

TRANSPORT FOR GREATER MANCHESTER
HIGHWAYS FORECASTING AND ANALYTICAL SERVICES

Transport Statistics Bury 2010

HFAS Report 1656 November 2011

SUMMARY

This report complements HFAS Reports 1654 'Transport Statistics Greater Manchester 2010' and 1651, 'Reported Road Casualty Statistics Greater Manchester 2010'. It focuses on the statistics for Bury 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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APPENDIX 4 TRAFFIC FLOW, ROAD ACCIDENT AND CONGESTION PLOTS

1. INTRODUCTION AND SUMMARY

1.1 This report has been written to complement HFAS Reports 1654, 'Transport Statistics Greater Manchester 2010' and 1651, 'Reported Road Casualty Statistics Greater Manchester 2010'. Whereas those reports present statistics for Greater Manchester, this report focuses on Bury and compares it to Greater Manchester where appropriate.

1.2 The key points from the report are summarised below.

Key Facts

- Bury has a population of 183,800 and covers an area of 99 square kilometres.
- There are 687 kilometres (km) of road consisting of 21 km motorway, 55 km A road, 33 km B road, 38 km other classified road and 541 km unclassified road.
- The average daily flow per kilometre is 95,800 vehicles on motorways, 17,400 on A roads and 8,500 on B roads.
- There were 346 injury accidents in Bury during 2010 resulting in 474 casualties. There were 58 killed or seriously injured (KSI) casualties.
- Bury has been awarded an allocation of £2.05 million through the LTP process for 2011/12.

Traffic Flows

- The highest estimated 24-hour Annual Average Weekday Traffic (AAWT) flow was 180,900 vehicles on the M60 between Junctions 16 and 17.
- The busiest all-purpose road was the A58 Bolton Street where the estimated 24-hour AAWT flow reached 69,600 vehicles to the west of Bury town centre.
- The site with the highest 12-hour pedal cycle flow was the A56 Bury New Road in Prestwich with 291 cycles recorded between 07:00 and 19:00.
- The average 12-hour A and B road pedal cycle flows in Bury are 79 and 42 respectively, lower than the Greater Manchester average of 107 for A roads and 100 for B roads.

Traffic Growth

- 24-hour weekday flows on motorways decreased by 2% between 2009 and 2010 in both Bury and Greater Manchester.
- 12-hour weekday flows on A and B roads in both Bolton and Greater Manchester also fell by 2% between 2009 and 2010.
- Since 1993, traffic flows on A and B roads in Bury have decreased by 5% compared to a 3% decrease in Greater Manchester and a 2% increase nationally.

Annual Vehicle Kilometres

- 725 million vehicle kilometres were travelled on motorways, 350 million on A roads and 101 million on B roads.
- Motorways, A roads and B roads in Bury carried 9% of the major road traffic in Greater Manchester on 8% of the major road network.

Traffic Composition

- Motorways: 72% cars, 14% light goods vehicles (LGVs) and 13% other goods vehicles (OGVs).
- A roads: 83% cars, 11% LGVs and 3% OGVs.
- B roads: 85% cars, 12% LGVs and 2% OGVs.
- Minor roads: 83% cars, 11% LGVs and 2% OGVs.
- Vehicle composition on Bury's roads is broadly similar to Greater Manchester as a whole, although Bury has a higher proportion of goods vehicles on motorways than Greater Manchester.

Metrolink Patronage

- Weekday peak period (07:30-09:30) boarders on Manchester bound trams on the Bury line increased by 67% between 1992 and 2010 to just under 3,300 passengers. Off-peak (09:30-13:30) boarders increased by 53% to approach 3,200 passengers.

Key Centre Monitoring

- The number of vehicles crossing the cordon into Bury town centre in November 2010 was about 3,900 in the morning peak, 4,200 in the off-peak and 3,900 in the evening peak. This represents decreases of 18%, 2% and 2% respectively on vehicle numbers in 1997.
- The inbound modal share in November 2010 was 43% car and 57% non-car in the morning peak, 41% car and 59% non-car in the off peak and 50% car and 50% non-car in the evening peak.

Automatic Traffic Counts at Bury Key Centre Cordon Sites

- Automatic Traffic Counts were last carried out in February/March 2010.
- Morning weekday peak flows and 24-hour average weekday flows decreased by 9% and 2% respectively between the base survey (January 2007) and February 2010.

Reported Road Accidents and Casualties

- The total number of reported injury accidents in Bury was 346 in 2010, 53% lower than the average from the base years (1994-1998) and 25% lower than the 464 in 2009.
- The total number of casualties in Bury was 474, 54% lower than the average from the base years (1994-1998) and 32% lower than the 701 in

2009.

- There were 58 killed or seriously injured (KSI) casualties in 2010 compared with an average of 72 KSI in the base years.
- The 2008-2010 three-year average used for monitoring KSI GMLTP2 targets was 21% below the average from the base years (1994 – 1998).
- The 2008-2010 three-year average for child KSI casualties was 40% below the baseline average.
- Slight casualties in 2010 were 56% below the base years' average and 38% below the 2010 GMLTP2 target.

Congestion

- Average journey time rates have increased in all periods between 2008/09 and 2009/10 except the off-peak where there has been no change. Average journey times are shorter in Bury than in Greater Manchester as a whole during all time periods, indicating that average speeds were faster.
- The slowest roads in the morning peak (0800 – 0900) were mainly to the east, west and south of Bury town centre, including the B6222 Bell Lane, the B6221 Wash Lane, Jubilee Way, the A58 Rochdale Road, the B6219 Parsonage Street and the A56 Manchester Road. Additional slow roads include the A56 Bury New Road in Whitefield and Prestwich, the A665 Bury Old Road near Heaton Park and the A665 Water Street in Radcliffe.

2. ROAD TRAFFIC

Traffic Flows 2010

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

- The highest motorway flow in Bury was 180,900 vehicles recorded on the M60 between Junctions 16 and 17.
- The busiest all-purpose road was the A58 Bolton Street to the west of Bury town centre where the traffic flow reached 69,600 vehicles.
- The second list in Appendix 1 shows that the road with the highest recorded 12-hour pedal cycle flow was the A56 Bury New Road in Prestwich with 291 pedal cycles between 07:00 and 19:00.
- Average 12-hour pedal cycle flows on A and B roads in Bury are 79 and 42 respectively. These are considerably lower than the Greater Manchester averages of 107 for A roads and 100 for B roads.

Motorway Traffic Growth 2009-2010

2.2 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 2009 or 2010. Combined goods vehicle flow differences are thought to be more reliable than LGV and OGV differences.

2.3 Table 1 gives 24-hour annual average weekday traffic flows on the six motorway sections in Bury for which ATC or manual data was available in both 2009 and 2010 together with percentage changes in flow since 2009. Countywide figures based on 58 motorway sections are also given.

- The average traffic flow for the surveyed sites decreased by 2% between 2009 and 2010 in Bury as well as Greater Manchester as a whole.

Table 1 Average 24-Hour Weekday Motorway Flows in 2010 with Percentage Changes Since 2009									
		LGV	%	OGV	%	Goods	%	All Motors	%
M60	Bet Jns 16 & 17	26600	(5)	25500	(-3)	52100	(1)	180900	(-2)
M60	Bet Jns 17 & 18	24600	(-11)	26000	(18)	50600	(2)	174800	(0)
M60	Bet Jns 18 & 19	14600	(-12)	10400	(12)	25000	(-4)	106400	(-4)
M62	Bet Jns 18 & 19	17800	(5)	19800	(-13)	37700	(-5)	136800	(-3)
M66	Bet Jns 2 & 3	12200	(-8)	8100	(11)	20300	(-2)	90100	(-3)
M66	Bet Jns 3 & 4	11400	(-5)	10100	(2)	21500	(-2)	95500	(-2)
Bury Sample		17900	(-4)	16700	(2)	34500	(-1)	130800	(-2)
GM 58 links		13600	(-4)	11300	(4)	24900	(-1)	110400	(-2)

A and B Road Traffic Growth 2009-2010

2.4 Table 2 gives average 12-hour weekday traffic flows on A and B roads in Bury in 2010 together with percentage changes since 2009. The figures for A and B road growth are based on counts on 11 of the 57 A and B road links in Bury.

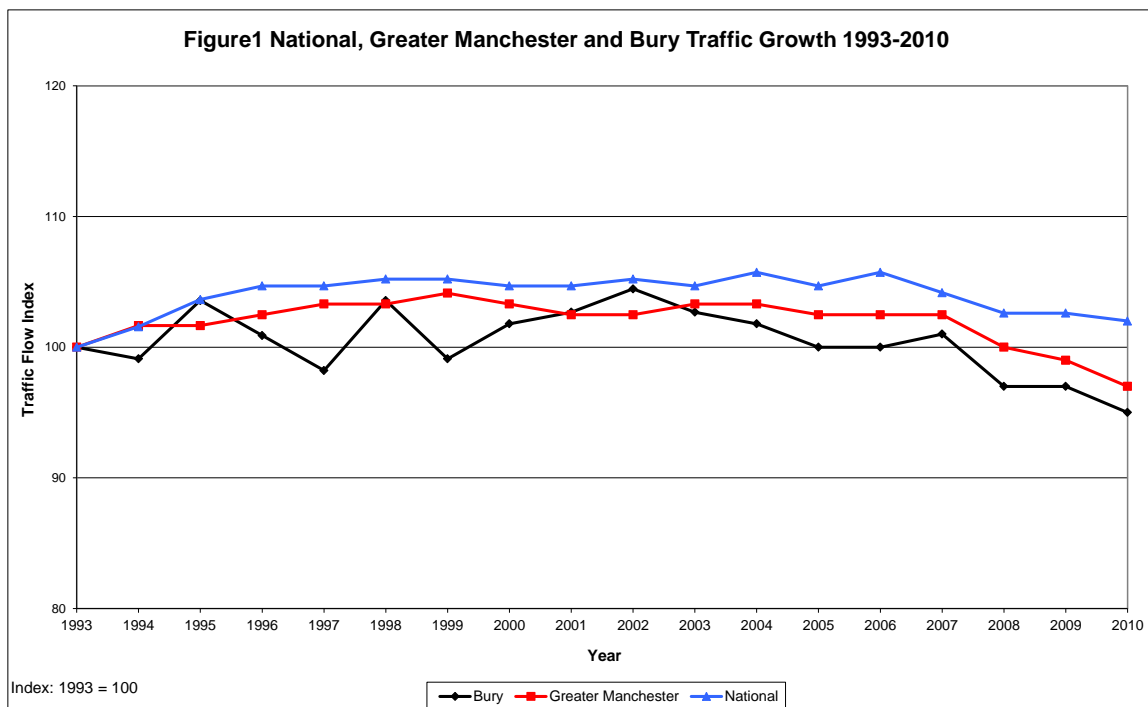
- Motor traffic in both Bury and Greater Manchester fell by 2% between 2009 and 2010.

Table 2 Average 12-Hour Weekday A and B Traffic Flows in 2010 with Percentage Changes Since 2009									
	No. of Sites	Cars	(%)	LGV	(%)	OGV	(%)	All Motors	(%)
Bury	11	20161	(-2)	2559	(-3)	748	(-1)	23893	(-2)
Greater Manchester	176	17105	(-2)	2378	(-4)	856	(2)	20728	(-2)

Traffic Growth Since 1993

2.5 Table 3 and Figure 1 illustrate local and national traffic growth since 1993. Traffic growth for Bury and Greater Manchester is based on 12-hour average weekday flows on a sample of A and B road links throughout Bury 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 2010: Traffic, Speeds and Congestion DfT.

- Since 1993 traffic has decreased by 5% on A and B roads in Bury, decreased by 3% in Greater Manchester and grown by 2% nationally.



	Bury	Greater Manchester	National
1993	100	100	100
1994	99	102	102
1995	104	102	104
1996	101	102	105
1997	98	103	105
1998	104	103	105
1999	99	104	105
2000	102	103	105
2001	103	102	105
2002	104	102	105
2003	103	103	105
2004	102	103	106
2005	100	102	105
2006	100	102	106
2007	101	102	104
2008	97	100	103
2009	97	99	103
2010	95	97	102

Index: 1993 = 100

Notes: Traffic growth for Bury and Greater Manchester has been based on 12-hour average weekday flows on a sample of A and B road links throughout Bury and Greater Manchester. 1993 – 2010 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 2010: Traffic, Speeds and Congestion DfT.

Annual Vehicle Kilometres 2010

2.6 Table 4 shows annual vehicle kilometres on major roads in Bury and Greater Manchester in 2010:

- Motorways made up 19% of Bury's major road network and carried 62% 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 80% of all goods traffic on major roads in Bury. This is much higher than for Greater Manchester as a whole where motorways carried 62% of all major road goods traffic.
- A roads made up 51% of Bury's network and carried 30% of the traffic. These figures are lower 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 31% of Bury's network and carried 9% of the traffic. These figures are similar to those for Greater Manchester where B roads formed 27% of the major road network and carried 11% of the traffic.
- Motorways, A roads and B roads in Bury carried 9% of the major road traffic in Greater Manchester on 8% of the road network.

Table 4 Vehicle Kilometres in 2010								
	Road Type	Length (km)	Vehicle Kilometres (millions)					Av. Daily Flow per km
			Cars	LGV	OGV	All Goods	All Motors	
Bury	Motorways	21	535	98	87	185	725	95800
	A Roads	55	306	29	8	37	350	17400
	B Roads	33	89	9	1	10	101	8500
	All Roads	108	931	136	96	232	1175	29700
Greater Manchester	Motorways	171	4392	727	629	1355	5787	92600
	A Roads	863	4874	520	169	689	5666	18000
	B Roads	375	1260	125	23	149	1438	10500
	All Roads	1409	10526	1372	821	2193	12891	25100

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 2010

2.7 Table 5 shows the percentage composition of traffic in Bury in 2010 compared to the county as a whole.

- Traffic composition on Bury's major road network was broadly similar to Greater Manchester, although Bury has a lower proportion of cars and a higher proportion of goods vehicles on motorways than Greater Manchester.

Table 5 Percentage Composition of Traffic in Bury and Greater Manchester 2010 (0700-1900)										
		Cars	LGV	OGV1		OGV2		Buses and Coaches	M/C	P/C
Bury	Motorways	71.9	14.2	6.4	(48)	6.9	(52)	0.2	0.3	0.0
	A Roads	83.3	10.6	2.4	(71)	1.0	(29)	1.6	0.6	0.5
	B Roads	84.8	11.5	1.3	(71)	0.5	(29)	1.1	0.4	0.4
	Minor Roads	83.2	11.3	1.4	(68)	0.6	(32)	2.0	0.5	0.9
Greater Manchester	Motorways	76.8	12.3	5.3	(51)	5.0	(49)	0.3	0.4	0.0
	A Roads	81.7	11.4	2.9	(68)	1.3	(32)	1.4	0.6	0.6
	B Roads	82.8	11.4	1.4	(75)	0.5	(25)	2.1	0.6	1.1
	Minor Roads	83.7	11.2	1.5	(77)	0.4	(23)	1.7	0.4	1.1

- 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

Metrolink Patronage

- 3.1 The former Bury to Manchester rail line closed in August 1991 and reopened on 6 April 1992 as Metrolink.
- 3.2 Table 6 shows all passengers boarding and alighting trams inbound to and outbound from Manchester in March 2011. There were repeat surveys as the annual autumn surveys were affected by a breakdown on the line

Table 6 Boarders and Alighters on the Bury Line Surveyed in March 2011							
AM Peak							
07:30-09:30	Mcr Bound		Bury Bound		Both Directions		
Station	Boarders	Alighters	Boarders	Alighters	Boarders	Alighters	All
Bury Interchange	715	0	0	1099	715	1099	1814
Radcliffe	698	42	202	68	900	110	1010
Whitefield	389	84	214	65	603	149	752
Besses O'th'Barn	340	29	135	18	475	47	522
Prestwich	274	93	216	200	490	293	783
Heaton Park	211	265	111	38	322	303	625
Bowker Vale	240	24	189	18	429	42	471
Crumpsall	323	73	205	78	528	151	679
Woodlands Road	100	18	96	36	196	54	250
Total	3290	628	1368	1620	4658	2248	6906
Off-peak							
09:30-13:30	Mcr Bound		Bury Bound		Both Directions		
Station	Boarders	Alighters	Boarders	Alighters	Boarders	Alighters	All
Bury Interchange	1287	0	0	1676	1287	1676	2963
Radcliffe	329	150	367	161	696	311	1007
Whitefield	274	168	402	268	676	436	1112
Besses O'th'Barn	200	55	134	71	334	126	460
Prestwich	328	226	312	217	640	443	1083
Heaton Park	146	96	119	73	265	169	434
Bowker Vale	174	69	100	52	274	121	395
Crumpsall	321	75	116	150	437	225	662
Woodlands Road	120	32	58	55	178	87	265
Total	3179	871	1608	2723	4787	3594	8381

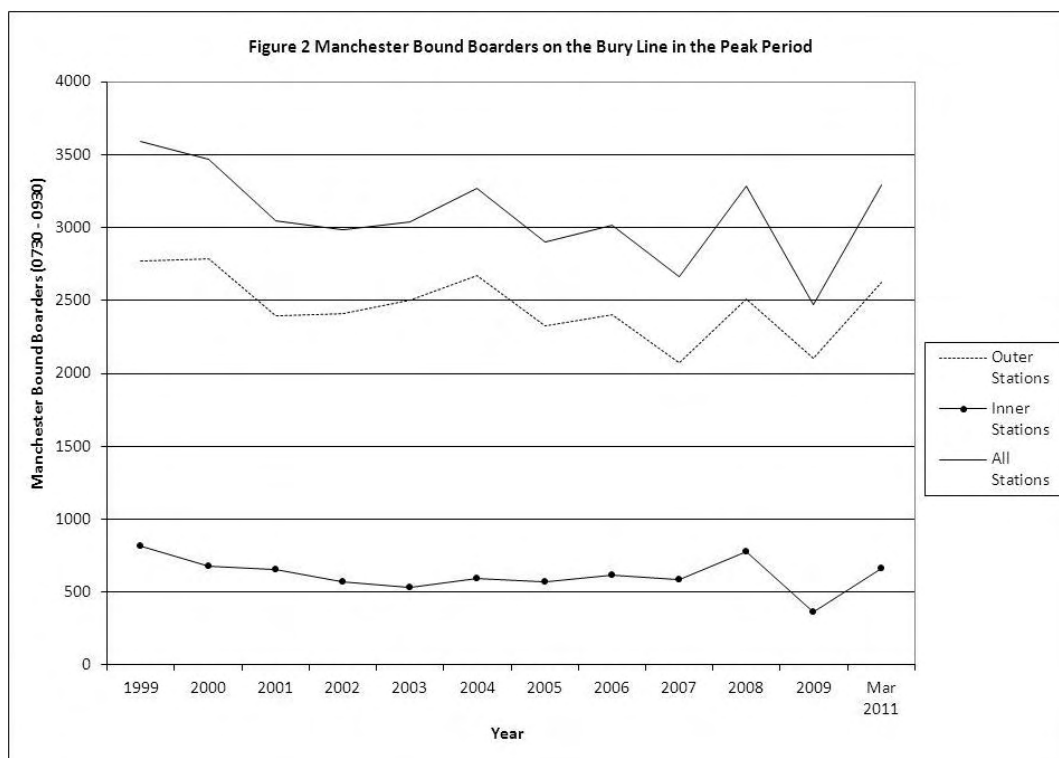
NB: The Bury Metrolink line was re-surveyed in March 2011 because of a break down on the line when surveys were initially carried out in Autumn 2010

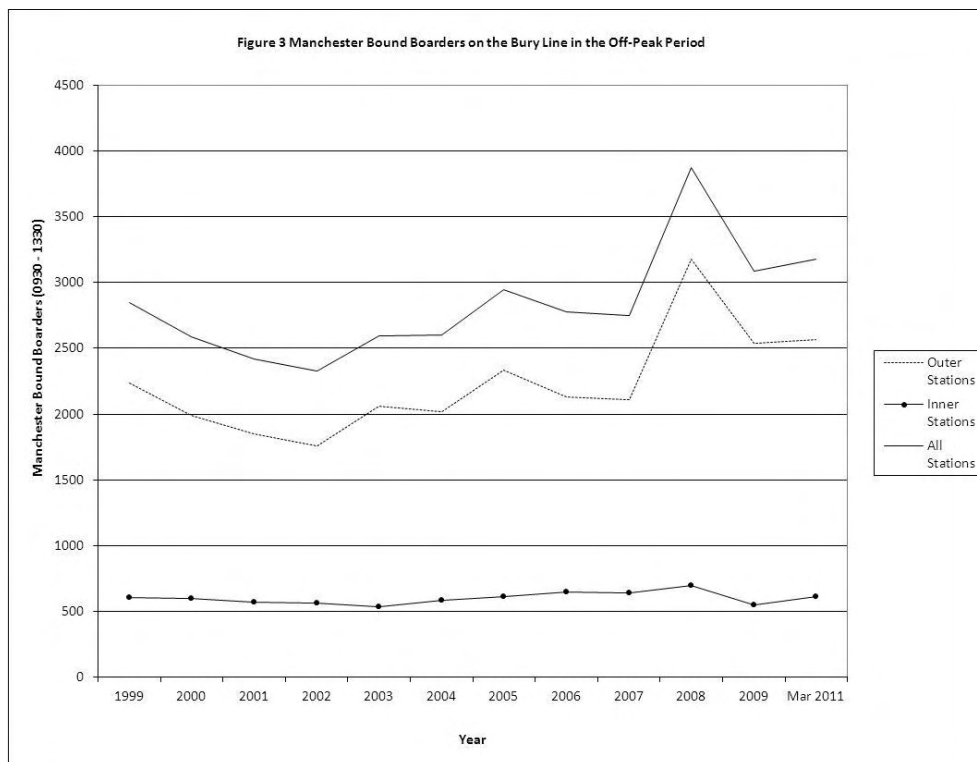
3.3 Tables 7 and 8 show Metrolink passenger counts for 1992 and 2001 to March 2011. Figures 2 and 3 show trends in peak and off-peak Metrolink patronage at each station. Please note that Metrolink surveys in 2008 were conducted on a Bury market day and are consequently much higher than other years.

- Weekday peak period (07:30-09:30) boarders on Manchester bound trams on the Bury line increased by 67% between 1992 and March 2011. Off-peak (09:30-13:30) boarders increased by 53% during the same period. The line was closed for major track upgrade work in the summer of 2007 resulting in a dip in patronage in 2007.

Zone	Station	Year										
		1992	2001	2002	2003	2004	2005	2006	2007	2008	2009	2011
Outer Area	Bury Interchange	497	709	756	811	761	671	638	514	726	544	715
	Radcliffe	305	571	531	577	674	572	597	504	640	567	698
	Whitefield	237	390	418	421	402	405	477	425	409	410	389
	Besses O'Th'Barn	178	266	282	281	307	284	279	251	254	262	340
	Prestwich	162	279	266	259	289	221	257	226	304	188	274
	Heaton Park	91	181	158	155	242	173	152	156	179	133	211
	Total	1470	2396	2411	2504	2675	2326	2400	2076	2512	2104	2627
	Index	100	163	164	170	182	158	163	141	171	143	179
Inner Area	Bowker Vale	190	292	272	212	293	265	273	267	315	157	240
	Crumpsall	251	292	234	249	228	239	287	250	335	161	323
	Woodlands Road	55	68	68	73	74	68	59	71	126	49	100
	Total	496	652	574	534	595	572	619	588	776	367	663
	Index	100	131	116	108	120	115	125	119	156	74	240
All Stations	Total	1966	3048	2985	3038	3270	2898	3019	2664	3288	2471	3290
All Stations	Index	100	155	152	155	166	147	154	136	167	126	167

Table 8 Weekday Off-Peak Inbound Borders on the Bury Metrolink Line (09:30-13:30)												
Zone	Station	Year										
		1992	2001	2002	2003	2004	2005	2006	2007	2008	2009	2011
Outer Area	Bury Interchange	732	806	770	970	947	1137	961	960	1718	1146	1287
	Radcliffe	188	228	236	263	276	326	276	288	328	343	329
	Whitefield	189	250	214	252	258	300	305	267	366	316	274
	Besses O'Th'Barn	126	128	136	148	143	141	155	147	172	218	200
	Prestwich	256	318	269	284	301	314	304	313	422	346	328
	Heaton Park	101	123	136	143	93	114	130	136	169	167	146
	Total	1592	1853	1761	2060	2018	2332	2131	2111	3175	2536	2564
	Index	100	116	111	129	127	146	134	133	199	159	161
	Inner Area	Bowker Vale	147	165	155	165	170	178	165	184	204	189
Crumpsall		278	290	253	277	335	324	380	371	354	274	321
Woodlands Road		64	114	157	90	76	111	100	86	138	87	120
Total		489	569	565	532	581	613	645	641	696	550	615
Index		100	116	116	109	119	125	132	131	142	112	126
All Stations	Total	2081	2422	2326	2592	2599	2945	2776	2752	3871	3086	3179
Index	100	116	112	125	125	142	133	132	186	148	153	





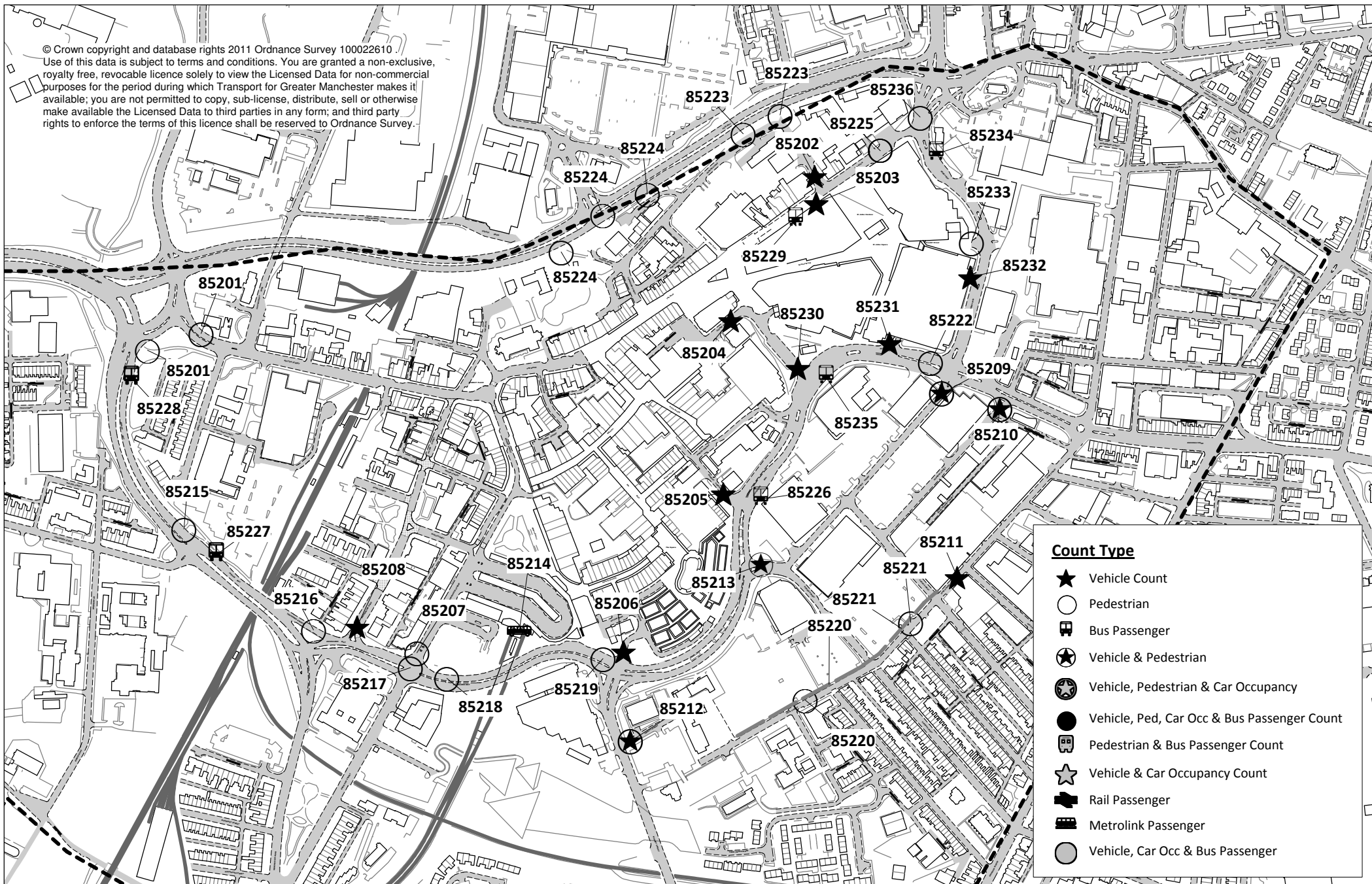
4. KEY CENTRE MONITORING

- 4.1 Traffic and Metrolink counts were conducted on a cordon around Bury in 1997. After that, Bury was surveyed on a three yearly cycle (1999, 2002, 2005 and 2008) to monitor progress towards key objectives in the first Greater Manchester Local Transport Plan (GMLTP) and its successor, GMLTP2. Pedestrian surveys were added to the programme in 2002. Since 2008 surveys have been conducted in February 2010 and November 2010.
- 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 The surveys in November 2010 are the first surveys conducted post the redevelopment of the Rock shopping centre.

Road Traffic - Inbound

- 4.4 All vehicles crossing a cordon into Bury key centre were counted in the three time periods 07:30-09:30, 10:00-12:00 and 16:00-18:00 on a typical weekday in November 2010.
- 4.5 Tables 9 to 11 show manual traffic counts at each individual cordon site in November 2010 by time period. Figure 4 shows the location of these sites and the key centre boundary.

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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

Site	Site No	Car	LGV	OGV	Bus & Coaches	Motor Cycles	Pedal Cycles	All Vehicles
Bolton St	85201	635	74	14	45	6	0	774
Market Parade	85205	42	16	5	0	0	1	64
Murray Rd	85206	99	15	6	0	0	1	121
Haymarket St	85207	508	49	3	140	3	1	704
Manchester Rd	85208	318	20	2	0	1	1	342
George St	85209	223	16	2	0	0	3	244
Foundry St	85210	27	3	1	0	0	1	32
Lord St	85211	344	14	1	1	3	6	369
Trinity St	85212	220	5	0	0	0	1	226
Spring St	85213	360	28	4	2	0	0	394
A58 The Rock	85225	227	55	5	6	2	0	295
U Entry to Rock Centre	85230	135	19	5	1	0	0	160
U South Entry to Rock Cp	85231	35	1	0	0	0	0	36
U East Entry to Rock Cp	85232	61	2	0	0	0	0	63
cycles on other routes							44	44
Total		3234	317	48	195	15	59	3868
% Composition		83.6%	8.2%	1.2%	5.0%	0.4%	1.5%	100.0%

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

Site	Site No	Car	LGV	OGV	Bus & Coaches	Motor Cycles	Pedal Cycles	All Vehicles
Bolton St	85201	504	68	29	54	2	0	657
Market Parade	85205	70	30	6	2	0	1	109
Murray Rd	85206	69	15	2	0	0	0	86
Haymarket St	85207	334	49	6	151	1	0	541
Manchester Rd	85208	243	28	6	0	0	1	278
George St	85209	340	13	1	1	0	3	358
Foundry St	85210	73	13	3	0	0	0	89
Lord St	85211	403	23	4	3	0	2	435
Trinity St	85212	82	7	0	1	0	0	90
Spring St	85213	587	30	4	2	3	1	627
A58 The Rock	85225	330	54	9	0	2	3	398
U Entry to Rock Centre	85230	288	20	12	0	0	0	320
U South Entry to Rock Cp	85231	110	0	0	0	0	0	110
U East Entry to Rock Cp	85232	121	1	0	0	0	0	122
cycles on other routes							22	22
Total		3554	351	82	214	8	33	4242
% Composition		83.8%	8.3%	1.9%	5.0%	0.2%	0.8%	100.0%

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

Site	Site No	Car	LGV	OGV	Bus & Coaches	Motor Cycles	Pedal Cycles	All Vehicles
Bolton St	85201	518	50	6	55	0	0	629
Market Parade	85205	112	15	1	1	0	0	129
Murray Rd	85206	44	7	0	0	1	1	53
Haymarket St	85207	541	35	0	124	1	4	705
Manchester Rd	85208	207	17	0	0	0	3	227
George St	85209	319	11	1	0	0	0	331
Foundry St	85210	55	4	2	0	0	1	62
Lord St	85211	526	34	1	2	2	4	569
Trinity St	85212	31	1	1	0	0	1	34
Spring St	85213	419	20	1	1	2	2	445
A58 The Rock	85225	340	30	0	0	1	0	371
U Entry to Rock Centre	85230	149	15	0	0	0	0	164
U South Entry to Rock Cp	85231	86	1	0	0	0	0	87
U East Entry to Rock Cp	85232	70	0	0	0	0	0	70
cycles on other routes							33	33
Total		3417	240	13	183	7	49	3909
% Composition		87.4%	6.1%	0.3%	4.7%	0.2%	1.3%	100.0%

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

4.6 Table 12 gives traffic entering Bury key centre in 1997, 1999, 2002, 2005, 2008, February 2010 and November 2010 together with indices of change between 1997 and November 2010.

- The number of vehicles crossing the cordon into Bury town centre in November 2010 was about 3,900 in the morning peak, 4,200 in the off-peak and 3,900 in the evening peak.
- This represents decreases of 18%, 2% and 2% respectively on vehicle numbers in 1997.
- Traffic has decreased by 13% in the morning peak, remained unchanged in the off-peak and increased by 9% in the evening peak between November 2008 (before the Rock development) and November 2010 (post the Rock development).

	Year	Cars	LGV	OGV	Buses	M/C	P/C	All
07:30-09:30	1997	3960	328	146	248	10	32	4724
	1999	3714	333	86	240	16	41	4430
	2002	3733	293	69	237	23	18	4373
	2005	3493	331	105	204	20	43	4196
	2008	3693	320	128	211	24	70	4446
	Feb 2010	3286	281	99	192	8	65	3931
	Nov 2010	3234	317	48	195	15	59	3868
	Nov 2010/1997	0.82	0.97	0.33	0.79	1.50	1.84	0.82
10:00-12:00	1997	3551	332	149	265	13	15	4325
	1999	3504	357	105	240	9	11	4226
	2002	3914	374	107	255	15	7	4672
	2005	3551	394	86	222	9	21	4283
	2008	3475	363	105	229	19	34	4225
	Feb 2010	3285	320	102	215	11	22	3955
	Nov 2010	3554	351	82	214	8	33	4242
	Nov 2010/1997	1.00	1.06	0.55	0.81	0.62	2.20	0.98
16:00-18:00	1997	3424	190	70	247	22	25	3978
	1999	3076	232	34	238	15	31	3626
	2002	3264	220	43	222	17	14	3780
	2005	2976	239	15	184	9	19	3442
	2008	3082	216	30	198	9	61	3596
	Feb 2010	2894	185	40	200	13	38	3370
	Nov 2010	3417	240	13	183	7	49	3909
	Nov 2010/1997	1.00	1.26	0.19	0.74	0.32	1.96	0.98

Car Occupancy - Inbound

4.7 Car occupancy surveys were conducted at three sites on the Bury key centre cordon in November 2010. Table 13 shows the observed occupancy rates by period and site. Table 14 compares these with car occupancy surveys conducted in 2002, 2005, 2008 and February 2010.

- The average occupancy rates in November 2010 were 1.40 in the morning peak, 1.46 in the off-peak and 1.37 in the evening peak.
- Car occupancy rates increased in the morning and off-peak periods and decreased in the evening peak between 2002 and November 2010.

Table 13: Bury Key Centre Inbound Car Occupancy Rates 2010		
Site	07:30-09:30	
	% Driver Only	Average Occupancy
85201 - Bolton St	71	1.34
85207 - Haymarket St	500	1.57
85213 - Spring St	78	1.26
All - Cordon Sites	66	1.40
Site	10:00-12:00	
	% Driver Only	Average Occupancy
85201 - Bolton St	65	1.41
85207 - Haymarket St	52	1.65
85213 - Spring St	64	1.40
All - Cordon Sites	62	1.46
Site	16:00-18:00	
	% Driver Only	Average Occupancy
85201 - Bolton St	65	1.45
85207 - Haymarket St	73	1.36
85213 - Spring St	75	1.30
All - Cordon Sites	71	1.37

Table 14: Comparison of Bury Key Centre Car Occupancy Rates 2002/2005/2008/Feb 2010/Nov 2010		
Year	07:30-09:30	
	% Driver Only	Ave Occupancy
2002	68	1.39
2005	71	1.34
2008	76	1.27
Feb 2010	68	1.38
Nov 2010	66	1.40
Year	10:00-12:00	
	% Driver Only	Ave Occupancy
2002	62	1.45
2005	70	1.35
2008	68	1.36
Feb 2010	64	1.43
Nov 2010	62	1.46
Year	16:00-18:00	
	% Driver Only	Ave Occupancy
2002	63	1.48
2005	66	1.43
2008	70	1.35
Feb 2010	66	1.44
Nov 2010	71	1.37

Metrolink Passengers - Inbound

- 4.8 Table 15 shows Metrolink passengers entering Bury key centre in 1997, 1999, 2002, 2005, 2008, February 2010 and November 2010.
- The number of Metrolink users entering the key centre increased by 131% in the morning peak period and 78% in the off-peak period between 1997 and November 2010, although the patronage for the evening peak period has decreased by 9%

Year	0730-0930	1000-1200	1600-1800
1997	508	429	807
1999	686	573	874
2002	746	493	772
2005	858	513	952
2008	953	672	803
Feb 2010	1069	671	762
Nov 2010	1172	764	737
Nov 2010/1997	2.31	1.78	0.91

Walk Trips - Inbound

- 4.9 The number of pedestrians entering Bury key centre was counted at fifteen locations in November 2010 (see Figure 4). Table 16 presents the number of pedestrians by site and time period. Table 17 presents the changes in the number of pedestrians entering Bury key centre between 2002 and November 2010.
- Compared to 2002, the number of pedestrians entering the key centre in November 2010 has increased in all periods.
 - Pedestrian counts into Bury key centre have been very variable at individual sites and overall since 2002. This can partly be explained by the proximity of large educational establishments to the town centre and re-routing of pedestrians due to the Rock development.

Site No	Location	07:30 - 09:30	10:00 - 12:00	16:00 - 18:00
85201	Bolton St (from subway)	283	166	65
85209	George St	54	185	51
85210	Foundry St	45	52	21
85212	Trinity St	20	67	47
85215	Jubilee Way (from subway @ Tenterden St)	32	22	365
85216	Angouleme Way (Crossing to Back Mcr Rd)	51	21	30
85217	Angouleme Way (Manchester Rd-Haymarket St)	190	380	588
85219	Angouleme Way (at Market St)	378	1497	968
85220	Cecil St	42	73	49
85221	Lord St	167	119	68
85222	Derby St - George St	110	158	97
85223	Peel Way (to John St)	264	181	110
85224	Peel Way (to Parson's Lane)	146	629	192
85225	The Rock	281	240	129
85233	U Derby Way (The Rock Development)	46	86	66
	Cordon Total	2109	3876	2846

Year	0730-0930	1000-1200	1600-1800
2002	1849	2642	2433
2005	1726	2676	2940
2008	2262	3801	3693
Feb-10	3756	3704	3688
Nov-10	2109	3876	2846
Nov 2010/2002	1.14	1.47	1.17

Note: 2002 Figures have been revised to include an estimate for The Rock (not counted in 2002)

4.10 Table 18 gives the modal split of car and non-car trips crossing the cordon into Bury key centre in 2002 and November 2010, along with a ratio of change between 2002 and 2010.

- Car trips decreased and non-car trips increased in all periods between 2002 and November 2010.

Table 18: Car and Non-car Trips into Bury Key Centre									
Time Period	Year	Car	Bus	Metro-link	Cycle	Walk	Total	% Car	% Non-Car
07:30-09:30	2002	5189	2684	746	18	1849	10486	49%	51%
	2005	4681	3917	858	43	1726	11225	42%	58%
	2008	4690	3631	953	70	2262	11606	40%	60%
	Feb-10	4600	2759	1069	65	3756	12249	38%	62%
	Nov-10	4528	2703	1172	59	2109	10571	43%	57%
	Nov 10/02	0.87	1.01	1.57	3.28	1.14	1.01		
10:00-12:00	2002	5675	2283	493	7	2642	11100	51%	49%
	2005	4794	2677	513	21	2676	10681	45%	55%
	2008	4726	3077	672	34	3801	12310	38%	61%
	Feb-10	4796	2292	671	22	3704	11485	42%	58%
	Nov-10	5189	2652	764	33	3876	12514	41%	59%
	Nov 10/02	0.91	1.16	1.55	4.71	1.47	1.13		
16:00-18:00	2002	4831	1187	772	14	2433	9237	52%	48%
	2005	4256	1296	952	19	2940	9463	45%	55%
	2008	4161	1257	803	61	3693	9975	42%	58%
	Feb-10	3965	1235	762	38	3688	9688	41%	59%
	Nov-10	4681	1065	737	49	2846	9378	50%	50%
	Nov 10/02	0.97	0.90	0.95	3.50	1.17	1.02		

24-Hour Traffic Profiles into Bury Key Centre

4.11 Key Centre ATC surveys were last carried out in February/March 2010. Data for 2007 to 2010 is given in Table 19 below.

4.12 For GMLTP2, the DfT requires automatic traffic counts on busy roads (more than 2,000 vehicles per day) approaching key centres in Greater Manchester. Ideally the counts should be just outside the areas where key centre parking occurs. However, it was agreed with the DfT, that in Greater Manchester, these counts could be undertaken on the existing key centre cordons for consistency with, and to complement and add value to the other key centre monitoring. The counts are continuous over a two-week period annually. The indicator for the DfT (LTP6) covers the morning peak period (07:00-10:00). Table 19 provides a comparison of the results of the surveys conducted in January 2007, November 2007, November 2008 and February 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 Jan 2007	Nov 2007	Nov 2008	Feb 2010	% Diff 10/ Base	Base Jan 2007	Nov 2007	Nov 2008	Feb 2010	% Diff 10/ Base
John Street	263	276	292	309	17	1644	1728	1763	1769	8
Lord Street	381	436	546	364	-4	2394	2666	3530	2565	7
Spring Street	936	1055	829	481	-49	4498	5686	4512	3119	-31
Haymarket St	1126	1219	1021	1112	-1	5443	5893	5381	5591	3
Manchester St	491	532	549	508	3	2211	2396	2424	2326	5
Bolton Street	1453	1437	1906	1471	1	5650	5672	7455	5967	6
TOTAL	4650	4955	5143	4245	-9	21840	24040	25065	21336	-2

- Morning weekday peak flows and 24-hour average weekday flows decreased by 9% and 2% respectively between January 2007 and February 2010.

5. REPORTED ROAD CASUALTIES AND ACCIDENTS

5.1 There were 346 accidents in Bury during 2010 resulting in 474 casualties. This compares with an average of 1026 casualties in the base years (the average annual casualties in the years 1994 to 1998). There were 58 killed or seriously injured (KSI) casualties in 2010 compared with an average of 72 KSI in the base years.

5.2 Local targets for 2010 have been set as part of the second Local Transport Plan (GMLTP2). These are a 50% reduction for KSI casualties, a 55% reduction for child KSI accidents and a 30% reduction in slight casualties relative to base years average. Unlike the first Local Transport Plan (GMLTP), the annual figures for the KSI and Child KSI are represented by a three-year average. Thus the average of 2007, 2008 and 2009 represents 2008. 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 20 shows the base, 2000-2009 average figures and GMLTP2 targets for KSI and child KSI casualty groups. Table 21 shows the base, 2001-2010 figures and target for slight casualties.

- The three-year average number of KSI casualties for 2009 was 21% below the base.
- The three-year average for child KSI casualties was 40% below the base.
- Slight casualties in 2010 were 56% below the baseline average and 38% below the 2010 GMLTP2 target.

Table 20 Base, Yearly Trend and Target for KSI and Child KSI GMLTP2 Casualty Target Groups												
	<u>Base</u> ave 1994 to 1998	<u>2000</u> ave 1999 to 2001	<u>2001</u> ave 2000t o 2002	<u>2002a</u> ve 2001 to 2003	<u>2003</u> ave 2002 to 2004	<u>2004</u> ave 2003 to 2005	<u>2005</u> ave 2004t o 2006	<u>2006</u> ave 2005 to 2007	<u>2007</u> ave 2006 to 2008	<u>2008</u> ave 2007 to 2009	<u>2009</u> ave 2008 to 2010	<u>Target</u> ave 2009 to 2011
KSI	72	53	56	57	61	68	69	68	57	59	57	36
Child KSI	15	11	13	12	10	11	12	12	8	8	9	7

	Base ave 1994 to 1998	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	Target 2010
Slight	954	1106	968	997	957	866	771	729	639	635	416	668

- 5.4 Tables 22 to 24 show the breakdown of casualties by type and age. Tables 25 and 26 show how accidents vary by day of week and month, and by driving conditions.
- 5.5 Figures 5 to 7 show graphically the number of casualties in each of these three target groups from 1985 onwards. Figure 8 shows how the trend in all casualties in Bury compares to the Greater Manchester average.
- 5.6 Finally, Figures 9 and 10 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 Bury 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 22 Bury Casualty Data 1994-2010													
All	Ave 1994 - 1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Fatal	8	2	10	3	8	10	10	4	6	8	4	3	5
Serious	64	50	41	52	53	45	57	79	52	56	44	63	53
Slight	954	1063	1112	1106	968	997	957	866	771	729	639	635	416
All	1026	1115	1163	1161	1029	1052	1024	949	829	793	687	701	474
KSI	72	52	51	55	61	55	67	83	58	64	48	66	58
Pop 000's	182.1	183.2	183.0	180.7	181.3	181.9	181.9	181.2	183.5	182.9	183.3	181.6	182.6
KSI Rate per 100000 Pop	40	28	28	30	34	30	37	46	32	35	26	36	32
Child Casualties													
Child KSI	15	10	9	15	14	7	9	16	11	8	6	11	11
Child (All)	171	183	173	167	160	131	127	130	111	106	82	106	78
Child Pop 000's	38.0	38.0	37.6	38.6	38.4	38.0	38.0	37.8	37.8	37.2	37.1	36.7	36.9
KSI Rate per 100000 Pop	40	26	24	39	36	18	24	42	29	22	16	30	30
Casualty Type													
TWPV	39	40	63	85	68	75	67	60	43	45	41	49	24
Car Occupant	688	758	757	805	711	745	726	652	575	555	462	486	306
Pedestrian	169	190	179	142	153	116	133	142	108	123	81	92	91
Pedal Cycle	66	75	87	62	46	56	47	47	57	43	50	36	37
Other	65	52	77	67	51	60	51	48	46	27	53	38	16
All	1026	1115	1163	1161	1029	1052	1024	949	829	793	687	701	474

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

Table 23 Bury Casualty Data 1989-2010											
	Average 1989-93	Average 1994-98	Average 1999-03	2004	2005	2006	2007	2008	2009	2010	
All Casualties											
Bury Casualties	1100	1026	1104	1024	949	829	793	687	701	474	
Bury KSI Casualties	112	72	55	67	83	58	64	48	66	58	
Greater Manchester Casualties	16479	16708	15671	13543	12805	11795	10702	9881	9303	7587	
Casualty Type											
TWPV Rider	67	35	63	61	55	42	42	35	46	24	
TWPV Pillion	7	3	4	6	5	1	3	6	3	0	
Car Driver	408	450	497	463	419	368	356	312	304	197	
Car Passenger	257	238	258	263	233	207	199	150	182	109	
Pedestrian	219	169	156	133	142	108	123	81	92	91	
Cyclist (Rider Only)	76	66	65	46	46	57	43	50	36	36	
PCV Passenger	16	18	18	12	10	11	9	24	11	8	
Total Other Driver	35	32	31	27	31	27	13	22	18	7	
Total Other Passenger	15	15	12	13	8	8	5	7	9	2	
Child Casualties by Type											
Driver/Rider	34	27	28	19	21	22	9	16	10	9	
Passenger	65	63	60	54	48	51	34	36	62	24	
Pedestrian	95	81	74	54	61	38	63	30	34	45	
All Classes	194	171	163	127	130	111	106	82	106	78	
Child Casualties by Age											
0 – 4	34	27	20	21	14	15	6	11	15	9	
5–9	pupil to/from school	5	8	7	1	10	3	3	1	0	2
5–9	pupil not to/from school	60	50	46	32	35	35	33	19	32	22
10–15	pupil to/from school	23	24	23	19	19	11	15	1	1	0
10–15	pupil not to/from school	72	62	67	54	52	47	49	50	58	45
Drink Drive Casualties by Severity											
Fatal	0	0	0	0	0	0	0	0	1	0	
Serious	6	4	2	4	6	1	6	2	3	3	
Slight	36	21	29	22	36	38	25	25	23	16	
Total	42	25	31	26	42	39	31	27	27	19	

Table 24 Bury Casualty Data by Age Group 1989-2010											
		Average 1989-93	Average 1994-98	Average 1999-03	2004	2005	2006	2007	2008	2009	2010
Pedestrian Casualties											
Under 16 years	Male	58	47	44	35	36	18	35	18	20	25
	Female	37	34	30	19	25	20	28	12	14	20
16 – 59	Male	58	39	38	38	38	32	31	33	33	15
	Female	36	24	24	21	31	24	16	10	17	16
Over 59 years	Male	14	10	9	6	4	8	6	5	3	10
	Female	16	14	10	14	8	6	7	3	5	5
Total		219	169	156	133	142	108	123	81	92	91
Cyclists (Rider Only)											
Under 16 years	Male	28	21	24	14	18	19	7	13	9	6
	Female	5	5	4	4	2	2	1	0	1	2
16 – 59	Male	37	35	33	21	22	33	27	30	21	23
	Female	6	3	3	5	4	1	3	5	3	4
Over 59 years	Male	1	1	2	2	0	1	5	2	2	1
	Female	0	0	0	0	0	1	0	0	0	0
Total		76	66	65	46	46	57	43	50	36	36
TWPV Riders											
Under 20 years	Male	16	5	18	25	19	13	15	12	10	3
	Female	1	0	1	3	0	2	1	0	0	0
20 – 29	Male	29	10	14	9	10	7	12	5	8	12
	Female	2	2	1	1	0	3	0	0	1	0
Over 29 years	Male	16	18	28	22	24	16	13	17	24	9
	Female	3	1	2	1	2	1	1	1	3	0
Total		67	35	63	61	55	42	42	35	46	24
Car Drivers											
Under 20 years	Male	35	28	26	31	23	22	17	13	13	6
	Female	19	15	13	14	14	12	13	11	9	4
20 – 29	Male	70	75	77	67	65	53	63	46	40	34
	Female	61	67	63	47	62	47	53	60	49	22
Over 29 years	Male	123	135	171	146	132	104	99	93	107	61
	Female	100	131	147	158	122	130	111	89	86	70
Total		408	450	497	463	419*	368	356	312	304	197

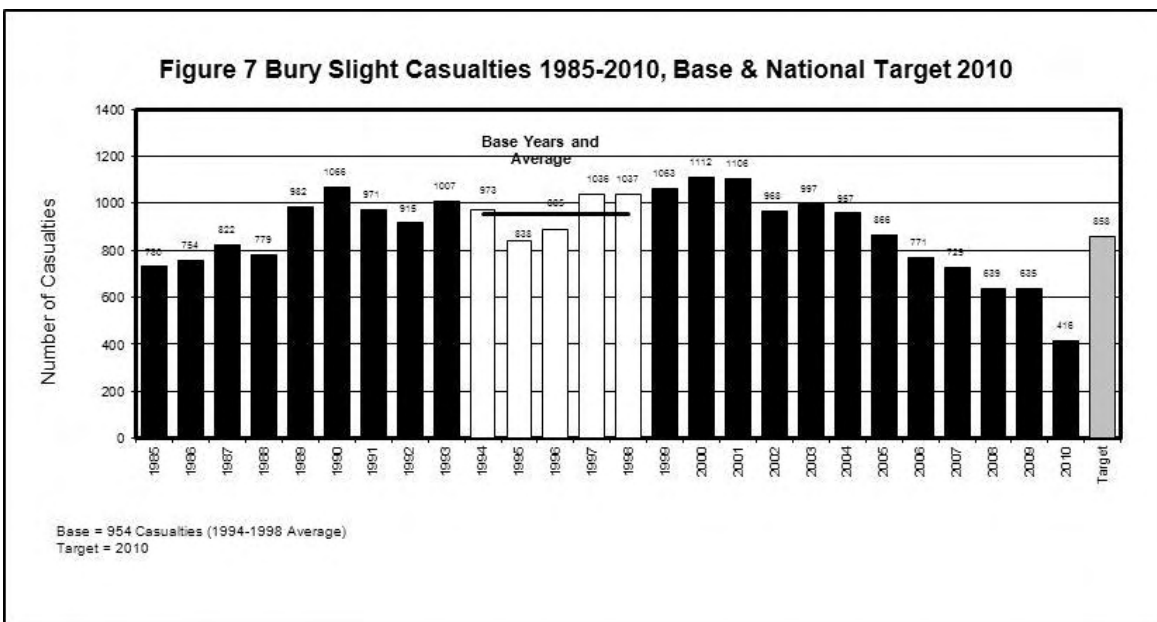
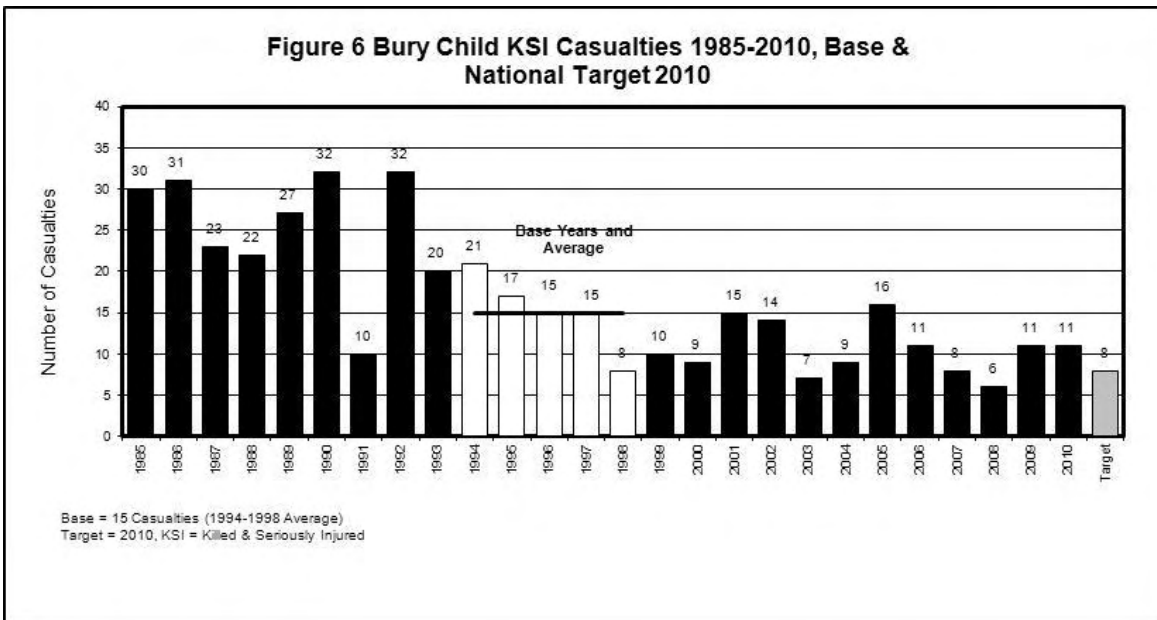
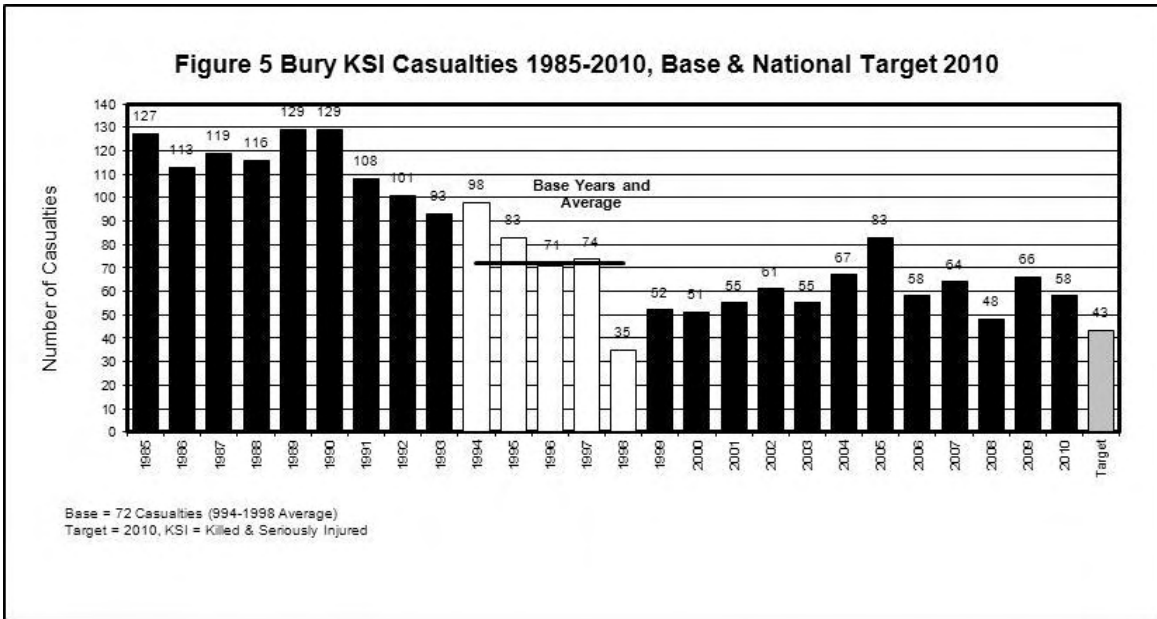
Notes: Average 1989-93, average 1994-98 and average 1999-2003 totals may not sum due to rounding.

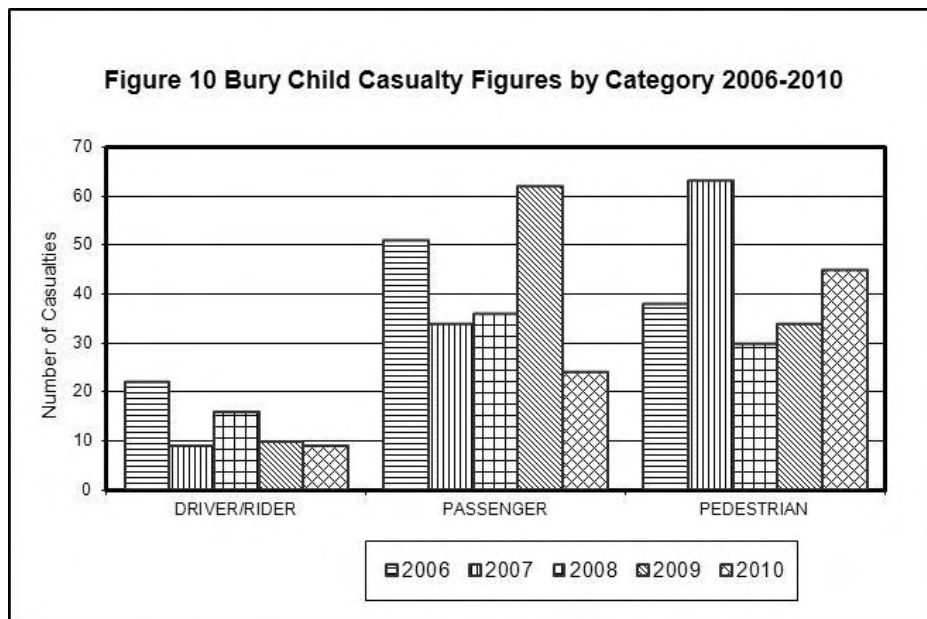
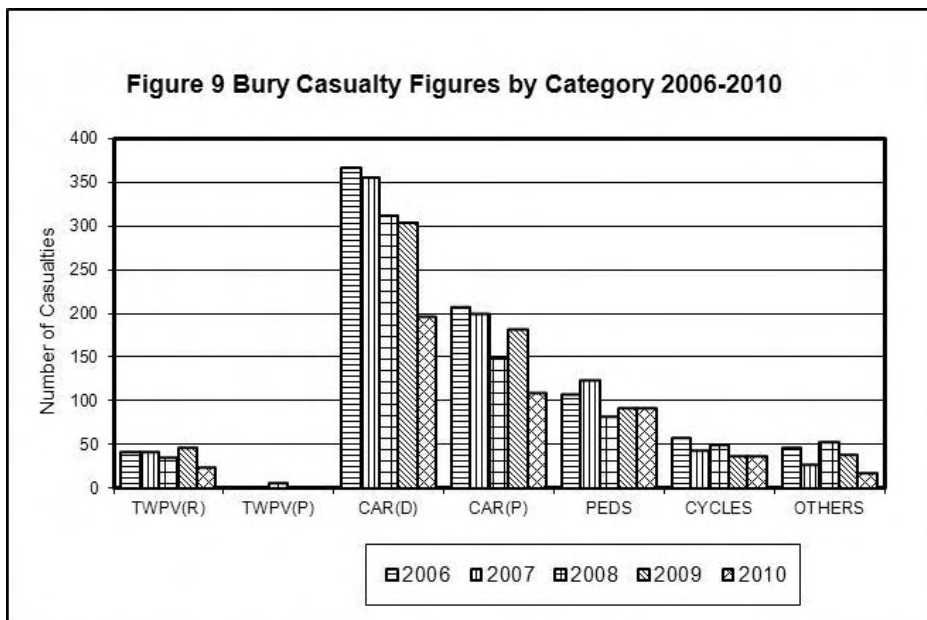
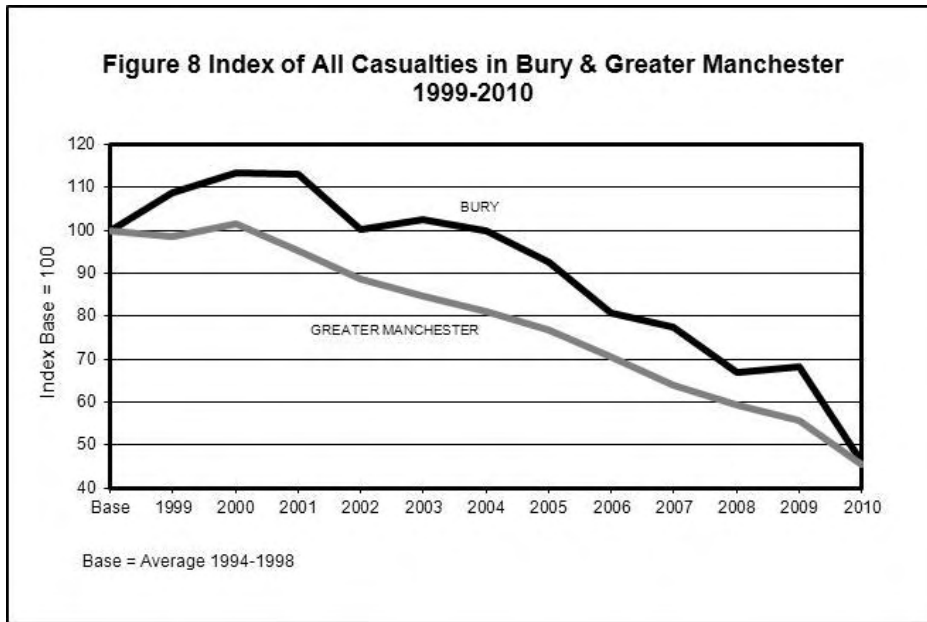
* The age of one slightly injured car driver was not stated.

Table 25 Bury Injury Accident Data 1989-2010										
	Average 1989-93	Average 1994-98	Average 1999-03	2004	2005	2006	2007	2008	2009	2010
Total Accidents	817	743	786	703	638	603	541	489	464	346
Total KSI Accidents	104	64	50	58	71	53	54	45	64	55
Accidents by Month										
January	73	64	75	71	51	50	52	43	31	24
February	55	53	62	48	53	55	45	33	22	22
March	62	56	59	61	47	43	44	40	40	35
April	66	66	66	49	61	36	43	42	27	26
May	70	60	68	71	59	53	57	32	46	38
June	73	62	62	53	62	49	37	38	46	25
July	70	60	60	52	49	43	41	39	49	24
August	66	56	51	55	48	54	41	41	23	29
September	69	64	67	64	49	51	49	49	47	36
October	70	66	69	66	53	62	44	49	44	36
November	76	70	73	47	47	65	47	46	51	28
December	66	65	75	66	59	42	41	37	38	23
Accidents by Day of Week										
Sunday	94	81	85	77	80	61	71	56	45	41
Monday	113	109	118	87	84	86	74	83	68	46
Tuesday	115	103	112	83	88	96	82	81	72	57
Wednesday	112	114	117	109	93	82	84	67	57	46
Thursday	127	114	122	110	94	81	69	73	82	54
Friday	141	121	126	120	110	103	94	72	74	52
Saturday	116	101	107	117	89	94	67	57	66	50

Table 26 Bury Injury Accident Data by Conditions 1989-2010										
	Ave 1989- 93	Ave 1994- 98	Ave 1999- 2003	2004	2005	2006	2007	2008	2009	2010
Accidents by Road Surface										
Dry	77	438	449	403	416	383	344	288	283	230
Wet/Damp	311	287	318	286	209	211	183	184	167	93
Snow	4	7	3	2	0	3	1	3	2	6
Frost/Ice	12	11	12	8	12	5	13	12	9	17
Flood	1	0	1	1	1	1	0	2	3	0
Oil or Diesel	0	0	3	1	0	0	0	0	0	0
Mud	0	0	0	2	0	0	0	0	0	0
Wet/Damp Accidents by Road Class										
Motorway	32	26	35	28	34	34	26	32	20	13
A (M)	0	0	0	0	0	0	0	0	0	0
A	141	126	152	144	93	101	83	68	75	45
B	53	51	47	33	32	30	24	30	28	9
C	35	34	36	50	25	25	33	38	18	13
U	49	48	31	25	21	17	16	26	31	13
Total	311	287	318	286	209	211	183	184	167	93
Accidents by Light/Dark										
Mway	20	15	21	20	19	24	21	26	14	10
A (M)	0	0	0	0	0	0	0	0	0	0
A	102	92	109	100	89	96	67	60	60	49
B	36	33	38	34	29	25	26	25	21	13
C	26	26	26	38	21	22	35	18	22	15
U	35	37	17	27	23	21	19	18	20	9
Total	221	200	230	209	185	190	170	148	135	96
Mway	54	54	62	60	60	60	49	50	50	24
A (M)	0	0	0	0	0	0	0	0	0	0
A	252	229	237	229	183	160	161	135	134	103
B	95	83	77	42	59	58	47	49	52	29
C	61	53	60	72	50	60	62	55	42	35
U	124	120	91	101	75	52	52	51	92	59
Total	596	543	556	494	453	413	371	341	329	250
No. of Vehicles Per Accident										
1	270	206	199	172	166	140	148	117	115	109
2	443	449	481	442	399	389	303	308	287	190
3 or more	103	88	106	89	73	74	90	64	62	47
No. of Casualties Per Accident										
1	632	562	575	508	436	439	388	358	327	256
2	124	122	145	128	133	118	93	89	85	64
3 or more	60	58	66	67	69	46	60	42	52	26

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 27 and 28 show average journey time rates and speeds for A and B roads for consecutive years from 2004/05 to 2009/10. For comparison, the 2009/10 journey time rates and speeds for Greater Manchester are also shown.
- 6.4 Figure 11 illustrates the change in average journey time rates in Bury over the last four years for various time periods. Figure 12 illustrates average journey time rates by quarter-hour time period for the last three years and Figure 13 illustrates average journey times by quarter hour time period during 2009/10 for Bury and Greater Manchester. Congestion maps showing average speeds can be found in Appendix 4.
- Average journey time rates have increased in all periods between 2008/09 and 2009/10 except the midday off-peak where there has been no change. Average journey times are shorter in Bury than in Greater Manchester as a whole during all time periods, indicating that average speeds were faster.

Table 27 Bury and Greater Manchester Average Journey Time Rates (Mins / Mile)						
Bury						
Year	0700 - 1000	0800 - 0900	1000 - 1600	1700 - 1800	1600 - 1900	0700 - 1900
2004/05	3.26	3.73	2.85	3.29	3.10	3.05
2005/06	3.30	3.88	2.89	3.43	3.20	3.09
2006/07	3.26	3.70	2.92	3.40	3.18	3.10
2007/08	3.20	3.62	2.90	3.30	3.14	3.05
2008/09	3.22	3.65	2.93	3.35	3.18	3.09
2009/10	3.25	3.69	2.93	3.44	3.26	3.12
Greater Manchester						
2009/10	3.37	3.81	3.11	3.75	3.53	3.30

Table 28 Bury and Greater Manchester Average Speeds (MPH)						
Bury						
Year	0700 - 1000	0800 - 0900	1000 - 1600	1700 - 1800	1600 - 1900	0700 - 1900
2004/05	18	16	21	18	19	20
2005/06	18	15	21	18	19	19
2006/07	18	16	21	18	19	19
2007/08	19	17	21	18	19	20
2008/09	19	16	20	18	19	19
2009/10	18	16	20	17	18	19
Greater Manchester						
2009/10	18	16	19	16	17	18

