

MEMBER'S WRITTEN QUESTION

Chief Executive's Department



Name of Member submitting the question: Councillor Lynda Bowyer

Date received by Democratic Support Team

17 June 2019

To Councillor Mark Coker

Question

I'm concerned over the content of an email received from one of my residents querying the Council's approach to road safety for cyclists

The resident writes:-

"I was cycling at the junction of Peverell Park Road and Outland Road within one of the cities many cycle lanes, painted red, which are dual use! These cycle lanes appear to give cyclists somewhere safe to ride but because I've been knocked off whilst cycling in them twice I would argue that they fail to meet their main purpose."

What is the council doing to keeps cyclists safe at this junction in particular and generally within the City? The Council's cycling champion has recently expressed warm support for increasing cycle lane safety indicating that major improvements are being planned. Can you please give details of any proposals planned at this junction in particular and how are these improvements are to be funded?"

Signed

Date: 28 June 2019

Note

- Written questions must be submitted to the Monitoring Officer via the Democratic Support Team.
- Written questions will be replied to within 10 working days.
- Written questions and answers will be published on the last Friday of each month.

Answer

Thank you for raising with me your concerns about the resident who reports having been knocked off cycling in cycle lanes at the junction of Peverell Park Road and Outland Road. Firstly, I am very sorry to hear about this and I do hope that the resident makes a full recovery.

As you may be aware, improvements were made to this junction (as well as to the Ham Drive and Torr Lane junctions) as part of the recent Outland Road Junction Improvements Scheme. The primary aim of the scheme was to replace the ageing traffic signal equipment, as well as changing junction layouts to improve traffic flow. Where possible, and where it would not significantly impact on traffic capacity, improvements were also made for pedestrians and cyclists. Throughout the scheme new sections of on-road cycle lanes (around 0.6km) were put in as part of the scheme, with new advanced cycle stop lines at junctions. At the Peverell Park Road junction, due to constraints of the site, the layout of the junction was not changed, however new or improved advanced cycle stop lines were installed on all approaches to the junction, which we would expect has improved the safety of cyclists. We have had some positive feedback from other cyclists that they feel safer cycling along Outland Road since the scheme was delivered. In addition, the recent Mannamead Road Junction Improvement scheme has delivered safety improvements for cyclists, including a new off-road shared use section from Torr Lane to Manadon, and new Toucan Crossing facilities at the Torr Lane junction.

In terms of this particular scheme, it has been through the Road Safety Audit process. We recently had the final Road Safety Audit done, and in the 1-year post construction period there were no Personal Injury Collisions recorded at this location. We would very much encourage the resident, and road users more generally, to report all collisions involving an injury to the police so that we are able to have as complete a picture as possible.

In terms of the more general point about on road cycle lanes, we recognise that these only provide limited protection from vehicles, and on busier roads such as the A386, where this is achievable we aim to provide routes for cyclists that are separated from traffic.

In terms of future plans for the junction in question, unfortunately there is a limit to what can be achieved here without affecting general traffic capacity, but as is explained below, it is our intention to improve alternative routes along the corridor, and it is hoped that the reduced speed limit further north on the A386 will deliver some safety improvements for pedestrians and cyclists in particular.

We are clear that improving actual and perceived safety for cyclists, and other vulnerable road users, is key to the sustainable development of the city. Delivering an integrated network suitable for all users requires long-term planning and our approach is articulated through the Strategic Cycle Network (SCN). This aspirational network helps inform funding bids; our delivery of wider infrastructure; and our partnership work with developers. The SCN and details of the walking and cycling programme can be viewed at www.plymouth.gov.uk/cyclerouteimprovements

Major investment in our walking and cycling facilities, at present, is focused around the key strategic growth areas in the following cycling investment programmes:

Northern Corridor Strategic Cycle Network:

This scheme will deliver 4.5 kilometres of our planned SCN. The programme will cost around £3.51 million; of which £2.46 million is from the Department for Transport, £0.883 million is our local contribution and £0.167 million is from local development.

As part of this programme, improvements on Tavistock Road have been delivered as part of the Derriford Transport Scheme and major improvements between Southway and Plymbridge are expected to start construction later this year www.plymouth.gov.uk/southwaytoplymbridge

Eastern Corridor and City Centre Strategic Cycle Network:

This will create over 5 kilometres of the planned SCN. The scheme will cost around £4.91 million of which £3.42 million is from the Heart-of-the-South-West Local Enterprise Partnership and £1.49 million from the Sherford and Saltram Meadow developments.

As part of this programme, we have made several improvements including an extension of the walking and cycling route along the railway alignment to the east of Laira Rail Bridge, with further extensions to come in the coming months. We have also just completed improvements through Neptune Park in Cattedown.

Transforming Cities Fund

I am also pleased to be able to advise that a further £7.6 million of Department for Transport funding has been secured from the Transforming Cities Fund of which the overwhelming majority will be spent on walking and cycling improvements.

We are currently developing a funding bid for the next phase of the Transforming Cities Fund (tranche 2) it is hoped that through this we will be able to secure funding to make further improvements for pedestrians and cyclists travelling between the city centre and the North of the city.

This major programme of walking and cycling infrastructure investment is supported by further investment of £2 million in our successful Plymotion Green travel programme, £1.5 million of this funding has been provided by the Department for Transport thanks to a successful funding bid to the Department's Sustainable Travel Access Fund, for local projects that support access to employment, education and training by bike and on foot. Department for Transport funding for this programme will end in March 2020, but we are actively seeking opportunities to secure funding to continue this programme.

This programme includes free cycle training for adults of all abilities, bike safety checks and bike maintenance courses, along with advice on cycle delivery services, driver safety training, group cycling and walking events and personalised travel planning. Plymotion also includes a schools engagement programme which, in previous phases of Plymotion, has delivered very impressive mode shift from car to walking and cycling helping to reduce pollution, congestion and improve road safety particularly around schools. To find out more about this programme please visit www.plymouth.gov.uk/plymotion

Our efforts to encourage and enable active travel, and those of our partners are undoubtedly bearing fruit, as cycling has increased significantly in Plymouth, Department for Transport figures indicate a 56% increase in the last seven years. Thanks to existing and future programs, we have no doubt that this growth will continue, in accordance with the commitment to encourage and enable sustainable transport as set out in the Joint Local Plan.

I hope that the explanation above is helpful, but please do get in touch if you have any further queries.