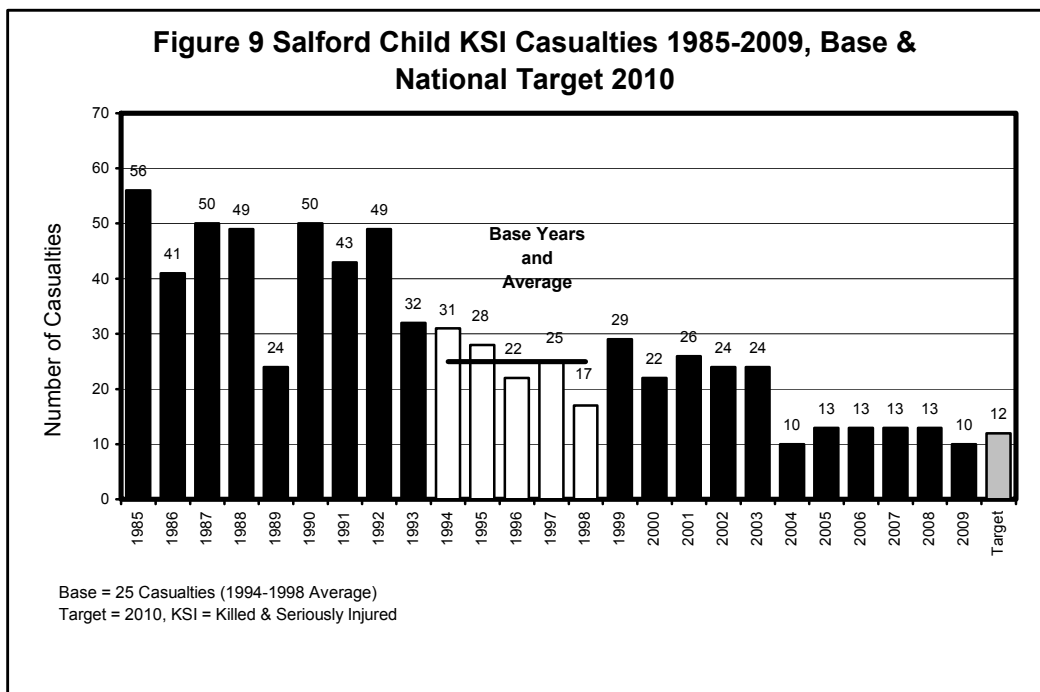
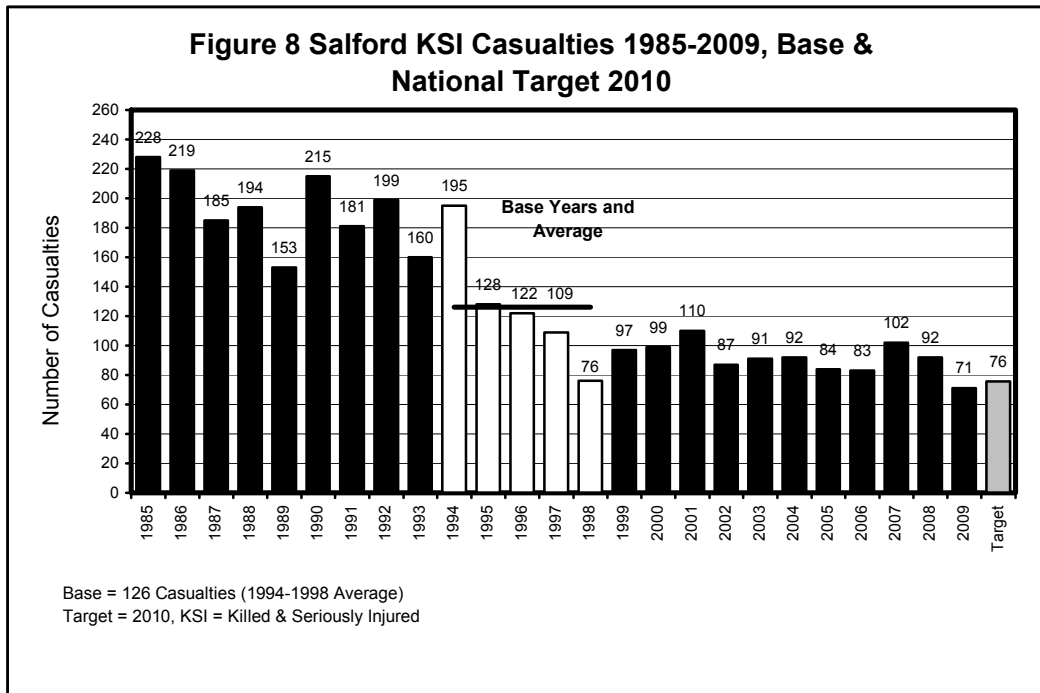
Table 33 Salford Casualty Data by Age Group 1989-2009										
	Ave 1989-93	Ave 1994-98	Ave 1999-2003	2004	2005	2006	2007	2008	2009	
Pedestrian Casualties										
Under 16 years	Male	92	77	64	41	34	33	36	30	26
	Female	60	46	33	33	29	17	25	26	18
16 – 59	Male	81	64	48	56	53	44	41	46	34
	Female	54	35	28	30	26	20	18	28	14
Over 59 years	Male	24	16	13	7	10	8	5	11	9
	Female	33	20	12	14	8	10	11	5	5
	Total	343	257	198	181	160	132	136	146	106
Cyclists (Rider Only)										
Under 16 years	Male	44	37	29	17	25	10	17	9	14
	Female	7	7	4	3	1	1	2	3	0
16 – 59	Male	58	60	42	35	29	27	32	43	47
	Female	9	8	3	2	0	7	5	8	12
Over 59 years	Male	5	4	5	4	0	4	2	0	0
	Female	1	0	0	0	0	0	0	0	0
	Total	124	116	83	61	55	49	58	63	73
TWPV Riders										
Under 20 years	Male	23	8	18	17	18	15	20	13	11
	Female	2	0	2	0	0	0	2	0	0
20 – 29	Male	33	17	17	12	13	13	10	13	7
	Female	4	1	3	3	0	0	0	1	0
Over 29 years	Male	31	27	34	36	33	28	41	28	20
	Female	4	1	1	4	2	1	1	3	1
	Total	97	54	74	72	66	57	74	58	39
Car Drivers										
Under 20 years	Male	34	33	30	19	30	16	12	18	20
	Female	21	25	18	14	15	4	14	14	10
20 – 29	Male	119	133	89	72	69	66	63	58	60
	Female	111	144	100	66	73	76	55	63	74
Over 29 years	Male	181	260	229	184	155	154	169	141	145
	Female	128	185	178	133	147	129	107	89	113
	Total	594	780	645	488	489	445	420	383	422

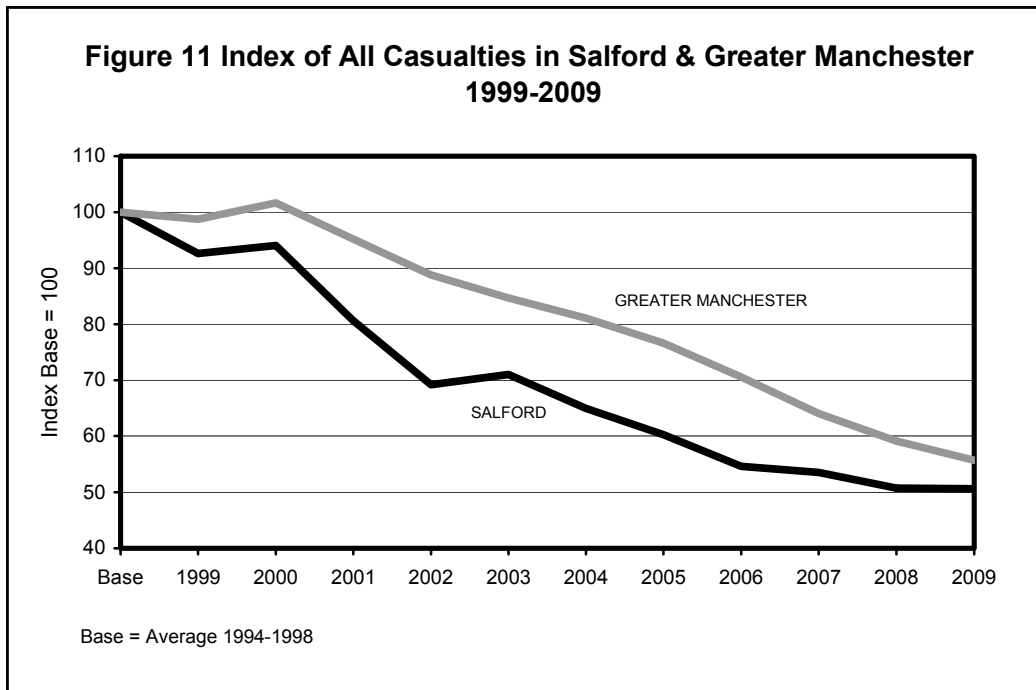
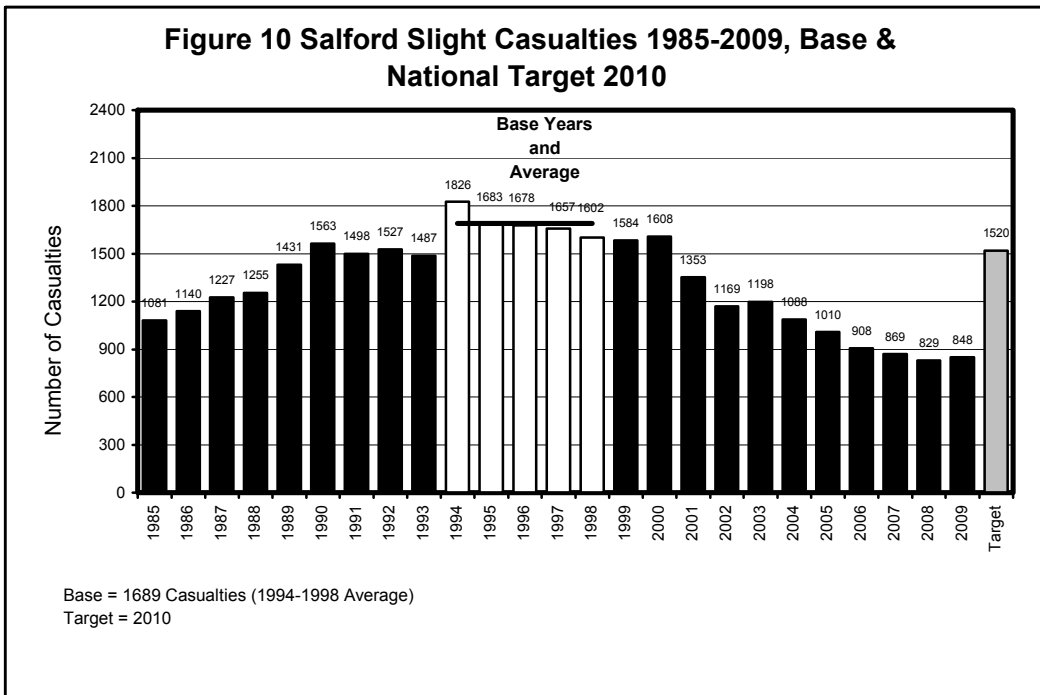
Notes: Average 1989-93, average 1994-98 and average 1999-2003 totals may not sum due to rounding.
Car – From 1/4/99 this definition was revised to exclude invalid tricycles and motor caravans

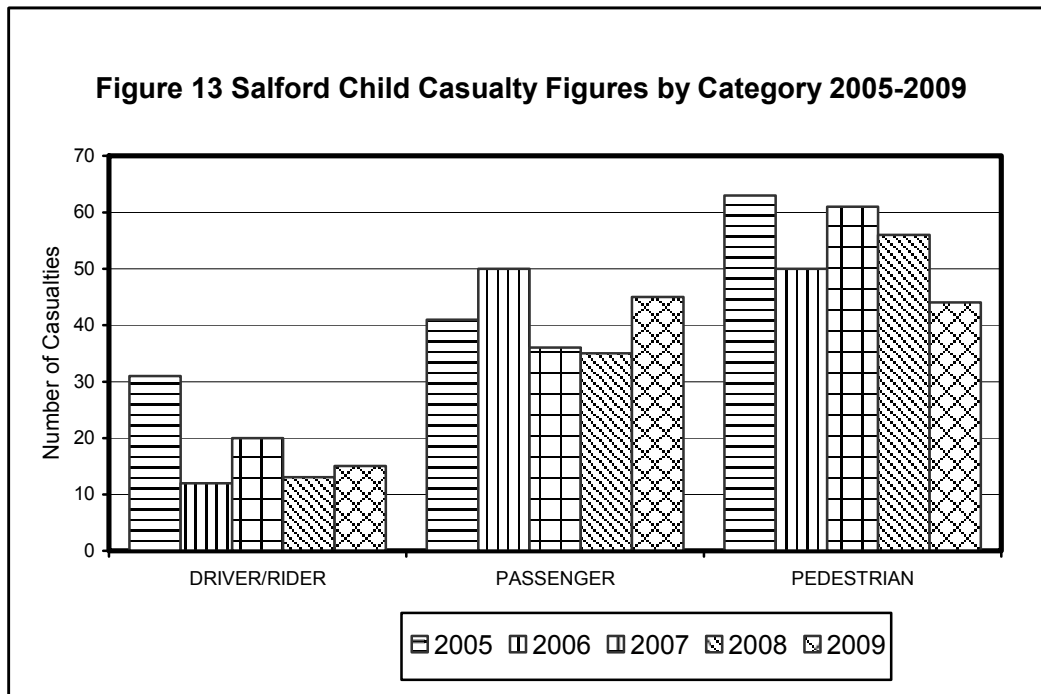
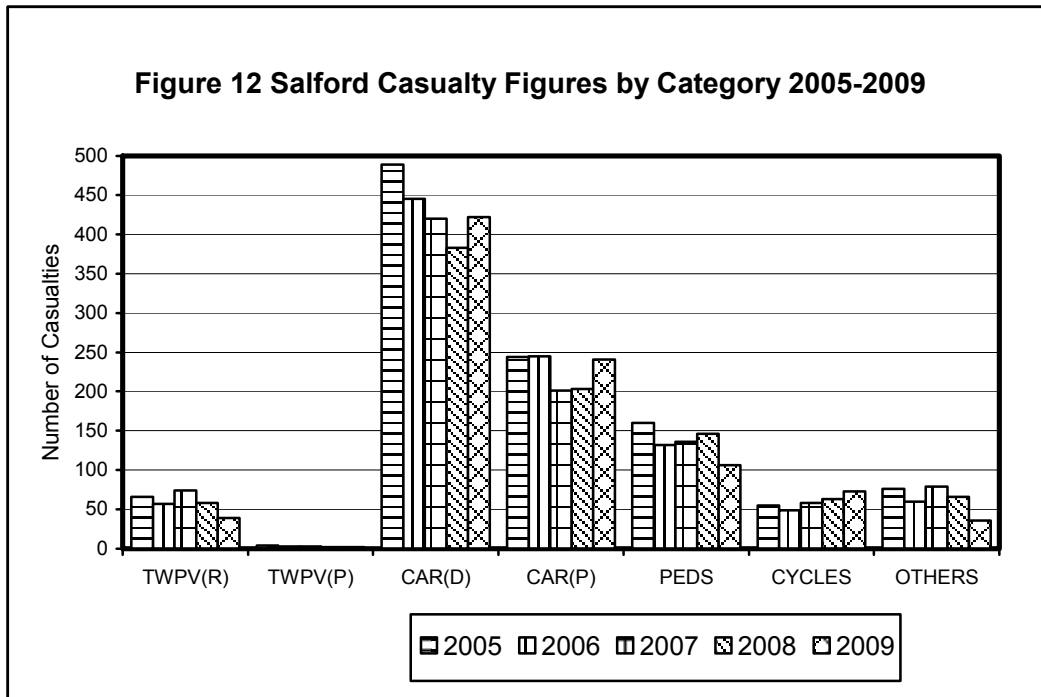
Table 34 Salford Injury Accident Data 1989-2009									
	Ave 1989-93	Ave 1994-98	Ave 1999-2003	2004	2005	2006	2007	2008	2009
Total Accidents	1236	1236	1013	854	772	696	684	667	628
Total KSI Accidents	164	107	87	76	76	77	95	88	63
Accidents by Month									
January	95	97	86	64	79	50	51	61	55
February	90	95	71	60	59	62	48	48	47
March	102	90	75	79	61	51	57	60	59
April	101	103	78	55	69	58	56	54	53
May	97	100	89	67	75	57	67	47	56
June	101	99	77	68	59	56	64	56	55
July	97	106	85	59	60	47	62	55	47
August	107	99	74	55	52	52	43	44	42
September	100	99	84	91	54	54	50	54	55
October	115	123	99	76	62	52	57	62	63
November	118	119	107	97	66	90	75	71	56
December	113	104	88	83	76	67	54	55	40
Accidents by Day of Week									
Sunday	132	117	108	95	68	79	63	68	65
Monday	184	187	156	133	111	104	101	74	116
Tuesday	177	182	149	132	131	90	99	114	89
Wednesday	170	189	150	105	112	105	103	106	88
Thursday	197	201	159	127	118	121	108	112	100
Friday	217	208	159	144	127	121	120	121	90
Saturday	158	150	131	118	105	76	90	72	80

Table 35 Salford Injury Accident Data by Conditions 1989-2009									
	Ave 1989-93	Ave 1994-98	Ave 1999-2003	2004	2005	2006	2007	2008	2009
Accidents by Road Surface									
Dry	739	759	597	499	533	476	468	427	423
Wet/Damp	478	455	396	330	228	218	205	227	190
Snow	3	6	1	4	2	1	0	3	3
Frost/Ice	15	15	14	14	7	0	9	8	12
Flood	1	1	0	5	0	1	2	2	0
Oil or Diesel	0	0	3	2	1	0	0	0	0
Mud	0	0	0	0	1	0	0	0	0
Wet/Damp Accidents by Road Class									
Motorway	67	64	68	55	53	60	52	64	49
A (M)	0	0	0	0	0	0	0	0	0
A	254	249	201	169	105	89	95	103	93
B	46	43	37	25	23	22	26	17	13
C	36	32	28	28	9	14	14	19	14
U	75	66	63	53	38	33	18	24	21
Total	478	455	396	330	228	218	205	227	190
Accidents by Light/Dark									
Motorway - Dark	30	39	41	47	39	45	36	41	37
A (M) - Dark	0	0	0	0	0	0	0	0	0
A - Dark	175	172	138	133	113	99	88	108	93
B - Dark	35	33	30	20	26	22	19	18	15
C - Dark	26	22	18	21	9	7	16	15	11
U - Dark	55	62	51	39	43	33	21	26	22
Total	321	329	278	260	230	206	180	208	178
Motorway- Light	103	120	111	71	84	101	99	92	92
A (M) - Light	0	0	0	0	0	0	0	0	0
A - Light	456	453	352	285	258	217	243	214	220
B - Light	79	85	70	65	58	51	55	43	49
C - Light	65	62	47	45	29	33	30	42	37
U - Light	211	187	155	128	113	88	77	68	52
Total	915	907	735	594	542	490	504	459	450
No. of Vehicles Per Accident									
1	417	325	254	224	206	162	187	187	151
2	668	750	623	531	467	431	397	380	390
3 or more	151	161	136	99	99	103	100	100	87
No. of Casualties Per Accident									
1	953	885	723	635	569	500	503	496	434
2	184	222	186	156	131	138	120	117	137
3 or more	98	128	103	63	72	58	61	54	57

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 36 and 37 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.
- 7.4 Figure 14 illustrates the change in average journey time rates in Salford over the last four years for various time periods. Figure 15 illustrates average journey time rates by quarter-hour time period for the last three years and Figure 16 illustrates average journey times by quarter hour time period during 2008/09 for Salford and Greater Manchester. Congestion maps showing average speeds can be found in Appendix 4.
- Average journey time rates in Salford have either decreased or stayed the same between 2007/08 and 2008/09, with the exception of the 1000 – 1600 period where rates rose slightly. Average journey time rates for Salford are higher than the values for Greater Manchester in all periods, indicating lower average speeds.

Table 36 Salford and Greater Manchester Average Journey Time Rates (Mins / Mile)						
Salford						
Year	0700 - 1000	0800 - 0900	1000 - 1600	1700 - 1800	1600 - 1900	0700 - 1900
2004/05	3.67	4.20	3.15	4.02	3.73	3.47
2005/06	3.79	4.33	3.20	4.20	3.90	3.56
2006/07	3.79	4.32	3.21	4.16	3.84	3.54
2007/08	3.78	4.31	3.18	4.00	3.74	3.49
2008/09	3.74	4.24	3.19	4.00	3.73	3.49
Greater Manchester						
2008/09	3.32	3.76	3.10	3.67	3.46	3.26

Table 37 Salford and Greater Manchester Average Speeds (MPH)						
Salford						
Year	0700 - 1000	0800 - 0900	1000 - 1600	1700 - 1800	1600 - 1900	0700 - 1900
2004/05	16	14	19	15	16	17
2005/06	16	14	19	14	15	17
2006/07	16	14	19	14	16	17
2007/08	16	14	19	15	16	17
2008/09	16	14	19	15	16	17
Greater Manchester						
2008/09	18	16	19	16	17	18

