

**Manchester City Council
Report for Information**

Report to: Neighbourhoods and Environment Scrutiny Committee – 8
January 2020

Subject: A5103 Princess Road speed limit evaluation

Report of: The Director of Highways

Summary

This note is intended to review the impact of the introduction of the 30 mph speed limit on Princess Road/ Parkway and has been produced at the request of the Neighbourhoods and Environment Scrutiny Committee Scrutiny Committee.

Recommendations

To note the information provided.

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1.0 Introduction

- 1.1 In February 2019 a Scrutiny Committee Report was presented to committee members. This report provided a review of the speed limit reduction scheme that had been implemented on the A5103 Princess Road / Parkway and the impact it had had on two adjacent roads (Alexandra Road South and Nell Lane). Following this, the committee members requested an updated report be submitted following a further twelve-month observation period.

2.0 Background

- 2.1 Following a number of road traffic collisions resulting in 2 fatalities on Princess Road / Princess Parkway, a decision was made to reduce the speed limit from 40mph to 30mph between Mancunian Way and River Mersey / City limits.
- 2.2 A Temporary Traffic Regulation Order (TTRO) came in to effect on 30 April 2017, and this was superseded by a permanent Traffic Regulation Order (TRO) on 28 March 2018.

3.0 Update / Information Requested (by the Committee)

- A. Recommend that the displacement of traffic continues to be monitored and analysis of this data is provided in a future update report;
- B. Recommend that officers explore the options for establishing an online resource to enable residents to provide feedback on this scheme and any future scheme;
- C. Recommends that officers in consultation with Greater Manchester Police install road safety cameras where appropriate to improve road safety; and
- D. To request an update report in 12 months' time.

4.0 Point 'A' (Monitoring)

- 4.1 Before traffic speeds and counts were undertaken by TfGM Analytical Services in 2016, prior to temporary speed reduction on Princess Road and parallel routes. After traffic speed and counts were subsequently undertaken in September 2019 to provide a comparative measure to identify any shift in traffic patterns and flows.

(See **Appendix 1** for analysis tables).

4.2 Summary of Appendix 1

- The amount of vehicles using routes parallel to Princess Road is an average of 3% lower than the 2015/16 figures.
- The average speed of vehicles using routes parallel to Princess Road are an average of 4% lower than the 2015/16 figures.
- The amount of vehicles using Princess Road near to the Hulme area is approximately 1% lower than the 2015/16 figures.
- The amount of vehicles using Princess Road near to the Mersey Bank / Chorlton area is approximately 3% higher than the 2015/16 figures.

- Average speeds along Princess Road are lower near to the Merseybank / Chorlton section and slightly higher local to the Hulme Underpass.

4.3 These figures show that the scheme has had a positive impact for the people who live, work and visit the city. Speeds have reduced along the residential parts of the network along with a reduction in vehicle numbers along both Princess Road and the key routes that run parallel to Princess Road. Unfortunately, there is however a small increase in vehicle speeds along the short, non residential stretch of Princess Road around Hulme Bypass. We will continue to work with GMP on enforcement options around this location plus request the provision of additional signage to notify motorists of the correct speed limit.

5.0 Point 'B' (On-Line Resource)

5.1 People wishing to comment about this scheme and future schemes are able to do so via multiple methods. Correspondence can be received on-line through the MCC webpages, via telephone direct to the call centre, in writing and via email. The Traffic Team will receive these items of correspondence and the information will feed into future programmes of work and valuable 'lessons learned'.

6.0 Point 'C' (Speed Cameras)

6.1 We are currently working with Transport for Greater Manchester (Camera Partnership) and other Greater Manchester Authorities about reviewing the locations of our current road safety cameras. This review includes the cost of upgrading the hardware to new digital units. Funding options are being considered by TfGM.

6.2 Currently there is no funding to provide new individual camera units but we do record requests and provide a site analysis that will enable us to prioritise sites should funding becomes available in the future.

6.3 Princess Road remains a key location on the reactive mobile enforcement programme. Several events are carried out each year when GMP join with Transport for Greater Manchester, Manchester City Council and the Vehicle Operator Services Agency (VOSA) to check vehicle speeds, vehicle condition and whether drivers and vehicles have the correct documentation to use the highway network.

7.0 Point 'D' (General Update)

7.1 Excessive Speeds

There are two active static camera sites on the A5103 Princess Road, one Northbound (MAC450N) near to the junction of Mauldeth Road, this captures red light and speed offences but GMP confirm that the majority of fines were issued for speeding offences. This camera captured a total of 15,034 offences between 1/12/2018 and 09/12/2019.

- 7.2 The second static camera site (MAC190S) is located southbound near to Craigmore Avenue, this camera unit captures speeding offences only. This camera captured a total of 9810 offences between 04/12/2018 and 05/12/2019. This totals 24,844 offences captured by static cameras on Princess Road between Dec 2018 and Dec 2019.
- 7.3 The above figures are overall activations, it does not break it down into emergency vehicles, red light or speed offences and does not confirm if all those activations created a Notice to be issued.
- 7.4 Collisions - Comparison of Princess Rd compared to similar roads
See **Appendix 2** for collision analysis tables including parallel adjacent routes.

Since the introduction of the scheme, collisions have seen a small increase of 4%. This is broken down into:

- Slight injuries have increased (*See note 7.5 below*)
 - Serious Injuries (No increase)
 - Fatal have reduced down from 2 to 0
- 7.5 Note: The introduction of a new online self-reporting system by GMP in 2018, is likely to have led to an increase in the number of non-fatal (and particularly slight) casualties reported and this therefore impacts on the total.
- 7.6 Comparison – with national average - Per 100 million Vehicle Kilometres
- Princess Road:
59 accidents / 100million vehicle kilometres
 - Urban Road Collision UK Average (2017):
49 accidents/100million vehicle kilometres

This route is 17% above average for roads in built-up areas.

8.0 Conclusion

- 8.1 The data gathered indicates a positive impact for the users of the network and for the communities that border the highway. Apart from a small stretch of carriageway local to Hulme Underpass, vehicle speeds have been reduced by an average of 7%. In addition, collisions resulting in serious injuries and fatalities have been reduced with fatalities being reduced to zero in the 2.5 years since the scheme was implemented.
- 8.2 Further monitoring will continue over the next 2 years with a particular focus on working with GMP to reduce / enforce speeding offences around Hulme Underpass. This will be carried out along with the provision of new signage to remind motorists of the speed limit in this area.
- 8.3 A further indication that the scheme has had a positive impact is the lack of complaints and enquiries relating to speeding or speed reduction along

Princess Road. The Neighbourhood Teams have reported that since the implementation of the scheme both Local Residents and Ward Members have been very supportive of the speed reduction measures.