

CITY OF PLYMOUTH

Subject: Traffic Management Improvements at Charles Street, Cobourg St and Charles Church Roundabout.

Committee: Devonport, Stoke, and St. Peter & The Waterfront Area Committee.

Date: 24 November 2009.

Cabinet Member: Cllr Kevin Wiggins Cabinet Member for Transport.

CMT Member: Anthony Payne Director for Development and Regeneration.

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Ref: PTH/AK/397364.

Part: 1.

Executive Summary:

This report advises Members and the public of the proposed Traffic Regulation Orders (TRO) and Traffic Management Improvements in the Cobourg Street, Charles Street and Charles Church Roundabout areas.

Corporate Plan 2009-2012:

The recommendations in this report meet the following specific objectives and targets within this plan:

- **Improving health and well-being** – The proposals will reduce congestion for public transport and will encourage the public to use public transport and cycling rather than the motor car.
 - **Developing an effective transport system** – The proposals will improve accessibility for public transport and will increase capacity for North Hill bound traffic.
 - **Promote community safety** –
 - **Maintain a Clean and Sustainable Environment** - The proposals will encourage the use of cycling and public transport, and will reduce congestion and improve air quality.
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Implications for Medium Term Financial Plan and Resource Implications: Including finance, human, I.T. and land.

The costs of the improvements will be bourn by the 2009-2010 Capital Programme. The on-site works will be programmed to commence in 2010.

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

None.

Recommendations & Reasons for recommended action:

It is recommended that Members of the Area Committee:

1. Consider the comments received during the advertisement of the traffic regulation orders (TRO) as detailed in **Appendix 1**.
2. Recommend to the Cabinet Member for Transport that the TRO proposals as detailed on **Plans A, B and C in Appendix 2** be made operational during the construction works ie
 - make alterations to existing bus lane on Charles Street:
 - extend the existing cycle lane on Charles Church Roundabout:
 - make the current experimental orders that allows all traffic from Cobourg Street to turn right into Mayflower street (ie revoke bus lane and prohibition of right turn) permanent;
 - make the current experimental order that prohibits traffic turning right into Drake Circus car park permanent.

The minutes of this Area Committee together with an officers recommendation will be included in a report to be considered by the Cabinet Member for Transport who will decide on the final TRO to be implemented.

Reasons for above recommended actions are as follows:

- a. To enable the Ward Members to be aware of comments made by the public.
- b. To implement the traffic order amendments to improve safety, congestion and difficulties presently experienced by the general public and public transport at the a) Cobourg Street/Mayflower Street junction b) Charles Street/Drake Circus car park junction and c) Charles Church Roundabout.

Alternative options considered and reasons for recommended action:

Additional islands, amendment of road markings, intelligent transport systems, widening, additional bus lanes, removal of bus lanes have all been considered but the proposals recommended are considered to be most favourable for improving the flow of traffic.

Background papers:

File Ref 397364.

Sign off: Comment must be sought from those whose area of responsibility may be affected by the decision, as follows (insert initials of Finance and Legal reps, and of Heads of HR, AM, IT and Strat. Proc.):

Head of Fin		Head of Leg		Head of HR		Head of AM		Head of IT		Head of Strat Proc	
Originating SMT Member Chris Sane Assistant Director for Development (TIE)											

1.0 INTRODUCTION

- 1.1 Congestion occurs at busy periods at the Charles Street/Drake Circus Car Park junction which delays public transport and other traffic. The queuing occurs as a result of heavy traffic flow into the car park which then queues back along Charles Street towards Charles Cross Roundabout and obstructs buses exiting the existing bus stops. The end of the bus lane will have "KEEP CLEAR" markings marked on Charles Street as shown, to assist in improving an efficient public transport system. New road markings and improved directional signing will also improve lane discipline.
- 1.2 Lane markings on Charles Cross Roundabout also requires clearer clarification and amendments to this roundabout (including an extension of the existing cycle lane) are proposed to achieve this.
- 1.3 The existing experimental TRO's made earlier in the year have all reduced congestion in the area ie
- a) to prohibit the right turn into the Drake Circus Car Park from Drake Circus/Charles Street,
 - b) to revoke the right turn ban (except for buses) from Cobourg St into Mayflower St, and
 - c) to revoke the length of bus lane heading towards b) above.
- Feedback from all stakeholders has been positive regarding the experimental TRO's. As a result the experimental Orders are all recommended to be made operational permanently.

2.0 TRAFFIC REGULATION ORDER ADVERTISEMENT

- 2.1 The bus lane amendments in Charles Street, the prohibition of turns and the proposed cycle lane on Charles Cross Roundabout were advertised 16 October to 6 November 2009.
- 2.2 Street notices were erected for the 3-week advert and a notice was placed in the Evening Herald on 16 October 2009 informing the general public of the proposals.
- 2.3 No formal comments/enquiries/objections were received during the advertised period but comments received from Taxi Drivers at a recent meeting have been included in Appendix 1.
- 2.4 The police, emergency services and other usual statutory consultees were also consulted on the proposals at the commencement of the advertisement. The police, fire service and ambulance service have also been forward a copy of this report in order to confirm the proposals to them.

3.0 COMMENTS AND RECOMMENDATIONS

3.1 A number of options have been considered and Bus Operatives have been regularly updated. **The new permanent TRO's recommended to be implemented include an extension of the cycle lane onto Exeter Street viaduct and an extension of the bus lane to the new traffic island on Charles Street adjacent to the proposed road widening.**

3.2 The existing experimental TRO's ie

- a) to prohibit the right turn into the Drake Circus Car Park from Drake Circus/Charles Street,
- b) to revoke the right turn ban (except for buses) from Cobourg St into Mayflower St and
- c) to revoke the length of bus lane heading towards b) above

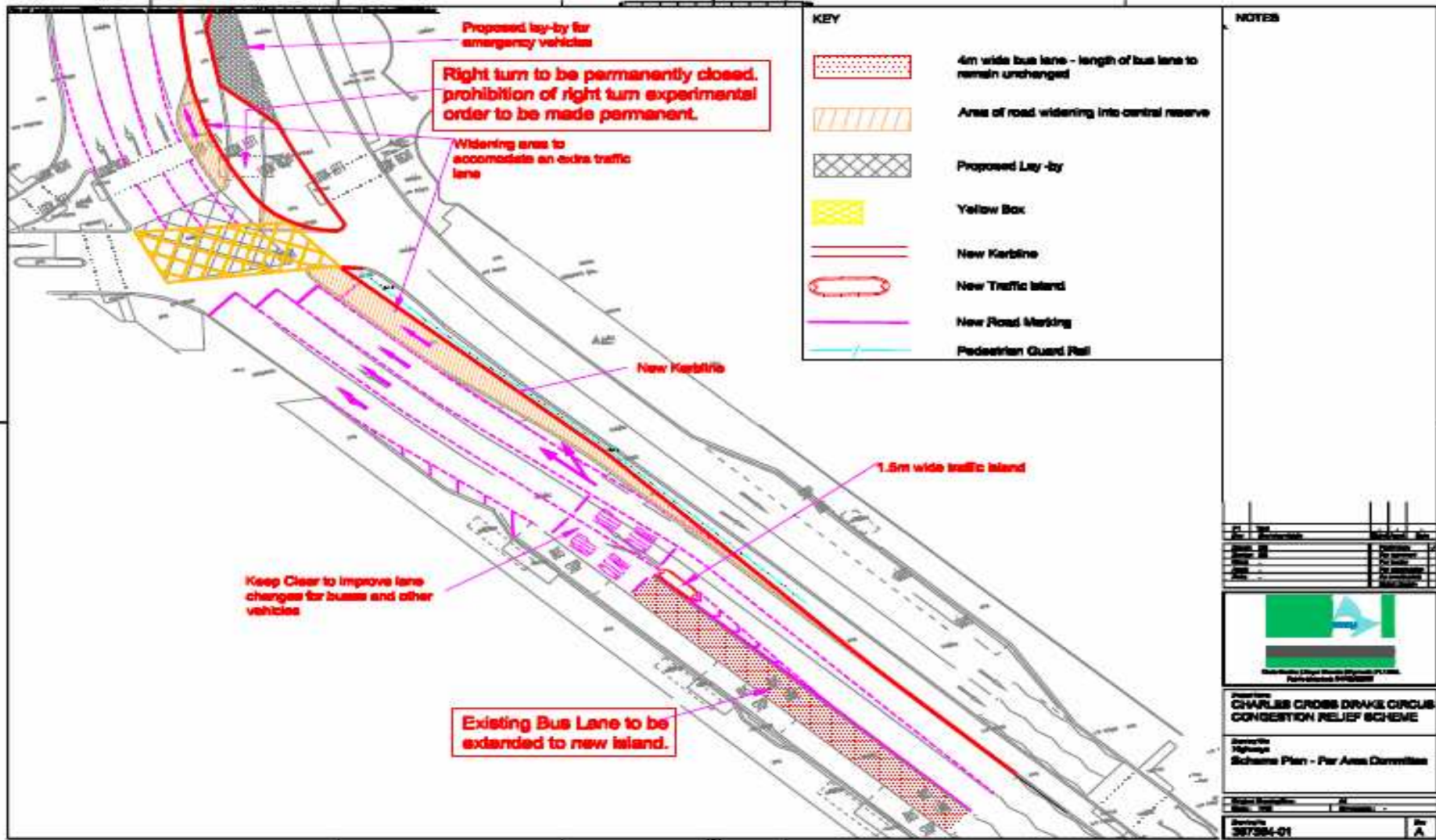
have all assisted in reducing congestion and feedback from all stakeholders has been positive regarding the experimental TRO's. **As a result the above experimental Orders are all recommended to be made operational permanently.**

3.3 All of the proposals including the TRO's, roadmarkings and lane designations are detailed on **Plans A, B and C in Appendix 2.**

3.4 Charles Street is on a wide load route (for boats etc) and a minimum width of 6.5m has been maintained between kerblines.

Appendix 1 Comments received during the advertisement of the TRO

Ref	Comments received	Response	
Taxi Representatives	To keep vehicles out of the bus lane it was suggested to erect plastic flexible bollards along the white line of the bus lane.	This would assist but the maintenance and repairs to the bollards would be common and would also prevent buses and taxis from leaving the bus lane and accessing the adjacent lane for when they are heading towards North Hill.	
	Requested a taxi rank for 2 taxis to be outside of the pedestrian entrance into Drake Circus by the pedestrian crossing on Charles Street.	<p>At present bus operators complain that they cannot access some of the raised bus stops along Charles Street as a result of illegally parked vehicles ie taxis, window cleaners, loading etc on the bus stop clearway ie “No stopping except buses” restrictions near the entrance.</p> <p>As a result of these vehicles creating difficulties for the buses it is not recommended to implement a hackney carriage rank, or an area designated as No stopping except for taxis in the bus stop layby. Representatives of the hackney carriages and private hire may wish to discuss their request with the bus operatives at the next Network Management Meeting held in the civic centre.</p>	



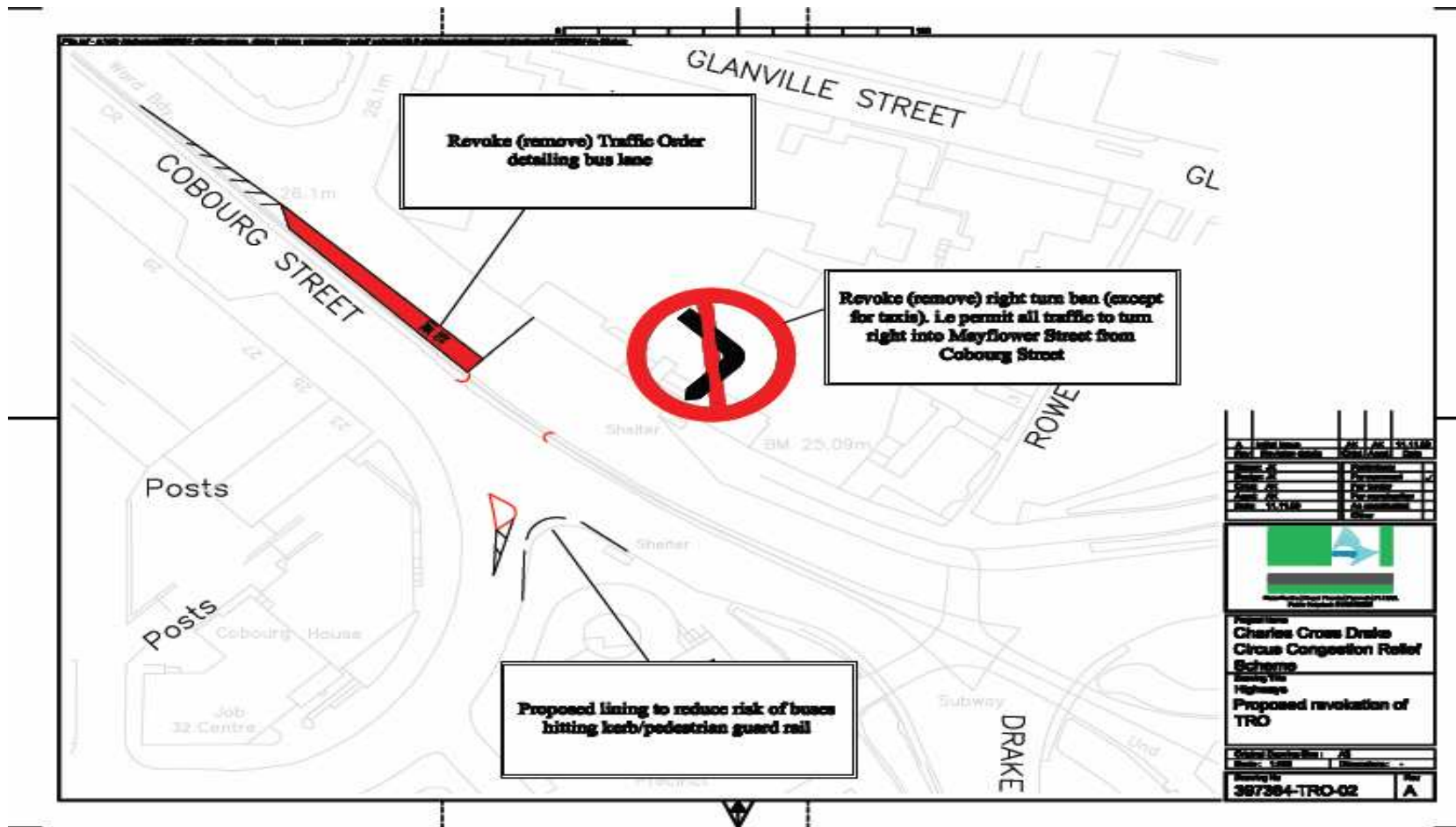
Drake Circus - Charles Street
Traffic Orders Recommended for Implementation

Scale: Not to Scale

Date: October 2009

PLAN A APPENDIX 2

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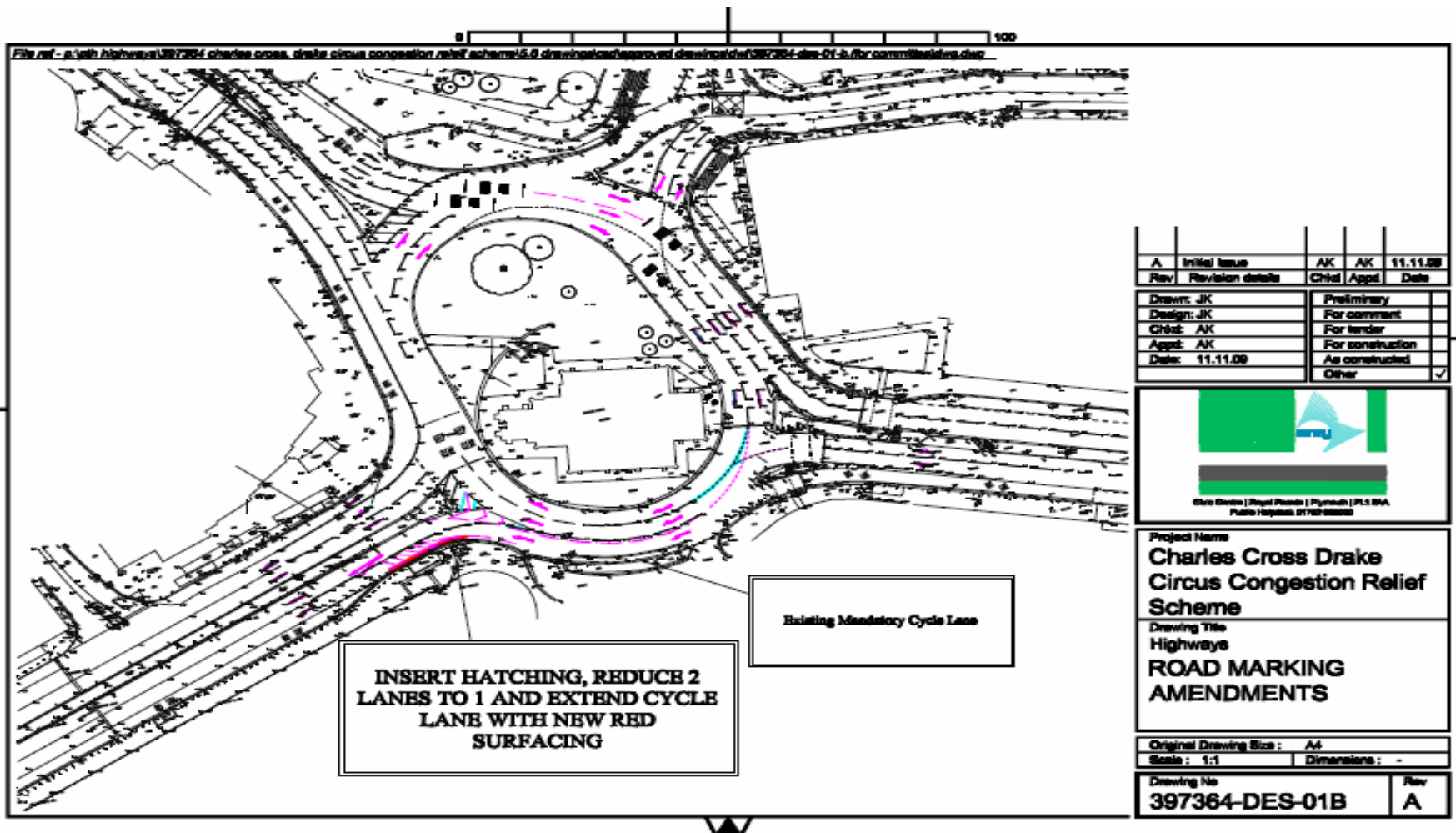
Drake Circus – Cobourg Street
Traffic Orders Recommended for Implementation

Scale: Not to Scale

Date: October 2009

PLAN B APPENDIX 2

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Drake Circus – Charles Church Roundabout
Traffic Orders Recommended for Implementation

Scale: Not to Scale

Date: October 2009

PLAN C APPENDIX 2

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