Northern Corridor Junction Improvements Programme – Mannnamead Road

Public Consultation Report
1. MANNAMEAD ROAD JUNCTION IMPROVEMENT SCHEME

The B3250 Mannamead Road is a busy route for both public and private transport with 20,000 vehicles using it daily. It is a vital part of the city's transport network, connecting communities to the district centre at Mutley Plain, the A38 and the city centre. It also forms part of the key bus corridor linking the city centre with the north of the city. Mannamead Road is often congested, with motorists and bus services experiencing delays during peak periods. In addition to this, many of the traffic signal junctions along its length are ageing and operate poorly when compared to modern day equipment.

The Mannamead Road Junction Improvement Scheme aims to reduce congestion along this busy route. This will result in improved journey times for motorists and the service reliability of buses. The scheme will focus on the replacement of out-dated traffic signals, which are more prone to failure or malfunction, with modern more efficient equipment at junctions along Mannamead Road, from Torr Lane to Mutley Plain. In addition the scheme will also aim to improve road safety by upgrading pedestrian crossings and providing new or improved cycle facilities. The scheme will also amend junction layouts or priorities where it has been demonstrated the changes will provide worthwhile benefits to road users (including cyclists and pedestrians) and the changes are affordable. A summary of the scheme proposals is shown in Figure 1.

The scheme is part of the Northern Corridor Junction Improvements Programme, which is a five-year programme of improvements. The Mannamead Road scheme has an estimated cost of £1.7m.

Initial proposals for the scheme were developed and feedback from users, residents and businesses was sought to help inform the proposals further. This report summarises the feedback received and any amendments made to the scheme as a result.

2. PUBLIC CONSULTATION

The consultation period for the scheme ran from Friday 24 November 2017 to Friday 22 December 2017. Letters were sent to approximately 2200 addresses in the Mannamead Road and Mutley Plain area outlining the proposals and inviting them to attend two public consultation events. A press release was issued and the PCC website used to publicise the events.

Details of the two consultation events are shown in the table below.

<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>28/11/2017</td>
<td>1000-1300</td>
<td>Emmanuel Church Hall</td>
</tr>
<tr>
<td>07/12/2017</td>
<td>1600-1900</td>
<td>Emmanuel Church Hall</td>
</tr>
</tbody>
</table>

At both events Plymouth City Council Officers and members of the design team were available to explain the scheme proposals and answer questions. Members of the public were
encouraged to complete the feedback form at the events, online or to provide feedback through other means such as letters and emails.
Figure 1: Summary of scheme proposals

Mannmade Road Corridor – proposed scheme

Mannmade Road cycle improvements
- Provide off-road shared footway/cycleway between Torr lane and Placidon Junction

Torr Lane Junction
- New traffic signals
- Simplify junction layout
- Improved pedestrian crossings facilities
- Improved cycle facilities including toucan crossings
- New CCTV

Higher Compton Road Junction
- New traffic signals
- Dedicated right-turn lane
- Relocate bus stop south of the junction

Thorn Park and Lower Compton Road Junction
- New contraflow cycle lane into Thorn Park
- Improved cycle access into Lower Compton Road

Seymour Road Junction
- New traffic signals
- Improved pedestrian crossings facilities

College Avenue Junction
- New traffic signals
- Improved pedestrian crossing

Western College Road to Hyde Park Public House
- Remove on-street parking to provide two traffic lanes
- Relocation of parking to College Avenue/Connaught Avenue
- Additional signs to Mutley Plain car parks

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3. CONSULTATION RESPONSES FROM FEEDBACK FORMS

This section of the report summarises the responses that were received and highlights the key issues that were raised. The responses have been divided up to match the questionnaire form (see Appendix 1).

3.1 General support for scheme objectives

![Figure 2: Support for Scheme Objectives](image)

As shown in Figure 2, 81% of respondents were supportive of the objectives of the scheme overall while 13% of respondents were not supportive and the remainder not reporting a view either way.

<table>
<thead>
<tr>
<th>In support of proposal?</th>
<th>Reasons given / comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>• Sensible suggestions</td>
</tr>
<tr>
<td></td>
<td>• Sound and appropriate proposals</td>
</tr>
<tr>
<td></td>
<td>• Improvements to safety of pedestrians and cyclists</td>
</tr>
<tr>
<td></td>
<td>• Improvements to congestion</td>
</tr>
<tr>
<td></td>
<td>• Agreement that traffic signals need updating and signal timings improve</td>
</tr>
<tr>
<td>No</td>
<td>• Signals at Higher Compton Road junction</td>
</tr>
<tr>
<td></td>
<td>• Will not adequately meet scheme’s objectives</td>
</tr>
<tr>
<td></td>
<td>• Will not help to improve the route for cyclists</td>
</tr>
<tr>
<td></td>
<td>• Too much investment for cyclists</td>
</tr>
<tr>
<td></td>
<td>• Not good value for money</td>
</tr>
</tbody>
</table>
3.2 Support for the Removal of on-street parking on Mannnamead Road

As shown in Figure 3 the majority of respondents (67%) were in favour of this proposal. 29% did not support this proposal with 4% choosing not to report a view. The reasons given by those in support / not in support are shown below.

<table>
<thead>
<tr>
<th>In support of Proposal?</th>
<th>Reasons Given /Comments</th>
</tr>
</thead>
</table>
| Yes                     | • Would improve traffic flow into Mutley Plain  
                          • Was suggested that any new parking needs restrictions that are enforced |
| No                      | • Concern that it will affect trade to business at north end of Mutley Plain.  
                          • Concern that it will increase non-resident parking in side roads at unrestricted times  
                          • Concern that it will increase traffic in residential areas off Mutley Plain  
                          • Concern that existing car parks will still not be utilised, even with removal of on-street parking |
3.3 Support for Improvements to Pedestrian Crossing Facilities at Seymour Road

As shown in Figure 4 that the majority of respondents (76%) were supportive of this proposal, 11% of respondents were not supportive and the remaining 13% had no view. The reasons given by those in support / not in support are shown below.

<table>
<thead>
<tr>
<th>In support of proposal?</th>
<th>Reasons given / comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>• Would like the crossing to be made safer and more obvious.</td>
</tr>
<tr>
<td></td>
<td>• This is one of the most important improvements in the scheme.</td>
</tr>
<tr>
<td>No</td>
<td>• This existing crossing is hardly used so not worth the money</td>
</tr>
<tr>
<td></td>
<td>• The existing crossing is already providing an adequate facility</td>
</tr>
</tbody>
</table>
3.4 Support for the Provision of Contra-flow Cycle Lane into Thorn Park

As shown in Figure 5 there was a big split in responses to this question. 29% of respondents were supportive of the proposals, whilst 35% do not support them and 36% had no view. The reasons given by those in support / not in support are shown below.

<table>
<thead>
<tr>
<th>In support of proposal?</th>
<th>Reasons given / comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>• Anything which improves safety for cyclists is a good idea</td>
</tr>
</tbody>
</table>
| No                     | • Cyclists do not use this road  
                        | • Waste of money and not needed |

*Figure 5: Support for contra-flow cycle lane at Thorn Park*
3.5 Improvements to Cycle Access from Mannnamead Road and into Lower Compton Road

As shown in Figure 5 there was a big split in responses to this question, 36% of respondents were supportive of the proposals, whilst 29% do not support them and 35% had no view. The reasons given by those in support / not in support are shown below.

<table>
<thead>
<tr>
<th>In support of proposal?</th>
<th>Reasons given / comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>• Anything which improves safety for cyclists is a good idea</td>
</tr>
<tr>
<td></td>
<td>• Comment that this was important</td>
</tr>
<tr>
<td>No</td>
<td>• Not needed</td>
</tr>
<tr>
<td></td>
<td>• Access is fine as it is</td>
</tr>
</tbody>
</table>
3.7 Improvements to Pedestrian Crossing Facilities at Thornhill Road Junction

As shown in Figure 7, the majority of respondents (72%) were in favour of the proposals, 11% did not support this improvement and 17% had no view. The reasons given by those in support / not in support are shown below.

<table>
<thead>
<tr>
<th>In support of proposal?</th>
<th>Reasons given / comments</th>
</tr>
</thead>
</table>
| Yes                     | • Welcome improvement  
                         | • Feels like you need eyes in the back of your head at the  
                         |   moment to cross here                                          |
| No                      | • Not needed  
                         | • Very rarely used  
                         | • Adequate provision already                                    |
3.8 Provision of New Right Turn Lane into Higher Compton Road and Lockington Avenue

As shown in Figure 8, the majority of respondents (69%) were in favour of the proposals, with 10% not supporting and 21% not having a view. The reasons given by those in support / not in support are shown below.

<table>
<thead>
<tr>
<th>In support of proposal?</th>
<th>Reasons given / comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>• Very good idea – will improve congestion at junction.</td>
</tr>
<tr>
<td></td>
<td>• Long overdue.</td>
</tr>
<tr>
<td>No</td>
<td>• Not enough space at the junction for this</td>
</tr>
<tr>
<td></td>
<td>• Not an in issue, most traffic turns into Higher Compton Road from the other direction.</td>
</tr>
</tbody>
</table>

Figure 8: Support for new right-turn lane at Higher Compton Road
3.9 Improvements to Pedestrian Crossing Facilities on Torr Lane Junction (including the provision of new toucan crossings on Torr Lane and Mannnamead Road)

As shown in Figure 9 that the majority of respondents (67%) were in favour of the proposals, 13% did not support the proposals and 20% had no view. The reasons given by those in support / not in support are shown below.

<table>
<thead>
<tr>
<th>In support of proposal?</th>
<th>Reasons given / comments</th>
</tr>
</thead>
</table>
| Yes                    | • Crossing here isn’t easy and being in close proximity to a busy nursery/ preschool this would be helpful.  
                        | • Good idea – will improve access to the church in Torr Lane, Trinity Church. |
| No                     | • Not necessary – adequate crossing facilities already in place. |
3.10 Provision of a New Shared use Footway/Cycle-way from Torr Lane to Manadon Roundabout

Figure 10: Support for new shared use cycle way from Torr Lane to Manadon

As shown in Figure 10, the majority of respondents (62%) were supportive of the proposals, with 20% of respondents not supporting and 18% not having a view. The reasons given by those in support / not in support are shown below.

<table>
<thead>
<tr>
<th>In support of proposal?</th>
<th>Reasons given / comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>• Good safety move</td>
</tr>
<tr>
<td></td>
<td>• Very unsafe for cyclist currently</td>
</tr>
<tr>
<td>No</td>
<td>• How do you persuade cyclists to use it?</td>
</tr>
<tr>
<td></td>
<td>• Inappropriate speed of cyclists downhill</td>
</tr>
</tbody>
</table>
3.11 Support for Extended Hours of Work During Construction

As shown in Figure 11, the majority of respondents (66%) were supportive of extended working hours, 23% were not supportive and 10% did not have a view. The reasons given by those in support / not in support are shown below.

<table>
<thead>
<tr>
<th>In support of proposal?</th>
<th>Reasons given / comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>• The sooner the scheme completes the better</td>
</tr>
<tr>
<td>No</td>
<td>• Increased noise at unsociable times</td>
</tr>
</tbody>
</table>
4. FURTHER COMMENTS FROM FEEDBACK FORMS

A further comments section was provided on the feedback form to allow consultees to express any concerns or comments on any other issues that were not covered in the questionnaire. A variety of comments were received and these have been summarised below along with details of whether the scheme has been amended in light of the comments and if not why.

4.1 Summary of Main Issues Raised

Access to properties due to parked cars

Comments received stated that parked cars along side streets cause issues for access to properties for residents but also for emergency services.

*These issues were reported in a number of locations and have been passed onto the Parking Operations Team.*

Bus lane length on approach to Vapron Road

Comments received stated that the bus lane on Mannnamead Road (NB) on the approach to Vapron Road should be shortened with appropriate road markings allowing left turners to move into that lane in advance of turning into Vapron Road.

*The scheme has been amended and this change will be included as part of the scheme.*

Manadon Roundabout yellow boxes

Comments received stated that vehicles often block exits on Manadon Roundabout which leads to congestion. It was suggested that yellow boxes should be installed on the roundabout circulatory.

*This is outside of the scope of this scheme. It is considered however that the use of box junctions at this location would reduce the capacity of the roundabout since neither vehicles on the circulatory nor those entering the roundabout would be able to enter the box if their exit is not clear.*

Blockage of Mutley Plain due to lorries unloading

Comments received suggesting that congestion issues on Mutley Plain are due to HGVs unloading in the carriageway.

*Whilst it is accepted that this is an issue, it is outside of the scope of this scheme and it is felt that this does not preclude the need for the proposed improvements on Mannnamead Road. These comments have been passed on to the relevant teams within the Council.*

Parking in side roads as a result of Mannnamead Road parking removal

Comments received suggested that issues with on-street parking in side roads, particularly Western College Road and Seymour Road may be exacerbated as a result of the removal of parking on Mannnamead Road.

*The scheme proposes to create 8 new spaces in nearby side-roads to replace the majority of the 13 spaces removed on Mannnamead Road. It is unlikely that this small change would have a significant impact on parking in the immediate vicinity. The Parking Operations Team will continue to monitor parking use in the area and should any problems arise are best placed to deal with this accordingly.*

Western College Road crossing

Comments received suggested that crossing Western College Road at its junction with Mannnamead Road is difficult and improvements should be made here.
The scheme focuses on the signalised junctions along Mannnamead Road of which this junction is not one. The flows of vehicles turning into and out of this junction are relatively low and therefore no changes to this junction are proposed as part of this scheme.

5. LETTERS AND EMAILS

As part of the consultation process a number of representations were received through letters and emails. Some of the comments were about specific concerns not covered by specific questions within the feedback form. These have been summarised below along with details of whether the scheme has been amended in light of the comments and if not why.

5.1 Removal and relocation of on-street parking in Mannnamead Road
A number of letters were received, predominantly from local businesses, which were not supportive of the proposal to remove / relocate on-street parking at the southern end of Mannnamead Road. A number of representations from local business were also passed onto local ward members who highlighted the level of concern raised about this issue. A suggestion was made to leave the parking in place but to extend the times of the parking restriction. Some responses suggested that the removal of parking on Mannnamead Road would make residents’ parking in side streets more difficult.

One of the main objectives of this scheme it to improve traffic flow and reduce congestion along Mannnamead Road. The presence of this on-street parking on the approach to Mutley Plain reduces the capacity of the road at the Hyde Park junction, adding to localised congestion southbound on Mannnamead Road. Their removal will effectively double the capacity of the road on the approach to Mutley Plain, which will improve journey times for all vehicles. Although the current restrictions do not allow parking between 8.00am and 9.15am there is evidence that vehicles are often parked illegally during these times, causing additional congestion in the morning rush-hour. Therefore changing the times of the restrictions would be unlikely prevent illegal parking at other times of the day.

Whilst it is accepted that there will be a degree of impact on some of the businesses immediately adjacent to the parking being removed, this impact has been mitigated as part of the scheme and therefore will not be significant. There is currently space for approximately 13 cars to park on Mannnamead (for one hour) during the daytime, which are proposed to be removed as part of the scheme. The scheme proposes to provide additional space for approximately 8 cars to park on College Avenue and Connaught Avenue (also for one hour), meaning the net loss of spaces in very close proximity will be limited to only 5 cars. In addition the scheme proposes to relax restrictions in the parking bay on Mutley Plain near Tesco Express, allowing vehicles to park for one hour from 8.00am until 8.00pm instead of only between 9.15am and 3.45pm. New signage will also be installed directing shoppers to the under-used Mutley Barracks public car park which is very close to this location.

It is felt that it is unlikely that the removal of on-street parking on Mannnamead Road would cause any significant problems for local residents since new parking spaces are being provided.

5.2 Suggestion to retain on-street parking on Mannnamead Road by relocating it into the existing pavement adjacent to businesses frontages to create marked bays
Some respondents including local businesses suggested that the on-street parking could be relocated on to the pavement outside of the businesses that front Mannnamead Road, allowing two continuous lanes to be created whilst retaining the existing parking provision.
The option of relocating the existing parking into new parking bays within the existing footway was explored during the feasibility design stage. It was rejected on the basis that the large cost of relocating utilities within the existing footway would be prohibitive. Furthermore, the land to the east of the bollards is not Council-owned and has cellars underneath, prohibiting the use of the existing footway for parking.

5.3 Contraflow cycle lane into Thorn Park and cycle access improvements into Lower Compton Road
A number of emails were received that did not support the installation of a new contraflow cycle lane into Thorn Park. These cited a number of reasons why it should be removed from the scheme, including safety and loss of residents’ parking. There were also emails received that did not support the changes to cycle access into Lower Compton Road, opposite Thorn Park, with reasons given that it could be unsafe and was unnecessary.

As a result of the lack of support for these elements of the scheme and the fact that they are not fundamental to achieving the scheme’s objectives, they will not be progressed.

5.4 Torr Lane traffic signals
Some comments received regarding the Torr Lane traffic signals suggest that they are unreliable and can be confusing for both drivers and pedestrians.

These signals will be upgraded as part of the scheme which will improve users experience when travelling through this area, either as a driver or as a pedestrian.

5.5 Pedestrian crossing at Hyde Park Hotel
Some comments were received regarding the length of time that it takes for traffic signals to change on pedestrian crossings across Hyde Park Road to the Hyde Park Hotel.

These signal timings operate as part of the larger junction and do not operate in the same manner as a standalone crossing. It is unfortunately not possible to reduce the amount of time pedestrians have to wait for the ‘green man’ since that time is governed by the traffic demand on Mannamead Road and Mutley Plain.

5.6 Other Issues
The speed that vehicles travel along Seymour Road was raised

This issue is outside of the scope of the Mannamead Road scheme. The comment has been passed onto the Council’s Road Safety Team.

6. CONCLUSIONS AND NEXT STEPS
• In total the Council received and analysed 122 responses to the consultation. These responses appear to represent a good cross-section of people that will be affected by the scheme; this includes local residents, businesses and commuters.
• There was a high level of support 81% for the project and its objectives. There was also a high level of support for individual proposals, although the Thorn Park contra-flow cycle lane and improved cycle access to Lower Compton Road were less well received and the scheme has been amended accordingly.
• Although there was public support for the proposals for changes to on-street parking, there was some opposition from local businesses. For reasons outlined previously in the report this element of the scheme will be progressed as part of the preferred scheme.
• The feedback from the consultation has been used to help inform and refine the proposals leading to the development of the preferred scheme.

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MANNAMEAD ROAD JUNCTION IMPROVEMENTS SCHEME
Feedback Questionnaire

Plymouth City Council is consulting on potential transport improvements for Mannnamead Road. We are looking to replace and renew aging traffic signal equipment as well as taking the opportunity to see how we can improve traffic flow along the route. We will also be considering how improvements can be made to provide safer pedestrian and cycle facilities. We would like to hear your views on the ideas proposed and any new ones that you may have.

You can hand this form in at the exhibition or alternatively you can provide your comments:

🔗 Online at www.plymouth.gov.uk/mannameadroadjunctionimprovementsscheme

📧 By email to: TransportProjects@plymouth.gov.uk

✉️ Or by sending this form to Strategic Transport Team, Plymouth City Council, Ballard House, West Hoe Road, Plymouth PL1 3BJ with reference Mannnamead

The closing date for this consultation is Friday 22 December 2017.

About you

All information provided will be treated in accordance with the Data Protection Act 1998. We will only use this information when considering the proposals for the Eastern Corridor Junction Improvements Scheme. If you provide your contact details we will only use them to inform you about the results of the consultation. All of the information you provide will remain confidential.

1 Your home postcode

2 Your work postcode, street or location

3 On average, how often do you travel along Mannnamead Road? Please tick
☐ Most days ☐ Once or twice a week ☐ Less than once a week
☐ Infrequently ☐ Never

4 For question 3 above, what is your main method of travel? Please tick
☐ Car (driver) ☐ Car (passenger) ☐ Bus ☐ Motorcycle
☐ Walk ☐ Cycle ☐ Other, please state

18
5 Have you regularly experienced any of the following when using Mannamead Road?
Please tick all that apply

- Congestion
- Delay
- Unreliable journeys
- Safety concerns
- Difficulty in crossing roads
- Difficulty in using cycle facilities
- Limited bus services/routes
- Other concerns or issues:

6 Northern Corridor Junction Improvement Scheme (Mannamead Road) project feedback

Are you generally in support of the objectives of the project to reduce delay and improve the reliability for journeys using Mannamead Road by replacing aging traffic signal equipment, providing capacity improvements where possible and improving facilities for pedestrians and cyclists travelling along and across Mannamead Road.

☐ Yes  ☐ No  ☐ Don't have a view
Please briefly explain your answer below

7 Do you support the proposals for the changes to Mannamead Road?

- Removal of on-street parking bays on Mannamead Road on approach to Hyde Park junction to provide two lanes for all traffic (some parking bays could potentially be relocated to College Avenue and Connaught Avenue)
  ☐ Yes  ☐ No  ☐ Don't have a view

- Improvements to pedestrian crossing facilities at Seymour Road junction
  ☐ Yes  ☐ No  ☐ Don't have a view

- Provision of contra-flow cycle lane into Thorn Park (north exit)
  ☐ Yes  ☐ No  ☐ Don't have a view

- Improvements to cycle access from Mannamead Road and into Lower Compton Road
  ☐ Yes  ☐ No  ☐ Don't have a view
Improvements to pedestrian crossing facilities at Thornhill Road junction
☐ Yes  ☐ No  ☐ Don’t have a view

Provision of new right-turn lane into Higher Compton Road and Lockington Avenue
☐ Yes  ☐ No  ☐ Don’t have a view

Improvements to pedestrian crossing facilities on Torr Lane junction including the provision of new toucan crossings on Torr Lane and Mannnamead Road
☐ Yes  ☐ No  ☐ Don’t have a view

Provision of a new shared use footway/cycle-way from Torr Lane to Manadon Roundabout.
☐ Yes  ☐ No  ☐ Don’t have a view

Please briefly explain your answer below

__________________________________________________________________________

__________________________________________________________________________

8 Would you support extending the hours of working to 0700 – 2200 hours to reduce the length of the construction period, despite the associated higher costs and knowing that local residents could be subject to longer periods of construction noise and disturbance?
☐ Yes  ☐ No  ☐ Don’t have a view

(Please briefly explain your answer below).

__________________________________________________________________________

__________________________________________________________________________

__________________________________________________________________________

__________________________________________________________________________

9 Please write any further comments you may have in the space below.

__________________________________________________________________________

__________________________________________________________________________

__________________________________________________________________________

__________________________________________________________________________

__________________________________________________________________________
Thank you for taking the time to provide feedback.
A short report of the consultation responses will be published on our website.

If you would like to be kept informed of the scheme or notified when the consultation report is available online, please provide your name and address or email address below:

Name

Address

Postcode

Email