

PLYMOUTH RAIL STATION TO CENTRAL PARK

Background paper accompanying the delegation report



1. INTRODUCTION

This report seeks delegated authority to implement amendments to The City of Plymouth (Moving Traffic Regulation Orders) (Consolidation) Order 2014 and The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2014 in association with the Plymouth Station to Central Park scheme largely identified as part of the Strategic Cycle Network www.plymouth.gov.uk/strategiccyclenetwork.pdf

The statutory consultation period ran from August 18, 2014 to September 9, 2014. Substantial wider consultation on the overall scheme was also carried out from August 4, 2014 to September 9, 2014. Full details of the statutory and wider consultation can be found in 'Plymouth Rail Station to Central Park walking and cycling improvements Consultation Report, November 2015'. The consultation report also contains details of the scheme that was consulted on. Following the public consultation, there has been a careful consideration of the scheme proposals.

2. TRAFFIC REGULATION ORDERS REQUIRED

The elements of the scheme requiring Traffic Regulation Orders are as follows:

- To add 'no entry except cycles' on Restormel Road
- To add 'no waiting at any time' restrictions on parts of Central Park Avenue

The scheme also includes:

- A raised plateau junction with crossing facilities on Central Park Avenue at the junction with Dale Road to slow traffic and help pedestrians and cyclists cross the road and improve safety; and
- Two flattop road humps to reduce speeds on Central Park Avenue.

3. REASONS FOR THE REQUIRED TRAFFIC REGULATION ORDERS

3.1 'No Entry except Cycles' prohibiting vehicles travelling from Sutherland Road into Restormel Road

On-site assessments have identified that the number of motor vehicles travelling from Sutherland Road into Restormel Road are likely to discourage cyclists on this route which is identified as part of the strategic cycle network, adopted by Full Council as part of the Local Transport Plan in 2011. In addition, the numbers of vehicles are likely to make this route less attractive for pedestrians. Counts carried out between 8 AM and 9 AM on April 29, 2014 indicate that numbers of pedestrians and cyclists using Restormel Road, and therefore benefiting from this proposal, are comparable with the numbers of motor vehicle drivers and passengers which will be diverted by this prohibition. In addition, it is expected that these proposals, as part of a wider programme of measures to enable increased numbers of walking

and cycling trips, will lead to additional cyclists in particular, but also pedestrians, on this route. Further counts carried out on September 30 2014 indicate that between 7 AM and 7 PM there are substantially more pedestrians and cyclists on this route that will benefit from this element of the proposals than car drivers and passengers that will be diverted. The safety and suitability of the possible alternative routes for motor vehicles have been considered by the scheme designer, and are viewed as acceptable. Impacts on the wider network have also carefully been considered.

3.2 No Waiting at Any Time on a length of Central Park Avenue

Additional parking restrictions removing approximately six informal parking spaces are required on Central Park Avenue to enable an island to be installed with a give way feature for northbound vehicles, and keep clear markings. The parking restrictions apply to a length of Central Park Avenue of approximately 27 m. The island is intended to reduce the speeds of vehicles approaching the raised table crossing point at the junction with Dale Road, and so improve safety. The provision of features to reduce speeds on the approach to the raised table crossing point is in line with Department for Transport design guidance.

3.3 Road humps

The cycle route which has been consulted on is routed along Central Park Avenue and current traffic speeds make this route inappropriate for less confident cyclists; speeds exceeding 30 mph have been recorded. Less confident cyclists are expected to use the proposed off road facility on the west side of Central Park Avenue but will need to cross Central Park Avenue to reach this facility. It is anticipated that a proportion of more confident cyclists will continue to use the road.

Through reducing vehicle speeds, road humps can be expected to improve actual and perceived safety for pedestrians and cyclists crossing Central Park Avenue and cyclists using the carriageway. The proposed raised table at the junction with Dale Road, also classified as a road hump and so covered by this decision, is likely to be a key crossing point for cyclists in particular, but the measures can be expected to make crossing Central Park Avenue generally safer and easier along the affected stretch of road. Younger and older residents and visitors and those with mobility and other impairments will especially benefit in this respect.

4. CONSULTATION

Statutory and extensive additional non-statutory consultation, including the delivery of 1500 leaflets to households in the area, has been carried out. The non-statutory consultation on the wider scheme, but including the required Traffic Regulation Orders, ran between August 18 and September 9. The statutory consultation for the required traffic regulation orders ran between August 18 and September 9. Full details of the consultation process that was followed are included in the 'Plymouth Rail Station to Central Park Walking and Cycling improvements Consultation Report, November 2015'. All responses received have been in response to the wider consultation rather than the statutory consultation.

4.1 'No Entry except cycles'

The 'No Entry except cycles' was advertised on street, in the Herald and on the Plymouth City Council website on 18th of August, 2014. It was sent to the Councillors of the affected ward and statutory consultees on 14th August 2014.

All responses received were in response to the non-statutory wider consultation. The responses to this element of the proposals in the wider public consultation are summarised below:

Scheme element	<u>Support</u>	<u>Support with amendments</u>	<u>Oppose</u>	<u>No clear view expressed</u>
No entry sign from Sutherland Road onto Restormel Road (except for cyclists), which will give more space to pedestrians and cyclists, reducing conflict with motor vehicles	49 (56%)	5 (6%)	33 (38%)	24

4.2 No Waiting at Any Time

The 'No Waiting at Any Time' restrictions on a length of Central Park Avenue proposal was advertised on street, in the Herald and on the PCC website on 18th of August, 2014. It was sent to the Councillors of the affected wards and statutory consultees on 14th August 2014.

All responses received were in response to the non-statutory wider consultation. The responses to the element of the proposals in the wider public consultation are summarised below:

Scheme element	<u>Support</u>	<u>Support with amendments</u>	<u>Oppose</u>	<u>No clear view expressed</u>
Flat-top road humps and a priority give-way feature on Central Park Avenue. The give-way feature will require a short length of double-yellow lines outside Central Park Towers but residents permit parking will not be affected.	42 (49%)	12 (14%)	32 (37%)	25

4.3 Road humps

The road hump proposals were advertised on street, in the Herald and on the PCC website on 18th of August 2014. It was sent to the Councillors of the affected ward and statutory consultees on 14th August 2014.

All responses received were in response to the non-statutory wider consultation. The road humps were included within two elements of the wider public consultation. The responses to these two elements are summarised below:

Scheme element	<u>Support</u>	<u>Support with amendments</u>	<u>Oppose</u>	<u>No clear view expressed</u>
Safer and easier crossings for pedestrians and cyclists with a raised plateau at the junction of Dale Road and Central Park Avenue to slow traffic speed.	50 (62%)	7 (9%)	24 (30%)	30
Flat-top road humps and a priority give-way feature on Central Park Avenue. The give-way feature will require a short length of double-yellow lines outside Central Park Towers but residents permit parking will not be affected.	42 (49%)	12 (14%)	32 (37%)	25

5. RECOMMENDATION

Following consideration of the comments summarised in the consultation report, it is recommended to implement:-

1. 'No entry except cycles' on Restormel Road.
2. 'No Waiting at Any Time' restrictions on a length of Central Park Avenue of approximately 27 m.
3. Three new road humps on Central Park Avenue outside house numbers 22 and 23; 10 and 11; and at the entrance to the Creative Court depot.