

TRANSPORT FOR GREATER MANCHESTER
HIGHWAYS FORECASTING AND ANALYTICAL SERVICES

Transport Statistics Trafford 2010

HFAS Report 1663 November 2011

SUMMARY

This report complements HFAS Reports 1654, 'Transport Statistics Greater Manchester 2010' and 1654, 'Reported Road Casualty Statistics Greater Manchester 2010'. It focuses on the statistics for Trafford and compares them to those for Greater Manchester where appropriate.

It includes:

- lists and diagrams of traffic flows on major road links
- summaries of traffic profiles at automatic traffic counter sites
- diagrams showing road accident locations by type of accident

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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 Trafford and compares it to Greater Manchester where appropriate.

1.2 The key points from the report are summarised below.

Key Facts

- Trafford has a population of 217,300 and covers an area of 106 square kilometres.
- There are 804 kilometres (km) of road consisting of 10 km motorway, 58 km principal road, 53 km B road, 49 km other classified road and 635 km unclassified road.
- The average daily flow per kilometre is 114,300 vehicles on motorways, 19,500 on A roads and 10,700 on B roads.
- There were 412 injury accidents in Trafford during 2010 resulting in 569 casualties. There were 50 killed or seriously injured (KSI) casualties.
- Trafford has been awarded an allocation of £2.37 million through the LTP process for 2011/12.

Traffic Flows

- The highest estimated 24-hour Annual Average Weekday Traffic (AAWT) flow was approximately 140,200 vehicles on the M60 between Junctions 10 and 11.
- The busiest all-purpose road was the A56 Chester Road in Stretford where the 24-hour AAWT flow estimate reached 65,300 vehicles on the stretch just north of the M60.
- The site with the highest 12-hour pedal cycle flow was the B5218 Chorlton Road in Old Trafford, with 937 cycles between 07:00 and 19:00.
- The average 12-hour A road pedal cycle flow in Trafford was 194. The average B road pedal cycle flow was 154. These are considerably higher than the Greater Manchester average of 107 for A roads and 100 for B roads.

Traffic Growth

- 24-hour weekday flows on motorways in both Trafford and Greater Manchester have decreased by 2% since 2009.
- 12-hour weekday flows on A and B roads showed a 3% increase in Trafford and a 2% decrease in Greater Manchester as a whole
- Since 1993, traffic has grown by 8% in Trafford, fallen by 3% in Greater Manchester and grown by 2% nationally.

Annual Vehicle Kilometres

- 396 million vehicle kilometres were travelled on Trafford's motorways, 416 million on A roads and 205 million on B roads.
- Motorways, A roads and B roads in Trafford carried 8% of major road traffic in Greater Manchester on 9% of the major road network.

Traffic Composition

- Motorways: 79% cars, 12% light goods vehicles (LGVs) and 8% other goods vehicles (OGVs).
- A roads: 84% cars, 10% LGVs and 3% OGVs.
- B roads: 84% cars, 10% LGVs and 2% OGVs.
- Minor roads: 83% cars, 10% LGVs and 1% OGVs.
- Traffic composition on Trafford's major road network was broadly similar to Greater Manchester.

Rail Patronage

- The number of boarders travelling inbound to Manchester on the Irlam corridor in 2010 was 520 in the peak (07:30-09:30) and 212 in the off-peak (09:30-13:30). These figures represent an 8% decrease and 33% increase respectively on the 2009 values, along with 27% and 66% increases since levels observed in 1991.

Metrolink Patronage

- The number of boarders travelling inbound to Manchester on the Altrincham Line in 2010 was approximately 3,700 in the peak (07:30-09:30) and 2,900 in the off-peak (09:30-13:30). These figures represent an increase of 5% and a decrease of 10% since 2009 respectively. The figures also represent increases of 80% and 40% respectively since 1992.

Key Centre Monitoring

- The number of vehicles entering Altrincham key centre in 2011 was approximately 4,100 in the morning peak, 3,100 in the off-peak and 3,200 in the evening peak period. These figures represent decreases of 13%, 27% and 22% respectively from 1997.

- Between 2010 and 2011, the number of trips into Altrincham Key Centre decreased in the morning and evening peak periods, but increased slightly in the off peak period.
- The inbound modal share in 2011 was 48% car and 52% non-car in the morning peak, 49% car and 51% non-car in the off peak and 56% car and 44% non-car in the evening peak.

Automatic Traffic Counts at Altrincham Key Centre Cordon Sites

- Automatic Traffic Counts into the Key Centre were last carried out in April and May 2010.
- Morning weekday peak flows and 24-hour average weekday flows increased by 11% and 5% respectively between the base year (2007) and 2010.
- Traffic flows on Railway Street were low in 2007 due to roadworks. Much of this was through traffic that did not necessarily transfer to other sites.

Pedestrian Activity

- Pedestrian Activity surveys for Trafford were last carried out in July 2009.
- Pedestrian activity fell by 8% on Fridays and 58% on Saturdays between 1997 and 2009. Pedestrian activity decreased by 26% on Fridays and increased by 16% on Saturdays between 2008 and 2009.

Road Accidents and Casualties

- The total number of reported injury accidents in Trafford was 412 in 2010, 54% lower than the average from the base years (1994-1998) and 15% lower than the 482 in 2009.
- The total number of casualties in Trafford was 569 in 2010, 53% lower than the average from the base years (1994-1998) and 8% lower than the 621 in 2009.
- There were 50 killed or seriously injured (KSI) casualties in 2010 compared with an average of 74 KSI in the base years.
- The 2008-2010 three-year average used for monitoring KSI GMLTP2 targets was 30% below the base years average.
- The 2008-2010 three-year average for child KSI casualties was 67% below the baseline average.
- Slight casualties in 2010 were 54% below the baseline average and 34% below the 2010 GMLTP2 target.

Congestion

- Average journey time rates in Trafford have increased in all time periods between 2008/09 and 2009/10. Average journey time rates were lower in Trafford than in Greater Manchester as a whole with the exception of the 0800 – 0900 period, where rates were slightly higher. Lower journey time rates in Trafford imply higher average speeds within the district compared to Greater Manchester as a whole.
- The slowest roads in the morning peak (0800 – 0900) include the A56 Cross Street/Manchester Road, the B5165 Park Road, the A560 Woodlands Road/Stockport Road, the A5144 Thorley Lane, the A5145 Kingsway and the area around the junction between the A56 and the A5081 in Old Trafford.

2. ROAD TRAFFIC

Traffic Flows 2010

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

- The busiest motorway section was on the M60 between Junctions 10 and 11 where the traffic flow reached an estimated 140,200 vehicles.
- The busiest all-purpose road was the A56 Chester Road in Stretford where the 24-hour AAWT flow estimate reached 65,300 vehicles on the stretch just north of the M60.
- The second list in Appendix 1 shows that the road with the highest recorded 12-hour pedal cycle flow is the B5218 Chorlton Road in Old Trafford, with 937 cycles between 07:00 and 19:00.
- The average 12-hour A road pedal cycle flow in Trafford was 194. The average B road pedal cycle flow was 154. These are considerably higher than the Greater Manchester average 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 average weekday flows on four motorway sections in Trafford for which ATC or manual data were available in both 2009 and 2010, together with percentage changes in flow since 2009. It also gives countywide figures based on 58 motorway sections.

- 24-hour weekday flows on motorways in both Trafford and Greater Manchester have decreased by 2% since 2009.

| | | LGV | % | OGV | % | Goods | % | All Motors | % |
|------------------------|-----------------|-------|-------|-------|-------|-------|-------|------------|------|
| M60 | Bet Jns 5 & 6 | 14700 | (-14) | 9600 | (11) | 24300 | (-5) | 124200 | (-1) |
| | Bet Jns 6 & 7 | 14100 | (-16) | 9700 | (-33) | 23800 | (-24) | 127800 | (-5) |
| | Bet Jns 8 & 9 | 16500 | (-10) | 8500 | (1) | 25000 | (-6) | 125000 | (-2) |
| | Bet Jns 9 & 10 | 15200 | (-8) | 10600 | (26) | 25900 | (3) | 115500 | (2) |
| | Bet Jns 10 & 11 | 17800 | (-5) | 9100 | (2) | 26900 | (-3) | 140200 | (-3) |
| Trafford Sample | | 15700 | (-10) | 9500 | (-3) | 25200 | (-8) | 126500 | (-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 traffic flows on A and B roads in Trafford and Greater Manchester in 2010 together with percentage changes since 2009. The figures for A and B road growth are based on counts on 14 of the 76 A and B road links in Trafford. Combined goods vehicle flow differences are thought to be more reliable than LGV and OGV differences.

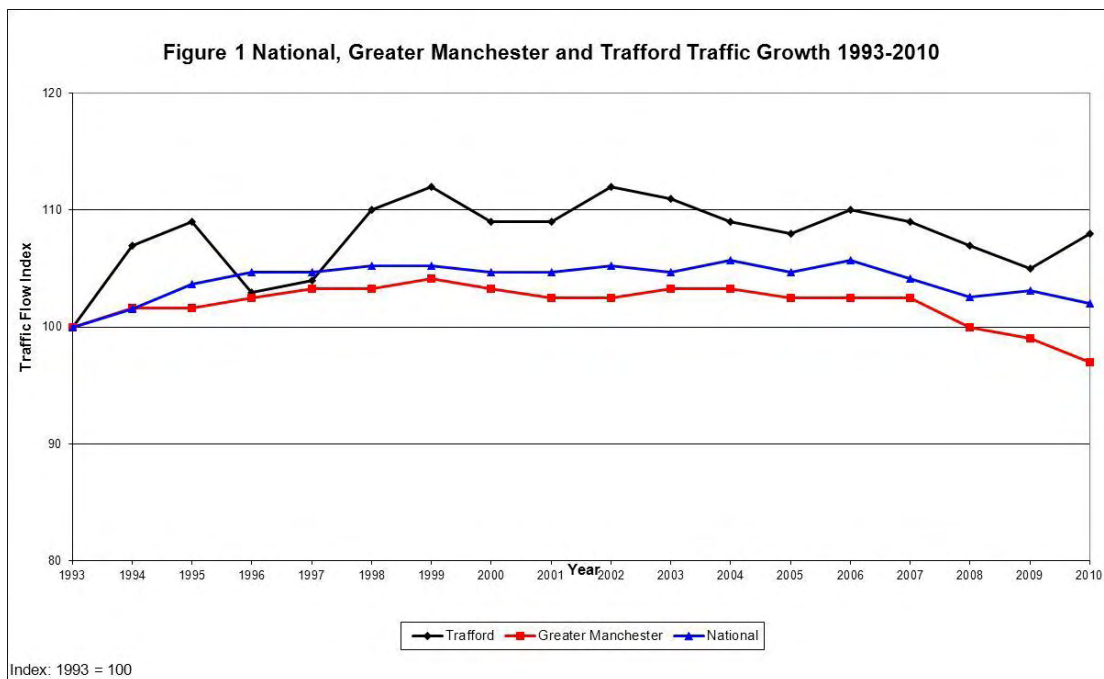
- All motor traffic flows showed a 3% increase in Trafford and a 2% decrease in Greater Manchester as a whole

| | No. of Sites | Cars | (%) | LGV | (%) | OGV | (%) | All Goods | (%) | All Motors | (%) |
|--------------------|--------------|-------|------|------|------|-----|------|-----------|------|------------|------|
| Trafford | 14 | 15465 | (4) | 1749 | (-6) | 528 | (20) | 2277 | (-1) | 18067 | (3) |
| Greater Manchester | 176 | 17105 | (-2) | 2378 | (-4) | 856 | (2) | 3234 | (-3) | 20728 | (-2) |

Traffic Growth Since 1993

2.5 Table 3 and Figure 1 illustrate local and national traffic growth since 1993. Traffic growth for Trafford and Greater Manchester is based on 12-hour average weekday flows on a sample of A and B road links throughout Trafford and Greater Manchester. National growth is based on average 24-hour daily traffic flow data for major urban A roads published in Table 2.1 Road Statistics 2010: Traffic, Speeds and Congestion DfT.

- Since 1993 traffic has grown by 8% in Trafford, fallen by 3% in Greater Manchester and grown by 2% nationally.



| Year | Trafford | Greater Manchester | National |
|------|----------|--------------------|----------|
| 1993 | 100 | 100 | 100 |
| 1994 | 107 | 102 | 102 |
| 1995 | 109 | 102 | 104 |
| 1996 | 103 | 102 | 105 |
| 1997 | 104 | 103 | 105 |
| 1998 | 110 | 103 | 105 |
| 1999 | 112 | 104 | 105 |
| 2000 | 109 | 103 | 105 |
| 2001 | 109 | 102 | 105 |
| 2002 | 112 | 102 | 105 |
| 2003 | 111 | 103 | 105 |
| 2004 | 109 | 103 | 106 |
| 2005 | 108 | 102 | 105 |
| 2006 | 110 | 102 | 106 |
| 2007 | 109 | 102 | 104 |
| 2008 | 107 | 100 | 103 |
| 2009 | 105 | 99 | 103 |
| 2010 | 108 | 97 | 102 |

Index: 1993 = 100

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

- Motorways made up 8% of Trafford's major road network and carried 39% of major road traffic. In Greater Manchester as a whole, motorways made up 12% of the major road network and carried 45% of major road traffic.
- Motorways carried 54% of all goods traffic on major roads in Trafford. This is lower than for Greater Manchester as a whole where motorways carried 62% of all major road goods traffic.
- A roads made up 48% of Trafford's major road network and carried 41% of the traffic. These proportions are lower than Greater Manchester where A roads account for 61% of the major road network and carried 44% of the traffic.
- B roads made up 43% of Trafford's network and carried 20% of the traffic. These figures are higher than those for Greater Manchester as a whole where B roads formed 27% of the major road network and carried 11% of the traffic.
- Motorways, A roads and B roads in Trafford carried 8% of the major road traffic in Greater Manchester on 9% 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 | |
| Trafford | Motorways | 9 | 315 | 49 | 30 | 79 | 396 | 114300 |
| | A Roads | 58 | 362 | 36 | 11 | 48 | 416 | 19500 |
| | B Roads | 52 | 182 | 16 | 3 | 19 | 205 | 10700 |
| | All Roads | 120 | 859 | 101 | 44 | 146 | 1016 | 23200 |
| 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 Trafford in 2010 compared to Greater Manchester as a whole.

- Traffic composition on Trafford's major road network was broadly similar to Greater Manchester.
- Motorways in Trafford carried more cars and fewer goods vehicles than the average across Greater Manchester.
- Trafford has more pedal cycles on A, B and minor roads than the countywide average.

| Table 5 Percentage Composition of Traffic in Trafford and Greater Manchester 2010 (0700-1900) | | | | | | | | | | |
|--|-------------|-------------|------------|-------------|------|-------------|------|--------------------------|------------|------------|
| | | Cars | LGV | OGV1 | | OGV2 | | Buses and Coaches | M/C | P/C |
| Trafford | Motorways | 79.2 | 12.3 | 4.6 | (59) | 3.2 | (41) | 0.3 | 0.4 | 0.0 |
| | A Roads | 83.9 | 10.0 | 2.1 | (70) | 0.9 | (30) | 1.4 | 0.6 | 1.1 |
| | B Roads | 83.7 | 9.6 | 1.2 | (72) | 0.5 | (28) | 1.8 | 0.5 | 2.7 |
| | Minor Roads | 83.1 | 10.1 | 1.0 | (85) | 0.2 | (15) | 3.5 | 0.3 | 1.9 |
| 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

Rail Patronage

3.1 Tables 6 and 7 provide estimates of Manchester bound weekday rail patronage on the Irlam rail corridor and countywide for the years 1991 and 2001-2010. This line lies mainly in Trafford. The estimates have been factored from passenger counts at a sample of stations each year, except in 2001, 2004, 2007 and 2010 when all stations were surveyed.

- There was a 8% decrease in peak period patronage on the Irlam corridor between 2009 and 2010. Since 1991 patronage has increased by 27%. In Greater Manchester as a whole, peak period patronage decreased by 4% between 2009 and 2010 and has increased by 38% since 1991.
- There was a 33% increase in off peak period patronage on the Irlam corridor between 2009 and 2010. Since 1991 patronage has increased by 66%. In Greater Manchester as a whole, off peak period patronage increased by 3% between 2009 and 2010 and more than doubled since 1991.

| Line | 1991 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 |
|-------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Irlam | 411 | 369 | 380 | 405 | 399 | 483 | 607 | 546 | 515 | 564 | 520 |
| Index | 100 | 90 | 92 | 99 | 97 | 117 | 148 | 133 | 125 | 137 | 127 |
| GM | 9808 | 11290 | 10222 | 11454 | 12399 | 13286 | 13422 | 14400 | 14635 | 14173 | 13544 |
| Index | 100 | 115 | 104 | 117 | 126 | 135 | 137 | 147 | 149 | 145 | 138 |

| Line | 1991 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 |
|-------|------|------|------|------|------|------|------|------|------|------|-------|
| Irlam | 128 | 134 | 145 | 148 | 109 | 149 | 151 | 159 | 139 | 159 | 212 |
| Index | 100 | 105 | 113 | 116 | 85 | 116 | 118 | 124 | 109 | 124 | 166 |
| GM | 4536 | 6392 | 5599 | 7095 | 6959 | 7558 | 8631 | 9243 | 9650 | 9719 | 10047 |
| Index | 100 | 141 | 123 | 156 | 153 | 167 | 190 | 204 | 213 | 214 | 221 |

3.2 Tables 8 and 9 show passengers boarding and alighting Manchester bound trains in Trafford between 1991 and 2001-2010 in the morning peak (07:30-09:30) and the off-peak (09:30-13:30) respectively. All current rail stations in Trafford are shown with patronage details where available.

| Table 8 Numbers of Passengers Boarding and Alighting Manchester Bound Trains in Trafford District 1991 & 1998-2010 AM Peak (07:30-09:30) | | | | | | | | | | | | |
|---|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Station | | 1991 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 |
| Altrincham* | B | 34 | - | 29 | 27 | - | 25 | - | - | 42 | - | - |
| | A | - | - | 79 | 92 | - | 97 | - | - | 100 | - | - |
| Chassen Road | B | 36 | 26 | - | - | 36 | - | - | 50 | - | - | 53 |
| | A | - | 10 | - | - | 14 | - | - | 5 | - | - | 10 |
| Flixton | B | 43 | 54 | - | 54 | 61 | - | - | 66 | - | - | 81 |
| | A | - | 4 | - | 2 | 2 | - | - | 0 | - | - | 4 |
| Hale | B | 37 | - | 44 | - | - | 35 | - | - | 43 | - | - |
| | A | - | - | 21 | - | - | 41 | - | - | 47 | - | - |
| Humphrey Park | B | 38 | 17 | - | - | 32 | - | - | 33 | - | - | 24 |
| | A | - | 0 | - | - | 3 | - | - | 2 | - | - | 1 |
| Navigation Road* | B | - | - | 20 | 22 | - | 23 | - | - | 41 | - | - |
| | A | - | - | 19 | 4 | - | 5 | - | - | 7 | - | - |
| Trafford Park | B | 10 | 8 | - | - | 19 | - | - | 38 | - | - | 16 |
| | A | - | 22 | - | - | 11 | - | - | 27 | - | - | 28 |
| Urmston | B | 131 | 115 | 147 | 157 | 115 | 148 | 163 | 169 | 144 | 151 | 145 |
| | A | - | 29 | 32 | 25 | 32 | 24 | 27 | 30 | 30 | 31 | 32 |

| Table 9 Numbers of Passengers Boarding and Alighting Manchester Bound Trains in Trafford District 1991 & 1998-2010 Off-Peak (09:30-13:30) | | | | | | | | | | | | |
|--|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Station | | 1991 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 |
| Altrincham* | B | 33 | - | 17 | 14 | - | 13 | - | - | 40 | - | - |
| | A | - | - | 97 | 163 | - | 70 | - | - | 88 | - | - |
| Chassen Road | B | 16 | 13 | - | - | 5 | - | - | 11 | - | - | 9 |
| | A | - | 3 | - | - | 1 | - | - | 0 | - | - | 1 |
| Flixton | B | 24 | 7 | - | 13 | 18 | - | - | 13 | - | - | 21 |
| | A | - | 0 | - | 0 | 2 | - | - | 6 | - | - | 1 |
| Hale | B | 20 | - | 7 | - | - | 15 | - | - | 35 | - | - |
| | A | - | - | 3 | - | - | 5 | - | - | 6 | - | - |
| Humphrey Park | B | 11 | 8 | - | - | 2 | - | - | 1 | - | - | 0 |
| | A | - | 0 | - | - | 1 | - | - | 1 | - | - | 0 |
| Navigation Road* | B | - | - | 6 | 9 | - | 3 | - | - | 13 | - | - |
| | A | - | - | 9 | 4 | - | 7 | - | - | 6 | - | - |
| Trafford Park | B | 10 | 7 | - | - | 3 | - | - | 3 | - | - | 4 |
| | A | - | 4 | - | - | 0 | - | - | 0 | - | - | 2 |
| Urmston | B | 30 | 64 | 54 | 61 | 48 | 59 | 74 | 84 | 64 | 84 | 85 |
| | A | - | 9 | 39 | 20 | 22 | 21 | 13 | 17 | 20 | 25 | 33 |

Notes: B = Boarders A = Alighters

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

- = No counts available.

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

| Table 10 Numbers of Passengers Boarding and Alighting Trains in Trafford District (2010) | | | | | | | | | | | |
|---|----------------------|----------------------------|----------|-----------------|----------|----------------------|-----------------------------|----------|-----------------|----------|-----------------------|
| Station | Year of Count | AM Peak 07:30-09:30 | | | | | Off-Peak 09:30-13:30 | | | | |
| | | Inbound | | Outbound | | AM Peak Total | Inbound | | Outbound | | Off Peak Total |
| | | B | A | B | A | | B | A | B | A | |
| Altrincham* | 2008 | 42 | 100 | 86 | 61 | 289 | 40 | 88 | 71 | 28 | 227 |
| Chassen Road | 2010 | 53 | 10 | 0 | 2 | 65 | 9 | 1 | 1 | 2 | 13 |
| Flixton | 2010 | 81 | 4 | 8 | 9 | 102 | 21 | 1 | 3 | 4 | 29 |
| Hale | 2008 | 43 | 47 | 60 | 21 | 171 | 35 | 6 | 8 | 6 | 55 |
| Humphrey Park | 2010 | 24 | 1 | 0 | 0 | 25 | 0 | 0 | 0 | 3 | 3 |
| Navigation Road* | 2008 | 41 | 7 | 38 | 17 | 103 | 13 | 6 | 9 | 7 | 35 |
| Trafford Park | 2010 | 16 | 28 | 6 | 10 | 60 | 4 | 2 | 4 | 3 | 13 |
| Urmston | 2010 | 145 | 32 | 47 | 22 | 246 | 85 | 33 | 20 | 42 | 180 |

Notes: B = Boarders A = Alighters

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

Metrolink Patronage

- 3.4 The Altrincham rail line, operated by British Rail, closed in December 1991 and reopened on the 15th of June 1992 as Metrolink.
- 3.5 Table 11 shows all passengers boarding and alighting trams inbound to and outbound from Manchester in 2010.

| AM Peak | | | | | | | |
|--------------------|------------------|------------------|------------------|------------------|------------------------|------------------|-------------|
| 07:30-09:30 | Mcr Bound | | Alt Bound | | Both Directions | | |
| Station | Boarders | Alighters | Boarders | Alighters | Boarders | Alighters | All |
| Altrincham | 894 | 0 | 0 | 1052 | 894 | 1052 | 1946 |
| Navigation Road | 438 | 12 | 52 | 97 | 490 | 109 | 599 |
| Timperley | 441 | 34 | 142 | 210 | 583 | 244 | 827 |
| Brooklands | 563 | 89 | 236 | 106 | 799 | 195 | 994 |
| Sale | 641 | 66 | 272 | 179 | 913 | 245 | 1158 |
| Dane Road | 158 | 19 | 72 | 50 | 230 | 69 | 299 |
| Stretford | 334 | 107 | 377 | 135 | 711 | 242 | 953 |
| Old Trafford | 103 | 172 | 142 | 246 | 245 | 418 | 663 |
| Trafford Bar | 104 | 55 | 138 | 237 | 242 | 292 | 534 |
| Cornbrook Alt | 50 | 155 | 169 | 38 | 219 | 193 | 412 |
| Total | 3726 | 709 | 1600 | 2350 | 5326 | 3059 | 8385 |
| Off-Peak | | | | | | | |
| 09:30-13:30 | Mcr Bound | | Alt Bound | | Both Directions | | |
| Station | Boarders | Alighters | Boarders | Alighters | Boarders | Alighters | All |
| Altrincham | 756 | 0 | 0 | 641 | 756 | 641 | 1397 |
| Navigation Road | 199 | 51 | 65 | 162 | 264 | 213 | 477 |
| Timperley | 310 | 66 | 106 | 204 | 416 | 270 | 686 |
| Brooklands | 294 | 52 | 100 | 137 | 394 | 189 | 583 |
| Sale | 510 | 151 | 206 | 332 | 716 | 483 | 1199 |
| Dane Road | 100 | 30 | 42 | 52 | 142 | 82 | 224 |
| Stretford | 329 | 155 | 191 | 205 | 520 | 360 | 880 |
| Old Trafford | 205 | 77 | 88 | 241 | 293 | 318 | 611 |
| Trafford Bar | 121 | 85 | 91 | 146 | 212 | 231 | 443 |
| Cornbrook Alt | 69 | 106 | 118 | 52 | 187 | 158 | 345 |
| Total | 2893 | 773 | 1007 | 2172 | 3900 | 2945 | 6845 |

- 3.6 Tables 12 and 13 show Manchester bound boarders at individual stations on the line for each year since the conversion of the line. Table 12 details passenger counts in the weekday peak period (07:30-09:30) and Table 13 the off-peak period (09:30-13:30).
- 3.7 Figures 2 and 3 show trends in peak and off-peak Metrolink patronage at each station for inbound boarders.
- Peak period Manchester bound boarders increased by 5% between 2009 and 2010. They have increased by 80% since 1992.
 - Off-peak boarders decreased by 10% between 2009 and 2010. They have increased by 40% since 1992.

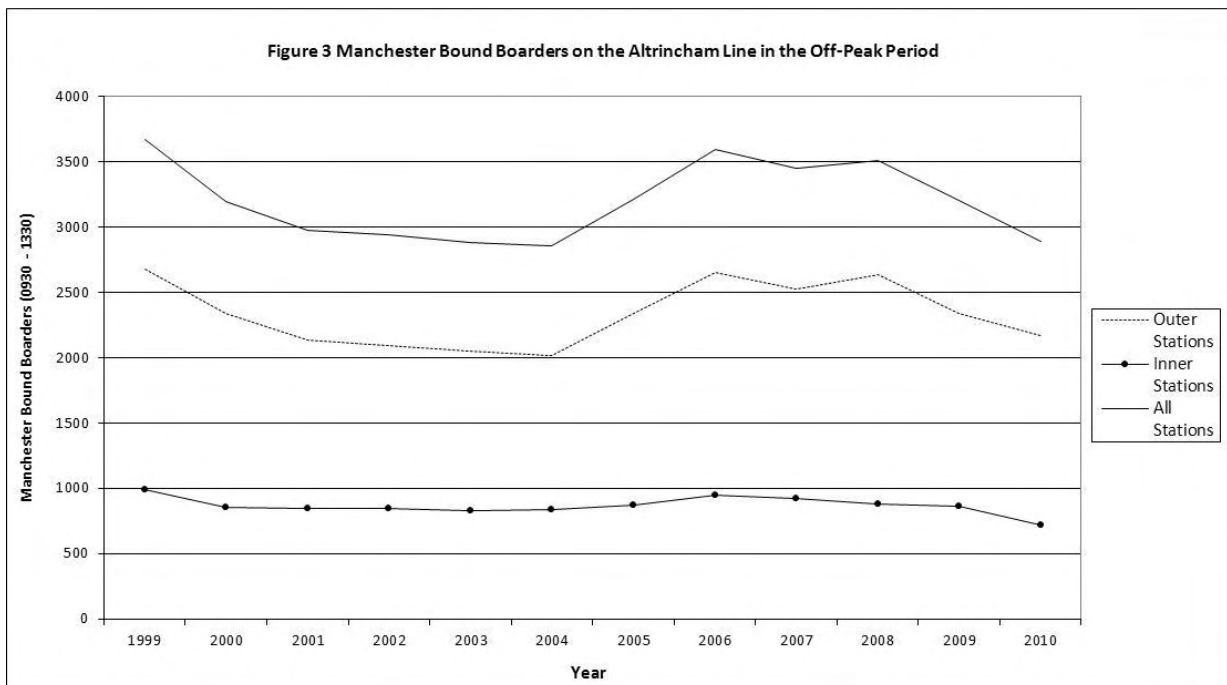
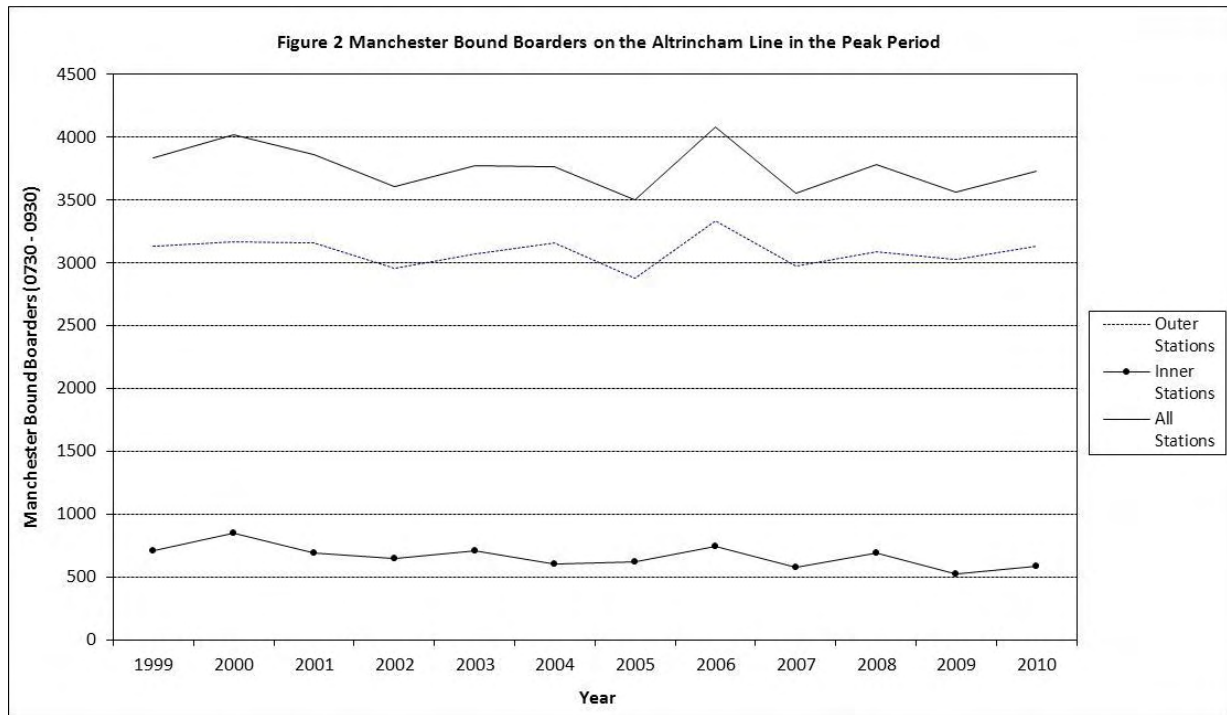
| Table 12 Weekday Peak Manchester Bound Boarders on the Altrincham Metrolink Line (07:30-09:30) | | | | | | | | | | | | |
|---|-----------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Zone | Station | Year | | | | | | | | | | |
| | | 1992 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 |
| Outer Area | Altrincham | 518 | 1000 | 762 | 776 | 831 | 893 | 933 | 868 | 864 | 925 | 894 |
| | Navigation Road | 172 | 378 | 376 | 422 | 416 | 262 | 351 | 376 | 430 | 389 | 438 |
| | Timperley | 257 | 419 | 386 | 422 | 380 | 405 | 410 | 408 | 412 | 410 | 441 |
| | Brooklands | 403 | 646 | 676 | 690 | 664 | 746 | 933 | 694 | 639 | 630 | 563 |
| | Sale | 331 | 582 | 579 | 566 | 722 | 453 | 549 | 480 | 560 | 516 | 641 |
| | Dane Road | 98 | 138 | 176 | 191 | 149 | 120 | 160 | 147 | 180 | 160 | 158 |
| | Total | 1779 | 3163 | 2955 | 3067 | 3162 | 2879 | 3336 | 2973 | 3085 | 3030 | 3135 |
| Index | 100 | 178 | 166 | 172 | 178 | 162 | 188 | 167 | 173 | 170 | 176 | |
| Inner Area | Stretford | 141 | 411 | 393 | 410 | 333 | 383 | 413 | 328 | 392 | 278 | 334 |
| | Old Trafford | 88 | 145 | 122 | 126 | 113 | 102 | 142 | 100 | 128 | 111 | 103 |
| | Trafford Bar | 63 | 134 | 133 | 170 | 154 | 122 | 151 | 101 | 108 | 72 | 104 |
| | Cornbrook Alt* | N/A | 4 | 4 | 2 | 3 | 17 | 38 | 50 | 68 | 68 | 50 |
| | Total | 292 | 694 | 652 | 708 | 603 | 624 | 744 | 579 | 696 | 529 | 591 |
| | Index | 100 | 238 | 223 | 242 | 207 | 214 | 255 | 198 | 238 | 181 | 202 |
| All Stations | Total | 2071 | 3857 | 3607 | 3775 | 3765 | 3503 | 4080 | 3552 | 3781 | 3559 | 3726 |
| | Index | 100 | 186 | 174 | 182 | 182 | 169 | 167 | 172 | 183 | 172 | 180 |

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

Table 13 Weekday Off-Peak Manchester Bound Borders on the Altrincham Metrolink Line (09:30-13:30)

| Zone | Station | Year | | | | | | | | | | |
|---------------------|-----------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| | | 1992 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 |
| Outer Area | Altrincham | 692 | 776 | 848 | 757 | 679 | 876 | 993 | 952 | 862 | 771 | 756 |
| | Navigation Road | 108 | 207 | 156 | 194 | 201 | 168 | 224 | 238 | 236 | 231 | 199 |
| | Timperley | 181 | 229 | 267 | 236 | 259 | 312 | 311 | 320 | 358 | 276 | 310 |
| | Brooklands | 190 | 300 | 257 | 277 | 290 | 323 | 417 | 335 | 374 | 363 | 294 |
| | Sale | 371 | 527 | 478 | 476 | 508 | 543 | 587 | 584 | 687 | 575 | 510 |
| | Dane Road | 75 | 103 | 86 | 110 | 85 | 121 | 120 | 102 | 117 | 125 | 100 |
| | Total | 1617 | 2136 | 209 | 2050 | 2022 | 2343 | 2652 | 2531 | 2634 | 2341 | 2169 |
| | Index | 100 | 132 | 129 | 127 | 125 | 145 | 164 | 157 | 163 | 145 | 134 |
| Inner Area | Stretford | 159 | 443 | 394 | 401 | 382 | 395 | 475 | 468 | 425 | 402 | 329 |
| | Old Trafford | 150 | 206 | 213 | 215 | 233 | 255 | 204 | 225 | 214 | 273 | 205 |
| | Trafford Bar | 144 | 182 | 235 | 206 | 204 | 193 | 212 | 183 | 153 | 144 | 121 |
| | Cornbrook Alt* | N/A | 13 | 9 | 11 | 17 | 32 | 54 | 49 | 87 | 44 | 69 |
| | Total | 453 | 844 | 851 | 833 | 836 | 875 | 945 | 925 | 879 | 863 | 724 |
| | Index | 100 | 186 | 188 | 184 | 185 | 193 | 209 | 204 | 194 | 191 | 160 |
| All Stations | Total | 2070 | 2980 | 2943 | 2883 | 2858 | 3218 | 3597 | 3456 | 3513 | 3204 | 2893 |
| | Index | 100 | 144 | 142 | 139 | 138 | 155 | 174 | 167 | 170 | 155 | 140 |

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



4. KEY CENTRE MONITORING

- 4.1 Traffic, rail and Metrolink counts were conducted on a cordon around Altrincham in 1997. Altrincham was then surveyed on a three yearly cycle (1999, 2002, 2005 and 2008) to monitor progress towards key objectives in the first Greater Manchester Local Transport Plan (GMLTP) and its successor, GMLTP2. Pedestrian surveys were added to the programme in 2002. From 2008, all these surveys have been conducted annually.
- 4.2 Tables providing details of road traffic and modal share trends are presented in this report. Before 2008, CPS (Continuous Passenger Sampling) data had been used to estimate bus trips. However this data was not designed to give an accurate picture of bus passengers at a local level and since 2008, counts of bus passengers crossing the cordon have been conducted.

Road Traffic - Inbound

- 4.3 All vehicles crossing a cordon into Altrincham key centre were counted in the three time periods 07:30-09:30, 10:00-12:00 and 16:00-18:00 on a typical weekday in May 2011.
- 4.4 Tables 14 to 16 show manual traffic counts at each individual cordon site in May 2011 by time period. Figure 4 shows the location of sites and the key centre boundary.

| Site | Site No | Car | LGV | OGV | Bus | M/C | P/C | All |
|----------------------|---------|-------------|------------|------------|------------|------------|------------|-------------|
| A538 Barrington Rd | 85902 | 439 | 58 | 12 | 66 | 1 | 15 | 591 |
| U Grosvenor Rd | 85903 | 253 | 18 | 2 | 1 | 2 | 16 | 292 |
| C Moss Lane | 85904 | 404 | 44 | 9 | 4 | 0 | 12 | 473 |
| U Denmark St | 85905 | 168 | 4 | 2 | 0 | 0 | 9 | 183 |
| A538 Railway St | 85906 | 917 | 78 | 13 | 27 | 4 | 8 | 1047 |
| C Regent Rd | 85908 | 375 | 25 | 4 | 4 | 0 | 5 | 413 |
| C High St | 85909 | 189 | 8 | 2 | 0 | 0 | 2 | 201 |
| C Market St | 85910 | 514 | 40 | 7 | 0 | 2 | 6 | 569 |
| U Victoria St | 85912 | 291 | 16 | 0 | 0 | 4 | 2 | 313 |
| Other pedal cycles | | | | | | | 6 | 6 |
| Total | | 3550 | 291 | 51 | 102 | 13 | 81 | 4088 |
| % Composition | | 86.8 | 7.1 | 1.2 | 2.5 | 0.3 | 2.0 | 1.00 |

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

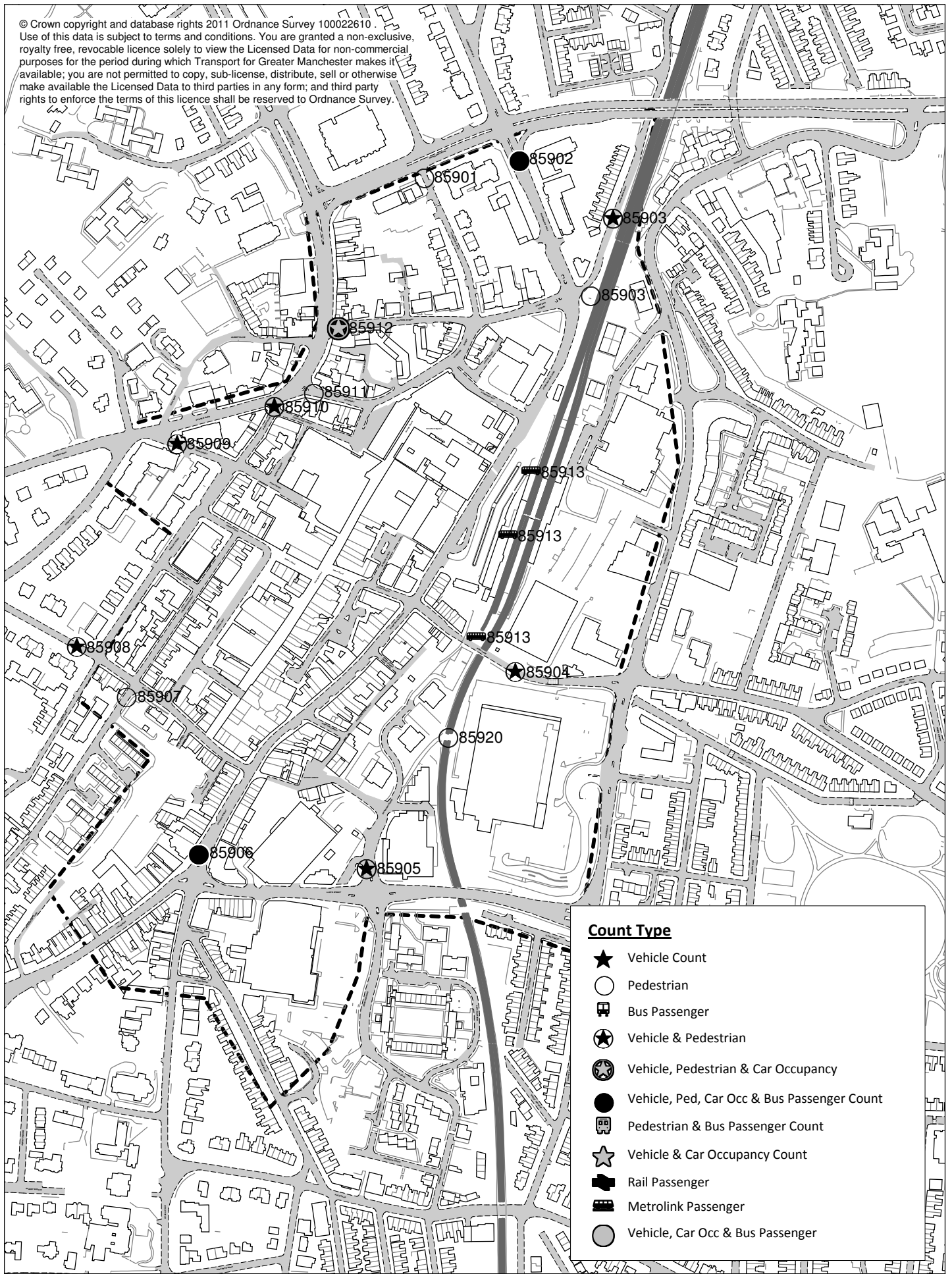
| Site | Site No | Car | LGV | OGV | Bus | M/C | P/C | All |
|----------------------|---------|-------------|-------------|------------|------------|------------|------------|-------------|
| A538 Barrington Rd | 85902 | 397 | 74 | 9 | 74 | 2 | 13 | 569 |
| U Grosvenor Rd | 85903 | 94 | 6 | 0 | 0 | 0 | 14 | 114 |
| C Moss Lane | 85904 | 274 | 35 | 13 | 4 | 0 | 8 | 334 |
| U Denmark St | 85905 | 119 | 10 | 1 | 0 | 0 | 6 | 136 |
| A538 Railway St | 85906 | 705 | 109 | 12 | 20 | 2 | 5 | 853 |
| C Regent Rd | 85908 | 245 | 41 | 1 | 0 | 1 | 4 | 292 |
| C High St | 85909 | 138 | 6 | 3 | 0 | 0 | 1 | 148 |
| C Market St | 85910 | 496 | 42 | 3 | 0 | 0 | 3 | 544 |
| U Victoria St | 85912 | 114 | 19 | 1 | 0 | 0 | 2 | 136 |
| Other pedal cycles | | | | | | | 3 | 3 |
| Total | | 2582 | 342 | 43 | 98 | 5 | 59 | 3129 |
| % Composition | | 82.5 | 10.9 | 1.4 | 3.1 | 0.2 | 1.9 | 100 |

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

| Site | Site No | Car | LGV | OGV | Bus | M/C | P/C | All |
|----------------------|---------|-------------|------------|------------|------------|------------|------------|-------------|
| A538 Barrington Rd | 85902 | 452 | 37 | 3 | 68 | 1 | 15 | 576 |
| U Grosvenor Rd | 85903 | 139 | 3 | 0 | 0 | 1 | 15 | 158 |
| C Moss Lane | 85904 | 305 | 30 | 1 | 5 | 4 | 10 | 355 |
| U Denmark St | 85905 | 216 | 9 | 0 | 0 | 1 | 8 | 234 |
| A538 Railway St | 85906 | 782 | 74 | 4 | 24 | 3 | 15 | 902 |
| C Regent Rd | 85908 | 297 | 17 | 4 | 1 | 0 | 5 | 324 |
| C High St | 85909 | 90 | 2 | 1 | 0 | 0 | 0 | 93 |
| C Market St | 85910 | 415 | 22 | 1 | 0 | 1 | 4 | 443 |
| U Victoria St | 85912 | 131 | 9 | 0 | 0 | 0 | 2 | 142 |
| Other pedal cycles | | | | | | | 4 | 4 |
| Total | | 2827 | 203 | 14 | 98 | 11 | 78 | 3231 |
| % Composition | | 87.5 | 6.3 | 0.4 | 3.0 | 0.3 | 2.4 | 100 |

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

Altrincham Survey Sites and Key Centre Boundary

4.5 Table 17 details total traffic entering Altrincham Key Centre in 1997, 1999, 2002, 2005, 2008, 2009, 2010 and 2011 together with indices of change between 1997 and 2011.

- The number of vehicles entering Altrincham key centre in 2010 was approximately 4,100 in the morning peak, 3,100 in the off-peak and 3,200 in the evening peak period. These figures represent decreases of 13%, 27% and 22% respectively from 1997.
- Improvements to the highway network east of Altrincham town centre, completed in October 2002, have taken through traffic away from the key centre.
- Between 2010 and 2011 traffic decreased by 5% in the morning peak, 4% in the off-peak and 13% in the evening peak period.

| | Year | Cars | LGV | OGV | Bus | M/C | P/C | All |
|--------------------|------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| 07:30-09:30 | 1997 | 3972 | 334 | 142 | 147 | 9 | 88 | 4692 |
| | 1999 | 4308 | 321 | 145 | 150 | 19 | 71 | 5014 |
| | 2002 | 4491 | 421 | 103 | 134 | 21 | 71 | 5241 |
| | 2005 | 3534 | 343 | 88 | 109 | 17 | 79 | 4170 |
| | 2008 | 3724 | 304 | 74 | 107 | 16 | 89 | 4314 |
| | 2009 | 3692 | 308 | 60 | 105 | 14 | 94 | 4273 |
| | 2010 | 3671 | 330 | 68 | 101 | 17 | 96 | 4283 |
| | 2011 | 3550 | 291 | 51 | 102 | 13 | 81 | 4088 |
| | 2011/1997 | 0.89 | 0.87 | 0.36 | 0.69 | 1.44 | 0.92 | 0.87 |
| 10:00-12:00 | 1997 | 3516 | 341 | 167 | 134 | 21 | 89 | 4268 |
| | 1999 | 3512 | 417 | 196 | 157 | 11 | 78 | 4371 |
| | 2002 | 3339 | 468 | 129 | 112 | 13 | 50 | 4111 |
| | 2005 | 3015 | 403 | 106 | 101 | 14 | 59 | 3698 |
| | 2008 | 2482 | 412 | 110 | 104 | 6 | 38 | 3152 |
| | 2009 | 2549 | 386 | 83 | 94 | 19 | 54 | 3185 |
| | 2010 | 2586 | 392 | 97 | 98 | 11 | 61 | 3245 |
| | 2011 | 2582 | 342 | 43 | 98 | 5 | 59 | 3129 |
| | 2011/1997 | 0.73 | 1.00 | 0.26 | 0.73 | 0.24 | 0.66 | 0.73 |
| 16:00-18:00 | 1997 | 3517 | 289 | 96 | 132 | 16 | 68 | 4118 |
| | 1999 | 3563 | 245 | 75 | 135 | 20 | 59 | 4097 |
| | 2002 | 3487 | 278 | 52 | 124 | 23 | 39 | 4003 |
| | 2005 | 3150 | 249 | 22 | 98 | 12 | 44 | 3575 |
| | 2008 | 2906 | 221 | 24 | 96 | 13 | 63 | 3323 |
| | 2009 | 2987 | 228 | 15 | 90 | 16 | 71 | 3407 |
| | 2010 | 3275 | 230 | 34 | 96 | 14 | 58 | 3707 |
| | 2011 | 2827 | 203 | 14 | 98 | 11 | 78 | 3231 |
| | 2011/1997 | 0.80 | 0.70 | 0.15 | 0.74 | 0.69 | 1.15 | 0.78 |

Car Occupancy - Inbound

4.6 Car occupancy surveys were conducted at three sites on the Altrincham Key Centre cordon in May 2011. Table 18 shows the observed occupancy rates by period and site for inbound vehicles. Table 19 compares inbound occupancy rates for 2002, 2005, 2008, 2009, 2010 and 2011.

- The average occupancy rates in 2011 were 1.26 in the morning peak, 1.30 in the off-peak and 1.37 in the evening peak.
- Car occupancy rates fell in all periods between 2010 and 2011.

| Table 18 Altrincham Key Centre Car Occupancy Rates May 2011 | | |
|--|----------------------|----------------------|
| | 07:30-09:30 | |
| Site | % Driver Only | Ave Occupancy |
| 85912 Victoria Street | 87 | 1.13 |
| 85902 Barrington Road | 77 | 1.25 |
| 85906 Railway Street | 73 | 1.31 |
| All Sites | 77 | 1.26 |
| | 10:00-12:00 | |
| Site | % Driver Only | Ave Occupancy |
| 85912 Victoria Street | 83 | 1.17 |
| 85902 Barrington Road | 71 | 1.31 |
| 85906 Railway Street | 73 | 1.31 |
| All Sites | 74 | 1.30 |
| | 16:00-18:00 | |
| Site | % Driver Only | Ave Occupancy |
| 85912 Victoria Street | 85 | 1.16 |
| 85902 Barrington Road | 74 | 1.30 |
| 85906 Railway Street | 65 | 1.44 |
| All Sites | 70 | 1.37 |

| Table 19 Comparison of Altrincham Key Centre Inbound Car Occupancy Rates 2002, 2005, 2008, 2009, 2010 & 2011 | | |
|---|----------------------|----------------------|
| Year | 07:30-09:30 | |
| | % Driver Only | Ave Occupancy |
| 2002 | 78 | 1.27 |
| 2005 | 84 | 1.18 |
| 2008 | 80 | 1.22 |
| 2009 | 74 | 1.32 |
| 2010 | 73 | 1.31 |
| 2011 | 77 | 1.26 |
| Year | 10:00-12:00 | |
| | % Driver Only | Ave Occupancy |
| 2002 | 74 | 1.28 |
| 2005 | 76 | 1.27 |
| 2008 | 77 | 1.26 |
| 2009 | 71 | 1.33 |
| 2010 | 70 | 1.36 |
| 2011 | 74 | 1.30 |
| Year | 16:00-18:00 | |
| | % Driver Only | Ave Occupancy |
| 2002 | 73 | 1.34 |
| 2005 | 74 | 1.32 |
| 2008 | 80 | 1.23 |
| 2009 | 67 | 1.42 |
| 2010 | 66 | 1.41 |
| 2011 | 70 | 1.37 |

Rail and Metrolink Patronage - Inbound

4.7 Table 20 shows rail and Metrolink passengers entering Altrincham key centre in the morning and off-peak time periods in 1997, 1999, 2002, 2005, 2008, 2009, 2010 and 2011. Due to the nature of the survey the estimates also include pedestrians entering the key centre via the station.

- The number of rail and Metrolink users entering the key centre increased by 26% during the morning peak but decreased by 12% during the off-peak between 1997 and 2011.
- Numbers rose in both periods between 2010 and 2011.

| Table 20 Rail/Metrolink Passengers Entering Altrincham Key Centre 1997, 1999, 2002, 2005, 2008, 2009, 2010 & 2011 | | |
|--|--------------------|--------------------|
| Year | 07:30-09:30 | 10:00-12:00 |
| 1997 | 1217 | 661 |
| 1999 | 1440 | 519 |
| 2002 | 1444 | 557 |
| 2005 | 1303 | 461 |
| 2008 | 1378 | 561 |
| 2009 | 1325 | 444 |
| 2010 | 1360 | 459 |
| 2011 | 1531 | 584 |
| 2011/1997 | 1.26 | 0.88 |

Walk Trips - Inbound

- 4.8 The number of pedestrians entering Altrincham key centre was counted at 13 locations in 2011 (see Figure 4). Table 21 presents the number of pedestrians by site and time period.

| Table 21 Pedestrians Entering Altrincham Key Centre 2011 | | | | |
|---|----------------|--------------------|--------------------|--------------------|
| Location | Site no | 07:30-09:30 | 10:00-12:00 | 16:00-18:00 |
| Springfield Rd (S-Bound) | 85901 | 83 | 29 | 16 |
| Barrington Rd (S-Bound) | 85902 | 157 | 71 | 69 |
| Grosvenor Rd (S-Bound) | 85903 | 277 | 124 | 103 |
| Moss Ln (W-Bound) | 85904 | 669 | 800 | 495 |
| Denmark St (N-Bound) | 85905 | 184 | 197 | 284 |
| Railway St (NE-Bound) | 85906 | 228 | 377 | 312 |
| New St (NE-Bound) | 85907 | 41 | 35 | 25 |
| Regent Rd (SE-Bound) | 85908 | 256 | 182 | 160 |
| High St (E-Bound) | 85909 | 123 | 89 | 85 |
| Market St (S-Bound) | 85910 | 59 | 53 | 45 |
| Kingsway (E-Bound) | 85911 | 59 | 28 | 67 |
| Victoria St (E-Bound) | 85912 | 60 | 46 | 73 |
| Tesco Footbridge | 85920 | 98 | 151 | 132 |
| Total | | 2294 | 2182 | 1866 |

- 4.9 Table 22 shows the changes in the total number of pedestrians entering the key centre between 2002 and 2011. It should be noted that numbers since 2002 include people walking from Tesco car park.

- The figures suggest an increase in the number of people entering the key centre on foot since 2010 of 6% in the morning peak, 4% during the off-peak and 17% during the evening peak period.

| Table 22 Pedestrians Entering Altrincham Key Centre 2002, 2005, 2008, 2009, 2010 & 2011 | | | |
|--|--------------------|--------------------|--------------------|
| Year | 07:30-09:30 | 10:00-12:00 | 16:00-18:00 |
| 2002 | 1658 | 1985 | 1196 |
| 2005 | 2225 | 2202 | 2000 |
| 2008 | 2293 | 2237 | 2036 |
| 2009 | 2289 | 2262 | 1973 |
| 2010 | 2171 | 2089 | 1600 |
| 2011 | 2294 | 2182 | 1866 |
| 2011/2002 | 1.38 | 1.10 | 1.56 |

Summary of Trends in Modal Share - Inbound

4.10 Table 23 gives the modal split of car and non-car trips crossing the cordon into Altrincham key centre in 2002, 2005, 2008, 2009, 2010 and 2011 along with a ratio of change between 2002 and 2011.

- The total number of trips decreased in the morning and evening peak periods (2% and 7% respectively) between 2010 and 2011 but increased in the off-peak period (1%).
- The modal share of car trips relative to non-car trips decreased during all time periods between 2010 and 2011.

| Time Period | Year | Car | Bus | Rail | Cycle | Walk | Total | % Car | % Non-Car |
|--------------------|------------------|-------------|-------------|-------------|--------------|-------------|--------------|--------------|------------------|
| 07:30-09:30 | 2002 | 5704 | 1233 | 1444 | 71 | 1658 | 10110 | 56 | 44 |
| | 2005 | 4170 | 810 | 1303 | 79 | 2225 | 8587 | 49 | 51 |
| | 2008 | 4543 | 943 | 1378 | 89 | 2293 | 9246 | 49 | 51 |
| | 2009 | 4873 | 1125 | 1325 | 94 | 2289 | 9706 | 50 | 50 |
| | 2010 | 4809 | 973 | 1360 | 96 | 2171 | 9409 | 51 | 49 |
| | 2011 | 4473 | 859 | 1531 | 81 | 2294 | 9238 | 48 | 52 |
| | 2011/2002 | 0.78 | 0.70 | 1.06 | 1.14 | 1.38 | 0.91 | | |
| 10:00-12:00 | 2002 | 4274 | 1166 | 557 | 50 | 1985 | 8032 | 53 | 47 |
| | 2005 | 3829 | 857 | 461 | 59 | 2202 | 7408 | 52 | 48 |
| | 2008 | 3127 | 813 | 561 | 38 | 2237 | 6776 | 46 | 54 |
| | 2009 | 3390 | 837 | 444 | 54 | 2262 | 6987 | 49 | 51 |
| | 2010 | 3517 | 693 | 459 | 61 | 2089 | 6819 | 52 | 48 |
| | 2011 | 3357 | 685 | 584 | 59 | 2182 | 6867 | 49 | 51 |
| | 2011/2002 | 0.79 | 0.59 | 1.05 | 1.18 | 1.10 | 0.85 | | |
| 16:00-18:00 | 2002 | 4673 | 304 | 936 | 39 | 1196 | 7148 | 65 | 35 |
| | 2005 | 4158 | 329 | 926 | 44 | 2000 | 7457 | 56 | 44 |
| | 2008 | 3574 | 379 | 789 | 63 | 2036 | 6841 | 52 | 48 |
| | 2009 | 4242 | 402 | 743 | 71 | 1973 | 7431 | 57 | 43 |
| | 2010 | 4618 | 444 | 740 | 58 | 1600 | 7460 | 62 | 38 |
| | 2011 | 3873 | 441 | 711 | 78 | 1866 | 6969 | 56 | 44 |
| | 2011/2002 | 0.83 | 1.45 | 0.76 | 2.00 | 1.56 | 0.98 | | |

24-Hour Traffic Profiles into Altrincham Key Centre

4.11 Key Centre surveys were last conducted in April/May 2010. Data for 2007 to 2010 is presented below.

4.12 For GMLTP2, the DfT required 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 were continuous over a two-week period annually. The indicator for the DfT (LTP6) covered the morning peak period (07:00-10:00). Table 24 provides a comparison of the results of the surveys conducted in April/May 2007, 2008, 2009 and 2010 for this time period and for a 24-hour average weekday. A list of the sites that met 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 2007 | 2008 | 2009 | 2010 | % Diff 10/ Base | Base April 2007 | 2008 | 2009 | 2010 | % Diff 10/ Base |
| Moss Lane | 721 | 672 | 717 | 762 | 6 | 3261 | 3053 | 3310 | 3348 | 3 |
| A538 Railway Street | 897 | 1199 | 1257 | 1282 | 43 | 4827 | 6270 | 6584 | 6734 | 40 |
| Regent Road | 330 | 374 | 388 | 370 | 27 | 1438 | 1583 | 1661 | 1630 | 13 |
| Market Street | 788 | 688 | 760 | 723 | -8 | 3684 | 3121 | 3416 | 3319 | -10 |
| A538 Barrington Road | 1003 | 956 | 973 | 959 | -4 | 4935 | 4879 | 4742 | 4936 | 0 |
| TOTAL | 3739 | 3889 | 4095 | 4096 | 10 | 18145 | 18906 | 19710 | 19967 | 10 |

- Traffic flows on Railway Street were low in 2007 due to roadworks. Much of this was through traffic, which did not necessarily transfer to other sites.
- Morning weekday peak flows stayed the same and 24-hour average weekday flows increased by 1% between 2009 and 2010.

5. ROAD ACCIDENTS AND CASUALTIES

- 5.1 There were 412 accidents in Trafford during 2010 resulting in 569 casualties. This compares with an average of 1198 casualties in the base years (the average annual casualties in the years 1994 to 1998). There were 50 killed or seriously injured (KSI) casualties in 2010 compared with an average of 74 KSI casualties in the base years.
- 5.2 Local targets for 2010 have been set as part of the second Local Transport Plan (GMLTP2). These are a 50% reduction for KSI casualties, a 55% reduction for child KSI accidents and a 30% reduction in slight casualties relative to base years average. Unlike the first Local Transport Plan (GMLTP), the annual figures for the KSI and Child KSI casualties are represented by a three-year average. Thus the average of 2008, 2009 and 2010 represents 2009. The targets are all more rigorous than the national targets which are for a 40% reduction in KSI casualties, a 50% reduction in child KSI casualties and a 10% reduction in slight casualties per vehicle kilometre.
- 5.3 Table 25 shows the base, the annual average trend and GMLTP2 targets for KSI and child KSI casualty groups. Table 26 shows the base, the annual trend and target for slight casualties.
- The three-year average number of KSI casualties for 2009 was 30% below the base.
 - The three-year average for child KSI casualties was 67% below the base.
 - Slight casualties in 2010 were 54% below the baseline average and 34% below the 2010 GMLTP2 target.

| | Base ave 1994 to 1998 | 2000 ave 1999 to 2001 | 2001 ave 2000 to 2002 | 2002 ave 2001 to 2003 | 2003 ave 2002 to 2004 | 2004 ave 2003 to 2005 | 2005 ave 2004 to 2006 | 2006 ave 2005 to 2007 | 2007 ave 2006 to 2008 | 2008 ave 2007 to 2009 | 2009 ave 2008 to 2010 | Target ave 2009 to 2011 |
|----------------------|--|--|--|--|--|--|--|--|--|--|--|--|
| KSI | 74 | 79 | 72 | 70 | 73 | 66 | 65 | 60 | 61 | 54 | 52 | 37 |
| Child KSI | 18 | 15 | 9 | 7 | 7 | 9 | 10 | 10 | 10 | 7 | 6 | 8 |

| Table 26 Base, Yearly Trend and Target for Slight GMLTP2 Casualty Target Groups | | | | | | | | | | | | |
|--|--|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|------------------------|
| | Base ave 1994 to 1998 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | Target 2010 |
| Slight | 1124 | 1012 | 977 | 842 | 714 | 705 | 716 | 662 | 677 | 569 | 519 | 787 |

- 5.4 Tables 27 to 29 show the breakdown of casualties by type and age. Tables 30 and 31 show how accidents vary by day of week and month and by driving conditions.
- 5.5 Figures 6 to 8 show graphically the number of casualties in each of these three target groups from 1985 onwards. Figure 9 shows how the trend in all casualties in Trafford compares to the Greater Manchester average.
- 5.6 Finally, Figures 10 and 11 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 Trafford are given in Appendix 4 for the following categories of accident:
- all by severity
 - KSI casualties sub-divided into child and adult
 - pedestrian sub-divided into child and adult
 - pedal cycle sub-divided into child and adult

| Table 27 Trafford Casualty Data 1994-2010 | | | | | | | | | | | | | |
|--|------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| All Casualties | Ave 94-98 | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 |
| Fatal | 5 | 8 | 7 | 10 | 10 | 12 | 6 | 2 | 7 | 9 | 5 | 6 | 0 |
| Serious | 69 | 84 | 75 | 53 | 62 | 64 | 65 | 49 | 66 | 48 | 49 | 46 | 50 |
| Slight | 1124 | 1235 | 1252 | 1012 | 977 | 842 | 714 | 705 | 716 | 662 | 677 | 569 | 519 |
| All | 1198 | 1327 | 1334 | 1075 | 1049 | 918 | 785 | 756 | 789 | 719 | 731 | 621 | 569 |
| KSI | 74 | 92 | 82 | 63 | 72 | 76 | 71 | 51 | 73 | 57 | 54 | 52 | 50 |
| Pop 000's | 218.9 | 220.2 | 220.1 | 210.1 | 209.8 | 211.8 | 211.8 | 212.7 | 213.2 | 211.8 | 212.8 | 213.7 | 215.3 |
| KSI Rate per 100000 Pop | 34 | 42 | 37 | 30 | 34 | 36 | 34 | 24 | 34 | 27 | 25 | 24 | 23 |
| Child Casualties | | | | | | | | | | | | | |
| Child KSI | 18 | 22 | 13 | 10 | 5 | 7 | 9 | 10 | 12 | 9 | 8 | 5 | 6 |
| Child (All) | 171 | 193 | 161 | 118 | 137 | 95 | 92 | 92 | 96 | 66 | 85 | 63 | 61 |
| Child Pop 000's | 45.0 | 44.7 | 44.4 | 42.0 | 41.8 | 42.0 | 42.0 | 42.0 | 42.1 | 41.8 | 41.7 | 42.0 | 42.5 |
| KSI Rate per 100000 Pop | 39 | 49 | 29 | 24 | 12 | 17 | 21 | 24 | 29 | 22 | 19 | 12 | 14 |
| Casualty Type | | | | | | | | | | | | | |
| TWPV | 40 | 51 | 72 | 53 | 61 | 77 | 46 | 34 | 43 | 34 | 24 | 36 | 36 |
| Car Occupant | 798 | 919 | 930 | 736 | 722 | 603 | 522 | 527 | 526 | 462 | 464 | 382 | 381 |
| Pedestrian | 159 | 151 | 157 | 125 | 123 | 105 | 110 | 96 | 87 | 82 | 96 | 78 | 66 |
| Pedal Cycle | 126 | 119 | 104 | 86 | 79 | 79 | 57 | 68 | 88 | 82 | 97 | 98 | 67 |
| Other | 76 | 87 | 71 | 75 | 64 | 54 | 50 | 31 | 45 | 59 | 50 | 27 | 19 |
| All | 1198 | 1327 | 1334 | 1075 | 1049 | 918 | 785 | 756 | 789 | 719 | 731 | 621 | 569 |

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

| Table 28 Trafford Casualty Data 1989-2010 | | | | | | | | | | |
|--|-----------------------------|-----------------------------|-----------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| | Ave 1989- 93 | Ave 1994- 98 | Ave 1999- 03 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 |
| All Casualties | | | | | | | | | | |
| Trafford Casualties | 1208 | 1198 | 1141 | 785 | 756 | 789 | 719 | 731 | 621 | 569 |
| Trafford KSI Casualties | 119 | 74 | 77 | 71 | 51 | 73 | 57 | 54 | 52 | 50 |
| Greater Manchester Casualties | 16479 | 16708 | 15671 | 13543 | 12805 | 11795 | 10702 | 9881 | 9303 | 7587 |
| Casualty Type | | | | | | | | | | |
| TWPV Rider | 90 | 38 | 58 | 39 | 34 | 40 | 33 | 21 | 34 | 34 |
| TWPV Pillion | 3 | 2 | 4 | 7 | 0 | 3 | 1 | 3 | 2 | 2 |
| Car Driver | 451 | 524 | 513 | 356 | 344 | 351 | 297 | 301 | 262 | 246 |
| Car Passenger | 250 | 274 | 269 | 166 | 183 | 175 | 165 | 163 | 120 | 135 |
| Pedestrian | 202 | 159 | 132 | 110 | 96 | 87 | 82 | 96 | 78 | 66 |
| Cyclist (Rider Only) | 143 | 125 | 92 | 56 | 68 | 88 | 82 | 97 | 97 | 67 |
| PCV Passenger | 23 | 29 | 28 | 17 | 12 | 25 | 24 | 26 | 5 | 6 |
| Total Other Driver | 32 | 35 | 34 | 25 | 16 | 17 | 23 | 17 | 17 | 12 |
| Total Other Passenger | 12 | 12 | 9 | 9 | 3 | 3 | 12 | 7 | 6 | 1 |
| Child Casualties by Type | | | | | | | | | | |
| Driver/Rider | 46 | 37 | 23 | 22 | 18 | 23 | 9 | 15 | 14 | 7 |
| Passenger | 54 | 69 | 70 | 47 | 36 | 41 | 29 | 48 | 27 | 33 |
| Pedestrian | 81 | 65 | 48 | 23 | 38 | 32 | 28 | 22 | 22 | 21 |
| All Classes | 181 | 171 | 141 | 92 | 92 | 96 | 66 | 85 | 63 | 61 |
| Child Casualties by Age | | | | | | | | | | |
| 0 – 4 | 27 | 26 | 19 | 15 | 14 | 12 | 10 | 8 | 11 | 15 |
| 5 – 9 | pupil to/from school | 7 | 6 | 4 | 1 | 5 | 5 | 0 | 0 | 0 |
| | pupil not to/from school | 46 | 46 | 33 | 17 | 20 | 21 | 12 | 18 | 9 |
| 10 – 15 | pupil to/from school | 22 | 25 | 22 | 12 | 7 | 11 | 3 | 11 | 1 |
| | pupil not to/from school | 79 | 68 | 62 | 47 | 46 | 47 | 41 | 48 | 42 |
| Drink Drive Casualties by Severity | | | | | | | | | | |
| Fatal | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| Serious | 2 | 2 | 4 | 3 | 1 | 2 | 2 | 2 | 2 | 0 |
| Slight | 27 | 31 | 30 | 34 | 26 | 22 | 11 | 7 | 26 | 18 |
| Total | 29 | 33 | 35 | 38 | 27 | 24 | 14 | 9 | 28 | 18 |

| Table 29 Trafford 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 | 49 | 38 | 29 | 12 | 24 | 22 | 17 | 10 | 17 | 12 |
| | Female | 32 | 27 | 19 | 11 | 14 | 10 | 11 | 12 | 5 | 9 |
| 16 – 59 | Male | 51 | 42 | 37 | 41 | 32 | 30 | 22 | 35 | 25 | 22 |
| | Female | 31 | 27 | 23 | 30 | 17 | 15 | 18 | 21 | 16 | 13 |
| Over 59 years | Male | 16 | 11 | 9 | 6 | 4 | 2 | 5 | 8 | 9 | 4 |
| | Female | 24 | 14 | 15 | 10 | 5 | 8 | 9 | 10 | 6 | 6 |
| | Total | 202 | 159 | 132 | 110 | 96 | 87 | 82 | 96 | 78 | 66 |
| Cyclists (Rider Only) | | | | | | | | | | | |
| Under 16 years | Male | 36 | 29 | 16 | 18 | 15 | 19 | 8 | 12 | 11 | 7 |
| | Female | 9 | 6 | 5 | 0 | 2 | 3 | 1 | 3 | 3 | 0 |
| 16 – 59 | Male | 67 | 63 | 52 | 29 | 35 | 44 | 52 | 62 | 70 | 45 |
| | Female | 19 | 18 | 13 | 2 | 7 | 15 | 11 | 17 | 9 | 12 |
| Over 59 years | Male | 9 | 7 | 5 | 4 | 7 | 7 | 7 | 2 | 3 | 2 |
| | Female | 4 | 2 | 1 | 3 | 2 | 0 | 3 | 1 | 1 | 1 |
| | Total | 143 | 125 | 92 | 56 | 68 | 88 | 82 | 97 | 97 | 67 |
| TWPV Riders | | | | | | | | | | | |
| Under 20 years | Male | 20 | 5 | 10 | 11 | 7 | 8 | 8 | 3 | 10 | 7 |
| | Female | 2 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 1 | 1 |
| 20 – 29 | Male | 32 | 10 | 11 | 6 | 9 | 9 | 6 | 5 | 10 | 6 |
| | Female | 3 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 |
| Over 29 years | Male | 29 | 18 | 32 | 18 | 17 | 20 | 17 | 13 | 13 | 16 |
| | Female | 5 | 3 | 3 | 1 | 1 | 2 | 0 | 0 | 0 | 3 |
| | Total | 90 | 38 | 58 | 39 | 34 | 40 | 33 | 21 | 34 | 34 |
| Car Drivers | | | | | | | | | | | |
| Under 20 years | Male | 31 | 30 | 22 | 19 | 17 | 19 | 15 | 15 | 10 | 11 |
| | Female | 23 | 18 | 16 | 10 | 7 | 8 | 11 | 10 | 14 | 10 |
| 20 – 29 | Male | 82 | 90 | 72 | 55 | 48 | 59 | 50 | 38 | 33 | 29 |
| | Female | 84 | 91 | 80 | 38 | 47 | 56 | 35 | 42 | 49 | 36 |
| Over 29 years | Male | 125 | 142 | 167 | 130 | 128 | 105 | 82 | 100 | 83 | 75 |
| | Female | 106 | 153 | 156 | 104 | 97 | 104 | 104 | 96 | 73 | 85 |
| | Total | 451 | 524 | 513 | 356 | 344 | 351 | 297 | 301 | 262 | 246 |

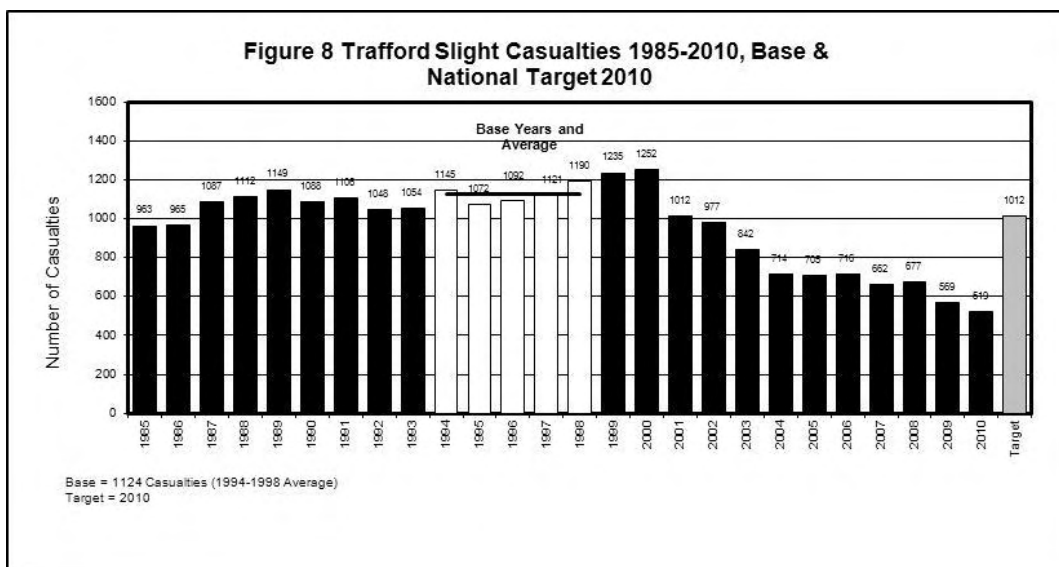
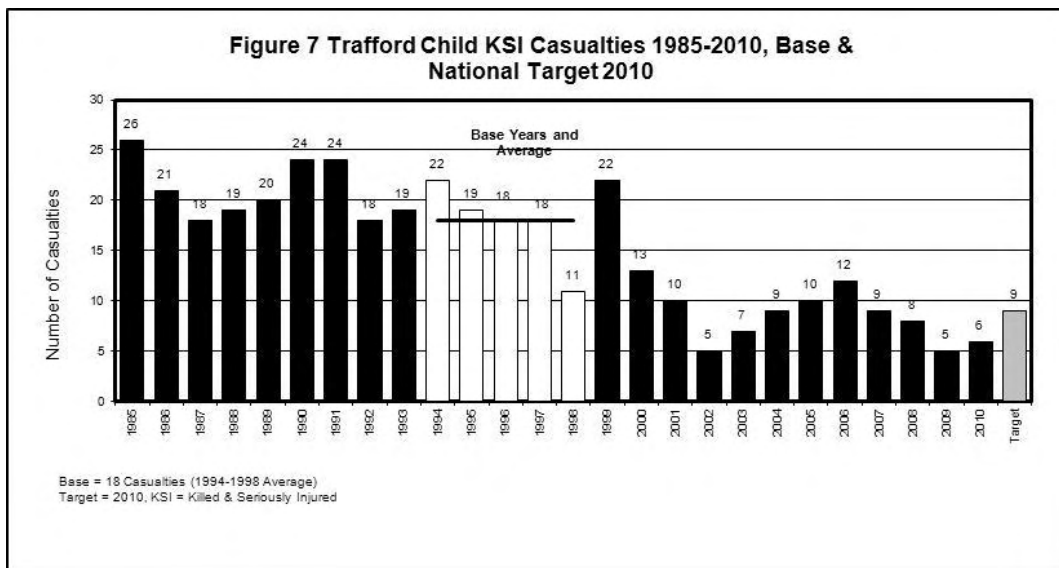
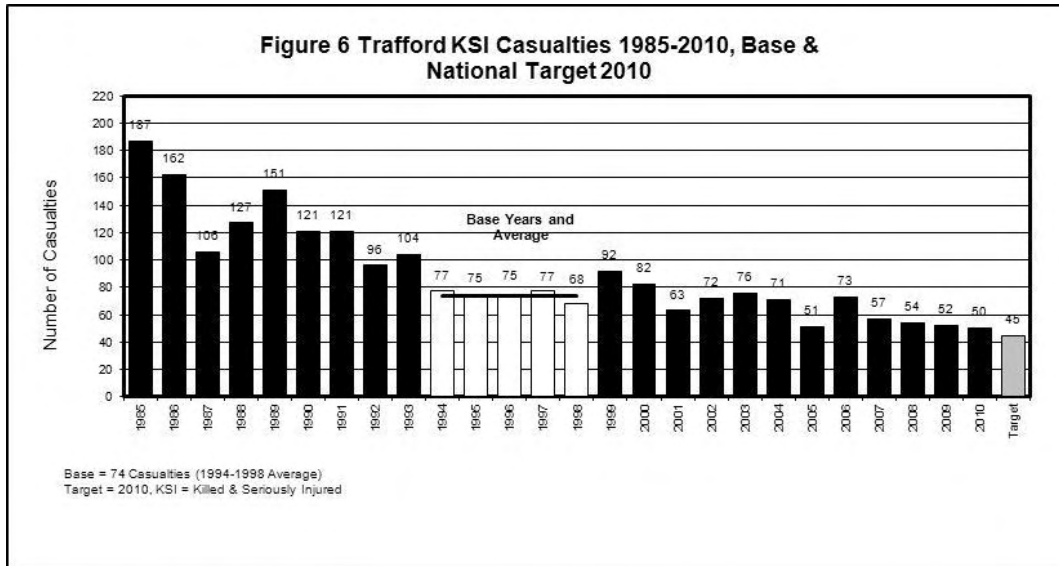
Notes: Average 1989-93, average 1994-98 and average 1999-2003 totals may not sum due to rounding.

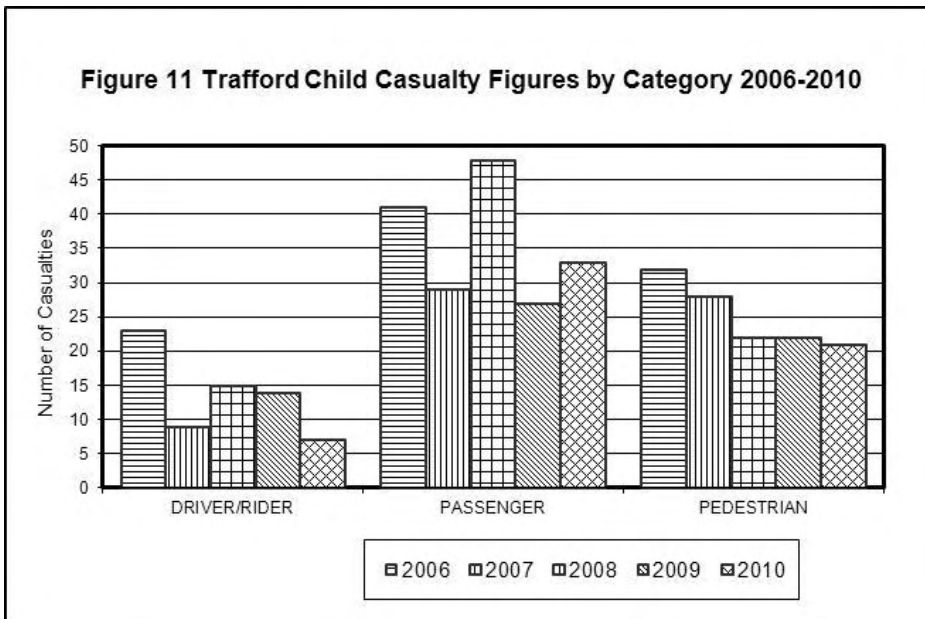
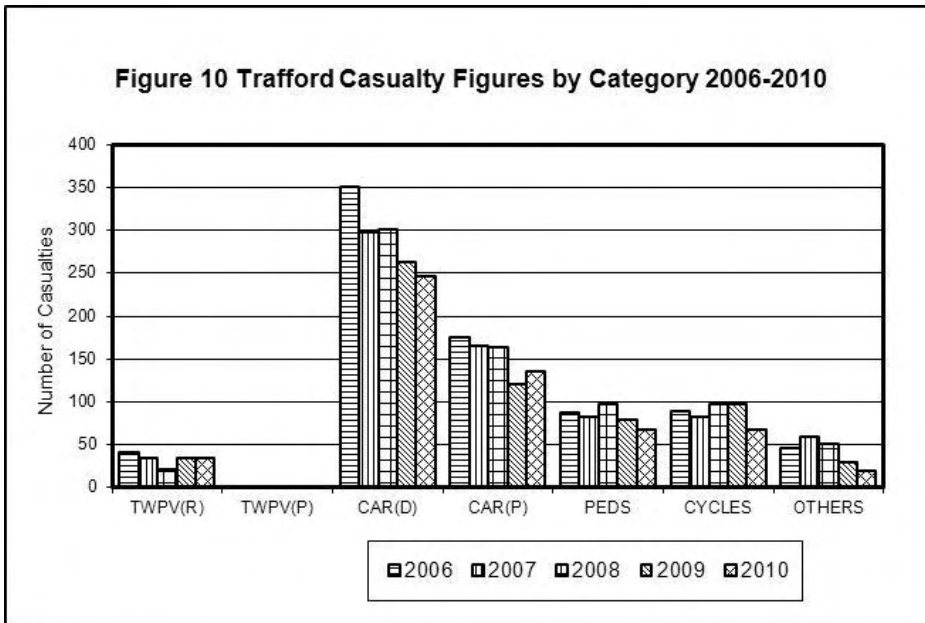
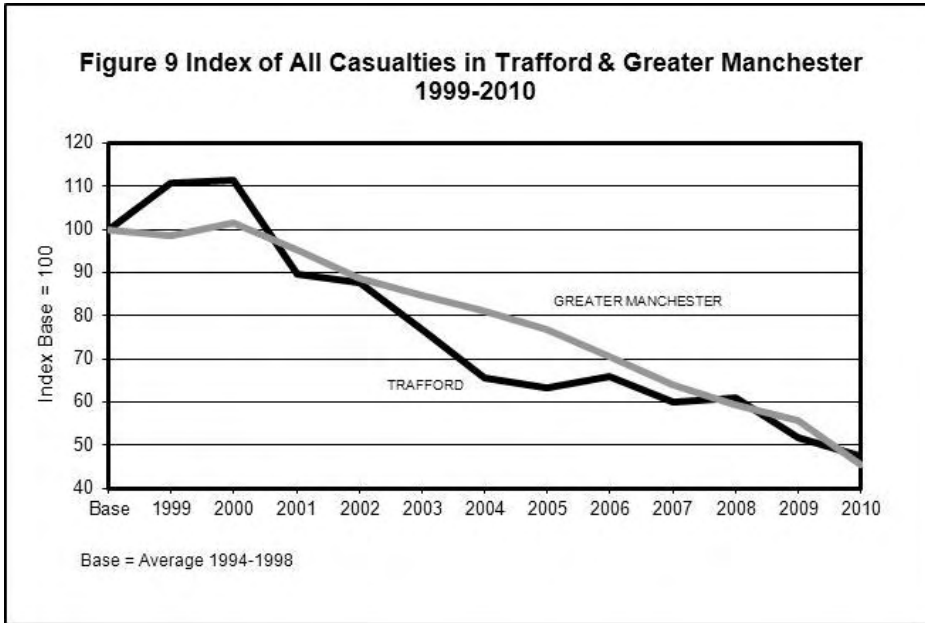
Car – From 1/4/99 this definition was revised to exclude invalid tricycles and motor caravans.

| Table 30 Trafford Injury Accident Data 1989-2010 | | | | | | | | | | |
|---|----------------------------|----------------------------|----------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| | Average 1989-93 | Average 1994-98 | Average 1999-03 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 |
| Total Accidents | 928 | 894 | 819 | 587 | 559 | 580 | 495 | 511 | 482 | 412 |
| Total KSI Accidents | 109 | 67 | 72 | 64 | 51 | 72 | 52 | 50 | 50 | 47 |
| Accidents by Month | | | | | | | | | | |
| January | 77 | 81 | 70 | 51 | 50 | 47 | 34 | 41 | 35 | 26 |
| February | 67 | 58 | 63 | 53 | 36 | 38 | 34 | 33 | 34 | 38 |
| March | 75 | 67 | 63 | 46 | 36 | 35 | 44 | 45 | 50 | 40 |
| April | 72 | 71 | 62 | 44 | 45 | 36 | 43 | 46 | 42 | 45 |
| May | 74 | 75 | 76 | 35 | 32 | 47 | 47 | 44 | 49 | 31 |
| June | 81 | 82 | 60 | 45 | 49 | 50 | 40 | 40 | 46 | 25 |
| July | 79 | 76 | 60 | 47 | 46 | 63 | 34 | 46 | 36 | 38 |
| August | 75 | 65 | 58 | 44 | 49 | 47 | 41 | 36 | 37 | 31 |
| September | 75 | 85 | 71 | 64 | 50 | 58 | 48 | 51 | 36 | 38 |
| October | 84 | 84 | 73 | 57 | 48 | 62 | 43 | 44 | 40 | 34 |
| November | 89 | 82 | 83 | 54 | 53 | 52 | 49 | 49 | 44 | 41 |
| December | 81 | 67 | 80 | 47 | 65 | 45 | 38 | 36 | 33 | 25 |
| Accidents by Day of Week | | | | | | | | | | |
| Sunday | 90 | 84 | 82 | 58 | 52 | 66 | 53 | 50 | 44 | 44 |
| Monday | 132 | 131 | 120 | 70 | 67 | 80 | 78 | 81 | 61 | 56 |
| Tuesday | 132 | 139 | 127 | 90 | 81 | 74 | 83 | 80 | 83 | 68 |
| Wednesday | 139 | 139 | 129 | 87 | 87 | 85 | 81 | 83 | 69 | 60 |
| Thursday | 147 | 140 | 125 | 94 | 94 | 83 | 61 | 90 | 79 | 78 |
| Friday | 156 | 147 | 137 | 106 | 101 | 111 | 66 | 74 | 83 | 61 |
| Saturday | 131 | 114 | 98 | 82 | 77 | 81 | 73 | 53 | 63 | 45 |

| Table 31 Trafford Injury Accident Data by Conditions 1989-2010 | | | | | | | | | | |
|---|----------------------------|----------------------------|----------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| | Average 1989-93 | Average 1994-98 | Average 1999-03 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 |
| Accidents by Road Surface | | | | | | | | | | |
| Dry | 554 | 565 | 500 | 365 | 374 | 409 | 355 | 330 | 336 | 284 |
| Wet/Damp | 356 | 312 | 303 | 213 | 175 | 167 | 133 | 176 | 136 | 103 |
| Snow | 2 | 6 | 2 | 1 | 4 | 0 | 0 | 0 | 0 | 14 |
| Frost/Ice | 16 | 11 | 11 | 4 | 6 | 4 | 5 | 5 | 10 | 11 |
| Flood | 1 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 |
| Oil or Diesel | 0 | 0 | 1 | 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 | 15 | 16 | 21 | 17 | 21 | 17 | 19 | 16 | 12 | 7 |
| A (M) | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| A | 144 | 131 | 123 | 79 | 69 | 67 | 56 | 68 | 53 | 44 |
| B | 77 | 62 | 65 | 46 | 37 | 26 | 24 | 41 | 34 | 18 |
| C | 40 | 37 | 35 | 28 | 19 | 29 | 26 | 40 | 25 | 25 |
| U | 78 | 65 | 59 | 43 | 29 | 28 | 8 | 11 | 12 | 9 |
| Total | 356 | 312 | 303 | 213 | 175 | 167 | 133 | 176 | 136 | 103 |
| Accidents by Light/Dark | | | | | | | | | | |
| Motorway - Dark | 9 | 15 | 17 | 19 | 16 | 10 | 15 | 10 | 12 | 12 |
| A (M) - Dark | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| A - Dark | 96 | 86 | 87 | 64 | 59 | 61 | 53 | 54 | 51 | 34 |
| B - Dark | 47 | 45 | 50 | 46 | 30 | 31 | 26 | 29 | 26 | 20 |
| C - Dark | 27 | 28 | 27 | 21 | 14 | 21 | 30 | 24 | 31 | 25 |
| U - Dark | 58 | 51 | 49 | 36 | 35 | 26 | 11 | 14 | 10 | 12 |
| Total | 238 | 226 | 231 | 187 | 155 | 149 | 135 | 131 | 130 | 103 |
| Motorway - Light | 26 | 40 | 43 | 25 | 28 | 29 | 39 | 24 | 14 | 14 |
| A (M) - Light | 1 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| A - Light | 274 | 251 | 219 | 155 | 157 | 173 | 138 | 156 | 142 | 125 |
| B - Light | 136 | 135 | 114 | 65 | 85 | 83 | 53 | 79 | 76 | 62 |
| C - Light | 78 | 77 | 64 | 48 | 45 | 60 | 77 | 88 | 64 | 68 |
| U - Light | 175 | 163 | 146 | 107 | 89 | 85 | 53 | 33 | 56 | 40 |
| Total | 689 | 668 | 587 | 400 | 404 | 431 | 360 | 380 | 352 | 309 |
| No. of Vehicles Per Accident | | | | | | | | | | |
| 1 | 258 | 201 | 175 | 142 | 127 | 115 | 111 | 120 | 98 | 75 |
| 2 | 573 | 597 | 554 | 386 | 364 | 410 | 324 | 346 | 345 | 296 |
| 3 or more | 96 | 96 | 90 | 59 | 68 | 55 | 60 | 45 | 39 | 41 |
| No. of Casualties Per Accident | | | | | | | | | | |
| 1 | 739 | 696 | 606 | 444 | 429 | 439 | 361 | 385 | 388 | 314 |
| 2 | 133 | 134 | 150 | 104 | 86 | 104 | 90 | 72 | 68 | 63 |
| 3 or more | 56 | 64 | 63 | 39 | 44 | 37 | 44 | 54 | 26 | 35 |

Notes: Ave 1989-93, ave 1994-98 and ave 1999-2003 totals may not sum due to rounding. Oil/ Diesel or Mud were removed from 'Road Surface Condition' and re-introduced in 'Special Conditions at Site' on 1/4/2006.





6. CONGESTION

- 6.1 The journey time data presented below has been calculated using data collected from in-vehicle GPS tracking devices from which average vehicle speeds and journey times can be derived. This report presents journey time rates in minutes per mile and speeds in miles per hour.
- 6.2 The journey time rates are the sum of the average link times divided by the sum of the link lengths for the set of links and time period under consideration. The link times are the average of observations for the 12-month period running from September to August. All journey time rates are for an average weekday excluding school holidays and bank holidays.
- 6.3 Tables 32 and 33 show respectively average journey time rates and speeds for A and B roads, for 2004/05, 2005/06, 2006/07, 2007/08, 2008/09 and 2009/10. For comparison, the 2009/10 journey time rates and speeds for Greater Manchester are also shown.
- 6.4 Figure 12 illustrates the change in average journey time rates (minutes per mile) in Trafford over the last four years for various time periods. Figure 13 illustrates average journey time rates by quarter hour timeslot for the last four years in Trafford and Figure 14 illustrates average journey times by quarter hour timeslot during 2009/10 for Trafford and Greater Manchester. Congestion maps showing average speeds can be found in Appendix 4.
- Average journey time rates in Trafford have increased in all time periods between 2008/09 and 2009/10. Average journey time rates were lower in Trafford than in Greater Manchester as a whole with the exception of the 0800 – 0900 time period, where rates were slightly higher. Lower journey time rates in Trafford imply higher average speeds within the district compared to Greater Manchester as a whole.

| Table 32 Trafford and Greater Manchester Average Journey Time Rates (Minutes / Mile) | | | | | | |
|---|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| Trafford | | | | | | |
| Year | 0700 – 1000 | 0800 – 0900 | 1000 - 1600 | 1700 - 1800 | 1600 - 1900 | 0700 – 1900 |
| 2004/05 | 3.35 | 3.79 | 2.95 | 3.59 | 3.39 | 3.18 |
| 2005/06 | 3.38 | 3.90 | 2.99 | 3.74 | 3.46 | 3.22 |
| 2006/07 | 3.37 | 3.91 | 3.02 | 3.69 | 3.46 | 3.24 |
| 2007/08 | 3.32 | 3.86 | 3.03 | 3.52 | 3.32 | 3.19 |
| 2008/09 | 3.25 | 3.76 | 3.00 | 3.57 | 3.34 | 3.15 |
| 2009/10 | 3.31 | 3.82 | 3.03 | 3.60 | 3.37 | 3.19 |
| Greater Manchester | | | | | | |
| 2009/10 | 3.37 | 3.81 | 3.11 | 3.75 | 3.53 | 3.30 |

| Table 33 Trafford and Greater Manchester Average Speeds (MPH) | | | | | | |
|--|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| Trafford | | | | | | |
| Year | 0700 – 1000 | 0800 - 0900 | 1000 - 1600 | 1700 - 1800 | 1600 - 1900 | 0700 – 1900 |
| 2004/05 | 18 | 16 | 20 | 17 | 18 | 19 |
| 2005/06 | 18 | 15 | 20 | 16 | 17 | 19 |
| 2006/07 | 18 | 15 | 20 | 16 | 17 | 18 |
| 2007/08 | 18 | 16 | 20 | 17 | 18 | 19 |
| 2008/09 | 18 | 16 | 20 | 17 | 18 | 19 |
| 2009/10 | 18 | 16 | 20 | 17 | 18 | 19 |
| Greater Manchester | | | | | | |
| 2009/10 | 18 | 16 | 19 | 16 | 17 | 18 |

