

CITY OF PLYMOUTH

Subject: Mannamead Road – Pedestrian Improvements
Committee: Compton and Peverell Area Committee
Date: 16 November 2009
Cabinet Member: Councillor Kevin Wogens – Cabinet Member for Transport
CMT Member: Anthony Payne – Director for Development & Regeneration
Author: Gemma Luke
Contact: Tel: (01752) 398033
Ref: GL/468145/6.0
Part: I

Executive Summary:

This report relates to the formal Traffic Regulation Order advertised for proposed works on Mannamead Road. All comments received during the advert period have been summarised and included within the report. The Traffic Regulation Order included Waiting Restrictions on Mannamead Road.

Corporate Plan 2009-2012:

The proposed works on Mannamead Road will aid in achieving CIP 11 Improving access across the City.

Implications for Medium Term Financial Plan and Resource Implications: Including finance, human, IT and land

The full cost of this scheme will be funded from the 2009-2010 Capital Programme.

Other Implications: e.g. Section 17 Community Safety, Health and Safety, Risk Management, Equalities Impact Assessment, etc.

Recommendations & Reasons for recommended action:

Alternative options considered and reasons for recommended action:

It is recommended that the area members:

- a) Consider the comments received as part of the Traffic Regulation Order Advert.
- b) Recommend to the Cabinet Member for Transport to implement the waiting restrictions on Mannamead Road, as advertised (See attached plan).

Background papers:

Sign off: Comment must be sought from those whose area of responsibility may be affected by the decisions, as follows (insert initials of Finance and Legal reps, and of HR, Corporate Property, IT and Start. Proc as appropriate).

Fin		Leg		HR		Corp Prop		IT		Start Proc	
Originating SMT Member											

1.0 INTRODUCTION

1.1 Waiting restrictions on Mannamead Road were advertised on 17 September 2009.

1.2 The advertised waiting restrictions covered Mannamead Road on the eastern side, from its junction with Russell Avenue to a point 34 metres north. The purpose of the waiting restriction is to prevent vehicles parking adjacent to the proposed traffic island, provide sufficient visibility for the pedestrian crossing and increase visibility for vehicles exiting Russell Avenue.

1.3 The proposed pedestrian refuge islands are designed to improve pedestrians in the area including those using the bus stops located on Mannamead Road. At present there are no crossing points in the near vicinity, therefore causing pedestrians to walk out of their way or to cross where it may not be safe to do so.

2.0 TRAFFIC REGULATION ORDER

2.1 The formal Traffic Regulation Order was advertised between 17 September 2009 and 7 October 2009.

2.2 Ward members were notified of the Traffic Regulation Order Advert on 11 September 2009.

2.3 Seventeen letters and e-mails were received from members of the public during the formal advert period. All comments received have been summarised and included in section 4.0 of this report.

3.0 BACKGROUND INFORMATION

3.1 Mannamead Road forms one of the main routes into the City Centre from the North. It forms part of the Northern Corridor.

3.2 The route is heavily trafficked from Manadon Roundabout to Mutley Plain.

3.3 Pedestrian facilities currently exist at the Kneele Gardens Junction and at the Tor Lane junction, however; there are none in between.

3.4 There are bus stops located on either side of Mannamead Road that serve local residents and local school children.

4.0 COMMENTS

4.1 As part of the formal advertisement of the Traffic Regulation Order seventeen comments were received from members of the public. All comments received have been summarised and included in the table below.

4.2 The formal advert refers to waiting restrictions on Mannamead Road extending from the junction with Russell Avenue to a point 34 metres north. Most comments received refer to the civil engineering works on the pedestrian refuge islands.

4.3 Summarised Comments

Summarised Comment	Response	Total
Support the implementation of pedestrian refuge islands.	N/A	16
Support the implementation of double yellow lines.	N/A	12
The bus lane on Mannamead Road should be removed as it is heavily parked at present.	As part of the Northern Corridor Transport Improvements Scheme Plymouth Transport and Highways have a commitment to improving pedestrian crossing facilities on Mannamead Road and for improving public transport reliability. Removing the bus lane in this location would have an adverse affect on bus journey times and reliability.	2
If the Pedestrian Refuge Islands have to be reduced down to only 1 island then the most important one to implement would be the one near Bainbridge Avenue.	We will aim to implement both pedestrian refuge islands.	1
Only one pedestrian refuge island should be implemented to reduce the impact on traffic and to save costs.	The aim of the scheme is to improve pedestrian accessibility in the area, every effort will therefore be made to implement both pedestrian refuge islands. It is hoped that the islands will help to reduce vehicle speeds along Mannamead Road therefore improving pedestrian safety further.	1
The advertised double yellow lines to improve traffic from Russell Avenue already exist.	The waiting restrictions as advertised are not already in existence.	1
Double yellow lines need to be provided on one side of Russell Avenue near to the junction to prevent people parking too close to the junction with Mannamead Road.	Waiting restrictions within a residential street are not desirable as there is a large amount of residential traffic that has to be located somewhere. If double yellow lines are implemented then this traffic will be forced further along Mannamead Road therefore making the situation worse further along.	1
Objection to the extent of double yellow lines on Mannamead Road. Do not believe that they are necessary beyond 182.	We have revisited the design and reviewed it with a road safety engineer. We are unable to reduce the length of the double yellow lines on safety grounds.	1
30 minutes loading and unloading is required on the double yellow lines in order to aid residents with children.	Not suitable for loading restrictions along bus length.	1
Whilst we are grateful for the proposals, would it be possible to have one of the crossing points as a traffic light controlled pedestrian crossing.	As part of the northern corridor scheme we area aiming to improve public transport reliability on the northern corridor. Traffic lights will cause a delay to all vehicles, including public transport vehicles this will therefore increase bus journey times along the route.	1
The double yellow lines will need to be regularly enforced.	The waiting restrictions on Mannamead Road are subject to a formal Traffic Regulation Order and will therefore be enforceable by the police.	1
There is a problem of traffic cutting into Bainbridge Avenue from Mannamead Road. This is done at speed and means that there are conflicts between pedestrians and vehicles.	This issue is not directly addressed by the works proposed on Mannamead Road, however, it is hoped that the pedestrian refuge islands will help to reduce vehicles speeds. One of the proposed traffic islands are located near to the entrance of Bainbridge Avenue. It is therefore hoped that this will help to reduce the speed of vehicles on approach to Bainbridge Avenue.	1

5.0 RECOMMENDATION

5.1 Based on the designs enclosed and the comments received as part of the formal Traffic Regulation Order Advert it is recommended that members of the Area Committee recommend to the Portfolio Holder for Transport to implement the waiting restrictions on Mannamead Road as advertised.

5.2 It is felt that the waiting restrictions alongside the proposed pedestrian refuge island will help to improve pedestrian flow and safety on Mannamead Road in the vicinity of Russell Avenue.