

Manchester City Council Report for Resolution

Report to: Executive – 8 February 2017

Subject: Princess Parkway/Princess Road Safety Review (Phase 1)

Report of: (Interim) Director of Highways

Summary

The report is to update the Executive with the outcome of the public consultation for Princess Parkway/Princess Road proposed speed reduction from 40mph to 30mph and the next steps to progress the project.

Recommendations

The Executive is asked to:

1. Note the findings of the report
 2. Agree with the proposals to implement the speed reduction order using an experimental order which will allow a period of 12 months evaluation before a final decision is made whether to make the provisions of the experimental traffic order permanent or not.
 3. Instruct the City Solicitor to advertise an experimental traffic Regulation order to reduce the speed limit on Princess Parkway/Princess Road, from 40mph to 30mph, for all motorists, for a period of up to 12 months, after which it will decide whether the provisions of the experimental order shall become permanent or not.
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Wards Affected

Didsbury West, Chorlton Park, Old Moat, Fallowfield, Whalley Range, Moss Side, Hulme

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Background documents (available for public inspection):

There are no supporting background documents.

1.0 Summary

- 1.1 This report is intended to update the Executive on the public consultation undertaken between 11th August to 23rd September 2016 relating to the proposed speed limit reduction from 40mph to 30mph along the entire length of Princess Parkway/Princess Road and to seek authority to make an experimental traffic order under powers conferred by virtue of the Road Traffic Regulation Act 1984.
- 1.2 A previous scrutiny report, issued on the 23rd February 2016, highlighted road safety concerns along this route following the submission of a petition (which attracted over 1,000 signatures) on behalf of local residents and an analysis of existing speed and collision data along Princess Parkway/Princess Road (A5103). The data showed 84 road collisions had taken place along the route during the preceding three years, including two fatalities, which had prompted the residents' petition.
- 1.3 In response to the petition and data analysis, a number of safety measures were identified to improve road safety. This included the introduction of a lower speed limit along Princess Parkway/Princess Road, from 40mph to 30mph, for all motorists which was deemed to offer substantial safety improvements.
- 1.4 Approval was subsequently given to undertake public consultation specifically relating to a reducing the speed limit from 40mph to 30mph along the entirety of this route.
- 1.5 In accordance with the current Council's Constitution, the power to approve the making of experimental traffic orders is delegated to the Director of Highways, in consultation with the Executive Member for the Environment. Nevertheless, due to the high percentage of objections that have been submitted to the proposed scheme as a result of the public consultation, it has been suggested that this item should be considered by the Executive.

2.0 Background

- 2.1 Princess Parkway/Princess Road (A5103) is a key arterial route, providing a link from the both the M60 the M56 motorways, serving as a direct link into the centre of Manchester. It predominantly serves the west and south of the region including North Wales and Cheshire. The road is approximately 6km in length from the M56 motorway to the City centre.
- 2.2 Responsibility for the operation and maintenance of the A5103 is split between Highways England (M56 to M60 slip roads) and Manchester City Council (M60 slip roads to City centre). Refer to location plan 209607-layout-001 for the extent of existing 40mph limit.
- 2.3 A previous scrutiny report, issued on the 23rd February 2016, highlighted road safety concerns along this route following the submission of a petition on behalf of local residents and an analysis of existing speed and collision data

along Princess Parkway/Princess Road (A5103). The data showed 84 road collisions had taken place along the route during the preceding three years, including two fatalities, which had prompted the residents' petition. A summary of this casualty data is included in Appendix 1.

- 2.4 In response to the petition and data analysis, a number of safety measures were identified to improve road safety. This has been established as 'Phase 1' and includes the proposed speed limit reduction and other safety measures between the M60 slip roads and Barlow Moor Road.
- 2.5 The introduction of a lower speed limit along Princess Parkway/Princess Road, from 40mph to 30mph, for all motorists was deemed to offer substantial safety improvements. The reduced speed limit would extend from the M60 slip-roads to the Mancunian Way/Medlock Street roundabout.
- 2.6 The other Phase 1 proposed measures for the section of route between the M60 slip roads and Barlow Moor Road are as follows:
 - a) Adapt existing signal heads at Darley Avenue to overhead gantry lights.
 - b) Introduce increased green frequency at Darley Avenue pedestrian crossing.
 - c) Redesign Barlow Moor Slip Road to merge with Princess Road.
 - d) Inclusion of additional 'No waiting at any time' TRO at Darley Avenue.
- 2.7 Phase 2 would be a review of road safety along the remainder of the route, and Phase 3 would be to review the consequential effects of the proposed speed limit reduction along the adjacent routes of Alexandra Road and Nell Lane.

3.0 **Legal Background**

3.1 Traffic Regulation Orders

The grounds for making traffic regulation orders are set out in Section 1 of the Road Traffic Regulation Act 1984 ('the RTRA'.) The main grounds are listed below:

- a) For avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of such danger arising.
- b) For preventing damage to the road or any building on or near the road.
- c) For facilitating the passage on the road or any other road of any class of traffic (including pedestrians).
- d) For preventing the use of the road by vehicular traffic of a kind which or its use by vehicular traffic in a manner, which is unsuitable, having regard to the existing character of the road or adjoining property.
- e) For preserving the character of the road in a case where it is especially suitable for use by persons on horseback or on foot.
- f) For preserving or improving the amenities of the area through which the road runs.
- g) For any of the purposes specified in paragraphs (a) to (c) of subsection 1 of section 87 of the Environment Act 1995 (Air Quality).

3.2 Experimental Traffic Orders

The grounds for making Experimental Orders are set out in section 9 of the RTRA and can only be used for the creation of restriction of types that are set out in section 1 of the RTRA (as detailed in 5.1 above).

An experimental traffic order becomes effective after 7 days from the publication of its making and can last for a maximum of 18 months (9 (3) RTRA). The public is given the opportunity to object to the making of any permanent order to give effect to the provisions of the experimental order within 6 months from the making of the experimental order. Any objections need to be determined before the experimental order expires.

3.3 General

In addition Section 122 of the RTRA requires the Council when exercising its functions under this Act to do so in such a way as (so far as practicable having regard to the matters specified below) to secure the expeditious convenient and safe movement of traffic and the provision of suitable and adequate parking facilities on and off the highway The matters specified are:

- a) the desirability of securing and maintaining reasonable access to premises;
- b) the effect on the amenities of an area;
- c) the national air quality strategy prepared under Section 80 of the Environment Act 1995;
- d) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
- e) any other matters appearing to the Council to be relevant.

4.0 Consultation

4.1 The public consultation was focused solely on the speed reduction from 40mph to 30mph. Temporary signage was erected along the route to encourage engagement from users of the A5103 as well as local residents. The signage directed those who wish to participate in the consultation event to the MCC website where they could complete a questionnaire. A number of letters in response to the consultation were also received and the previous residents' petition has been included. The consultation was open between 11 August 2016 until 23 September 2016.

4.2 An evaluation of consultation responses has been undertaken and a summary is attached as an appendix to this document. A large number of responses were received, with the outcome shown as 54% in favour of the speed reduction, 45% against the reduction with 1% of respondents not expressing a view either way.

5.0 Other Considerations

- 5.1 Due of the high percentage of respondents who objected to the scheme some analysis of speed data relating to the route has been undertaken.
- 5.2 Available speed data for 2013 has been used for Princess Parkway/Princess Road (A5103) and has been presented in Appendix 3¹.
- 5.3 The three locations where speeds are recorded are the permanent on-site cameras:
- North of Mauldeth Road.
 - Nell Lane.
 - North of Craigmere Avenue (2No. cameras).
- 5.4 TfGM has provided more recent speed data for 2015 up to December 2016.
- The locations of the TfGM speed counts are:
- 100m North of Bonsall Street.
 - 150m South of Mersey Bank Avenue
- 5.5 Tables summarising the speed count data from these two sources are included as Appendix 3.
- 5.6 The mean and 85th percentile speeds vary between the different sources and at the different locations, it is therefore difficult to provide an objective view of the current actual speeds along the route without undertaking more analysis.
- 5.7 Due to the variations a recent manual survey has been carried out by highway officers at three locations along Princess Road within the 40mph zone. The output is yet to be analysed and will be used later at stages of the project and to support further evaluation.

6.0 Statement of Reasons - Proposals

- 6.1 In light of the responses received during consultation and following analysis of the speed data review, it is proposed to introduce a 30mph speed limit on Princess Parkway/Princess Road using an Experimental Traffic Regulation Order for a period of 18 months.
- 6.2 Using an Experimental Order rather than a permanent Traffic Regulation Order will allow the City Council to ascertain the extent of any issues relating to the proposed reduced speed limit. In conjunction with this proposal the following actions will be undertaken in conjunction
- a) Full review of the operation of the reduced speed limits.
 - b) Consideration of the before and after casualty statistics.
 - c) Evaluation of speed/journey time data.

¹ Extracted from www.gov.uk using the speed camera data sets.

- 6.3 We will work closely with colleagues in Greater Manchester Police and the Greater Manchester Casualty Reduction Partnership to ensure appropriate enforcement is undertaken across the route, which will include both fixed and mobile speed enforcement sites.
- 6.4 Communications including Press Releases will be agreed before the speed limit changes are put in place.
- 6.5 A number of the objections raised were in relation to enforcement – both current levels and that of a lower speed limit, therefore a review of the ‘enforceability’ and the effectiveness will also be undertaken whilst the experimental order is in operation.
- 6.6 It is proposed that the review and evaluation takes place over the first 12 months of the experimental order being in place, which would leave six months in which a decision could be made whether to progress to a permanent reduction of speed limits.

7.0 Recommendations

- 7.1 The Executive is asked to agree the proposals to implement the speed reduction order using an experimental order which will allow a period of 12 months evaluation before a final decision is made whether to make this permanent.

Appendix 1

Table A1.1 - Casualty Data

Section	Description	Severity		
		Fatal	Serious	Slight
1	M60 slip roads (extent of HE road network) to Barlow Moor Rd	2*	0	9
2	Barlow Moor Rd/Princess Rd junction	0	0	8
3	Barlow Moor Rd to Nell Lane (includes Nell Lane junction)	0	0	3
4	Nell Lane - Mauldeth Rd W	0	2	7
5	Princess Rd / Mauldeth Rd W junction	0	1	7
6	Mauldeth Rd W - Wilbraham Rd	0	0	1
7	Princess Rd / Wilbraham Rd junction	0	0	12
8	Wilbraham Rd - Parkside Rd	0	1	8
9	Parkside Rd - Moss Lane E	0	3	12
10	Moss Lane E - Greenheys Lane West	0	0	2
11	Princess Rd/Greenheys Lane West junction	1	0	2
12	Greenheys Lane W - Mancunian Way	0	1	2
TOTAL		3	8	73

Key figures:

- 23 incidents have been classed as rear-shunt type collisions
- 21 incidents have been classed as due to turning manoeuvres
- 10 incidents have been classed as due to driver failing to observe red signal
- 2 incidents have been classed as due to driving in excess of speed limit

Appendix 2

Consultation Summary

Table A2.1 – Extracts of comments in support of the proposal received via the online questionnaire

REF	COMMENT
S.a	Concerns over pedestrian safety particularly crossing the road
S.b	Current arrangement of 40mph to 30mph to 40mph is causing confusion
S.c	Cycling would be encouraged by a lower speed general traffic.
S.d	More lives will be saved
S.e	Improvement in air quality less breaking /shunting
S.e	Enforcement of the lower speed to be followed through by MCC

Table A2.2 – Extracts of comments objecting to the proposal received via the online questionnaire

REF	COMMENT
Ob.a	Money should be spent elsewhere
Ob.b	Increased congestion
Ob.c	Slower traffic would produce more congestion and pollution
Ob.d	Reduce public transport journey times
Ob.e	Motorists choose to go elsewhere rather than Manchester due to increased journey times and may encourage higher use of alternative parallel routes

Table A2.3 – Summary of consultation

Consultation - received between 11 August 2016 until 23 September		
Online Forum		
	Agree	86
	Strongly Agree	356
	Neither	19
	Disagree	188
	Strongly Disagree	1177
Sub Total		1826
Support Petitions received		
	Online	1034
	Written	141
	Letter	1
Sub Total		1176
Summary		
	Overall Support	1618
	Overall Objections	1365
	Neither	19
Total		3002

Appendix 3

Speed Data Summary

Table A3.1 - Speed data recorded, 2013

Data taken from www.gov.uk/government/publications/fixed-speed-camera-collision-casualty-and-speed-data/speed-camera-data

Direction	Location		
Outbound SC02	Junction of Princess Road and Mauldeth Road		
mean speed	26.1mph	85 th percentile speed	33.6mph
Inbound SC03	Junction of Princess Road and Nell Lane		
mean speed	31.1mph	85 th percentile speed	36.2mph
Inbound SC04	Junction of Princess Road and North Craigmores Av		
mean speed	28.4mph	85 th percentile speed	33.7mph
Outbound SC05	Junction of Princess Road and North Craigmores Av		
mean speed	31.9mph	85 th percentile speed	35.5mph

No information is given on the number of vehicles exceeding the speed limit for 2013.

Table 3.2 – TfGM Speed Data January 2015 to December 2016

Summary	Mean	85 th Percentile	Approx. No. vehicles exceeding speed limit %
SC01			
2014	38.5	45.8	-
2015	49.75	45.8	10
2016	49.84	45.8	15
2017	49.96	45.8	5
SC06			
2014	36.6	44.1	-
2015	36.4	44.1	-
2016	36.5	44.1	-
2017	36.5	44.1	5