

CITY OF PLYMOUTH

Subject: Glen Park Avenue – Cycling Accessibility Improvements
Committee: Drake, Efford and Lipson, Sutton and Mount Gould
Date: 21 January 2010
Cabinet Member: Councillor Kevin Wiggins – Cabinet Member for Transport
CMT Member: Anthony Payne – Director for Development & Regeneration
Author: Gemma Luke
Contact: Tel: (01752) 398033
Ref: GL/478725/6.0
Part: I

Executive Summary:

The development of a cycle network within Plymouth was identified as a priority as part of the Local Transport Plan 2 2006-2011. It has been recognised that the health benefits achieved through encouraging people to walk or cycle outweigh the financial costs of constructing the scheme.

Corporate Plan 2009-2012:

Cycling Accessibility Improvements will assist in the achievement of the following Corporate Improvement Priority:
CIP11 – 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.
Recommend to the Cabinet Member for Transport to implement the following orders:
 - a. Revoking of the existing prohibition of entry in place at the western end of Glen Park Avenue.
 - b. Implement a prohibition of entry order with the exception of cycles.
-

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 Glen Park Avenue is a residential street running east to west between Restormel Road and the Plymouth Station access road.

1.2 At present there is a prohibition of entry order in place at the western end of the street therefore preventing vehicle access from the station.

1.3 The proposed scheme aims to open up the area for cyclists by revoking the existing 'Prohibition of Entry' and readvertising it to allow access for cyclists.

1.4 The proposed route forms part of the aspirational cycle network for the city. As part of a phased approach these works will improve cycle accessibility into and out of the station and surrounding areas.

1.5 This report outlines the background to the scheme, the traffic regulation order (TRO) and the recommendation to the ward councillors. Any comments received as part of the formal TRO advert will be reported verbally at the area committee meeting.

2.0 BACKGROUND INFORMATION

2.1 As part of the Local Transport Plan II it was agreed that a cycle network should be developed to increase the number of cyclists. As part of this an aspirational strategic cycle network has been produced that identifies key routes through the city for both commuters and leisure cyclists.

2.2 The associated benefits of providing a cycle network include improved accessibility and associated health benefits that are linked from increasing the amount of exercise undertaken.

2.2 The proposed works on Glen Park Avenue provide a link between Plymouth Station and the residential areas beyond.

2.3 In addition to improving cycle accessibility, the proposed scheme will also improve pedestrian accessibility through the narrowing of the junction. This area has a high pedestrian flow rate from both the station and the city centre, therefore providing improved pedestrian safety will benefit many.

2.4 As part of the aspirational cycle network the works proposed for 2009-2010 form part of a wider scheme. Phase 1 is to allow cycles to access Glen Park Avenue from the western end. Phase 2 will be to provide contraflow cycle facilities on the station access road, subject to consultation with network rail.

3.0 TRAFFIC REGULATION ORDER

3.1 A formal advert to revoke the existing 'prohibition of entry' and to implement a 'prohibition of entry, except for cycles' was placed in the local press and street notices were erected on site on 17 December 2009. Local residents were notified via a letter drop on 16 December 2009.

3.2 All comments received as part of the formal advert will be verbally reported during the Area Committee Meeting.

5.0 RECOMMENDATION

5.1 It is recommended that the ward councillors consider all comments received from members of the public.

5.2 Revoke the existing order: 'Prohibition of Entry'.

5.3 Implement the following order: 'Prohibition of Entry, Except for Cycles'.

5.4 Ward Councillors and local residents will be forwarded details of construction once they have been programmed.