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7.3 Feedback related to the proposal to open up the existing Colborne Road access which links Charlton Crescent to William Prance Road.

8. NEXT STEPS

9. QUESTIONS
1. INTRODUCTION

1.1 Executive Summary

1.1.1 The Council’s Strategic Transport Team has been in discussion with local residents in the Charlton Road area surrounding concerns of the safety of the Charlton Road junction with Tavistock Road, as part of the Derriford Transport Scheme public engagement events. Following review of options to improve the safety of this junction, a residents’ meeting was held in September 2017 with the Council originally proposing to close the gap in the central reservation, thereby banning the right turn into Charlton Road permanently. Recognising this reduced access to Charlton Road, Council Officers also proposed reopening Colborne Road as an alternative access, linking Charlton Crescent to William Prance. The majority of respondents did not support the closure of the right turn gap in the central reservation and also did not support reopening Colborne Road. The Council is therefore pursuing a signalised option for the junction of Charlton Road and Tavistock Road. A scheme to reopen Colborne Road will not be pursued.

1.2 Background

1.2.1 A number of options have been explored to improve safety at the junction of Charlton Road and Tavistock Road.

1.2.2 This is a known accident hotspot, with 12 collisions (including one fatality) recorded between 2006 and 2016.

1.2.3 The Derriford Transport Scheme public consultation events held in both 2014 and 2015 and feedback from the regular ‘Meet the Team’ sessions have highlighted the concerns about safety and the difficulties this causes for users of this junction.

1.2.4 The road safety audit for the Derriford Transport Scheme also found the junction to be unsafe and recommended either the introduction of traffic signals or closure of the gap in the central reserve, prohibiting the right turn into Charlton Road.

1.2.5 Accident data shows safety issues with both approaches along Tavistock Road (northbound and southbound), as well as the exit out of Charlton Road. Some improvements are already being made as part of the Derriford Transport Scheme, including:

- Repositioning the footway on the corner of the junction to improve visibility to the right for drivers leaving Charlton Road
- Reducing the length of the bus lane on the southbound side of Tavistock Road to allow drivers more time to slow down and turn left into Charlton Road

1.2.6 However, concerns surrounding traffic turning right into Charlton Road from the northbound side of Tavistock Road also need to be addressed.

1.3 Original Proposals

1.3.1 Stop the right turn into Charlton Road from Tavistock Road (and close the gap in the central reserve)

- This directly addresses safety concerns relating to traffic turning right into Charlton Road and reduces the risk of collisions at this junction. Since the right turn was temporarily closed in March 2017 (to allow work on the Derriford Transport Scheme) there have been no incidents. There were three during the same period in 2016.

- It will prevent issues caused by a relatively low number of right-turning vehicles opposing a much higher volume of traffic on the southbound side of Tavistock Road.

1.3.2 Provide an alternative access route via Colborne Road
The Council recognises that closing the right turn will have an impact on residents who access their homes and businesses via Charlton Road, as well as their visitors, and so investigations into a possible future option to open an alternative access route via Colborne Road has been progressed. This is a private road between William Prance Road and Charlton Crescent but early discussions with the landowners are positive. The Council would need to identify funding to deliver this scheme.

1.4 Other Options Considered

1.4.1 Leave the right turn into Charlton Road open
- This would fail to address safety risks that have been identified
- Accidents would almost certainly continue to occur, particularly when the volume of traffic increases due to planned growth in the area.

1.4.2 Introduce ‘keep clear’ markings (to help prevent problems with southbound traffic blocking access for drivers turning right into Charlton Road)
- As Charlton Road is close to the crest of the hill on Tavistock Road and visibility is limited, right-turning drivers would still struggle to see past the queued traffic and ensure the bus lane is clear before turning. The fatal collision at this junction involved a vehicle turning right and a cyclist in the nearside lane, which is now a bus lane.

1.4.3 Introduce traffic signals at Charlton Road
- While modelling suggests this might be an option in current conditions, the forecast is that this will cause queuing back through the William Prance Road junction as traffic volume grows. This would undermine the improvements being made as part of the Derriford Transport Scheme, cause delays to buses (which the Council is encouraging people to use more) and could even threaten external funding support for the scheme as a result.
- Vehicles waiting to turn right into Charlton Road would have to be given a lower priority than the southbound flow on Tavistock Road – and there is limited queuing space available in the right turn lane.

1.4.4 Provide an alternative access route via Smallack Drive and The Limes
This would involve negotiations with at least three different private landowners. Given the positivity of discussions with the Colborne Road landowners, opening that link is considered a better option at this time.

2. CONSULTATION

2.1 Residents’ Meeting

2.1.1 A residents’ meeting was held at the Future Inns hotel on Tuesday 5 September 2017 where local residents were presented with Plymouth City Council’s proposals to stop the right turn into Charlton Road from Tavistock Road (and close the gap in the central reserve) and provide an alternative access route via Colborne Road. Other options that have been considered were also presented and explanations were provided as to why Officers recommend not taking these forward at this time.

2.1.2 Letters, consultation leaflets and questionnaires were sent to 170 households and local businesses that are accessed from Charlton Road as well as the properties fronting Tavistock Road between William Prance Road and just south of Charlton Road.

2.1.3 Ward members were provided with copies of the consultation materials and were also invited to attend the residents’ meeting.
Residents were in invited to submit comments by post, by email or online through the Council’s website.

The consultation was open for comments between Friday 25 August and Friday 8 September 2017.

Around 150 people attended the residents’ meeting and requested a vote on the original proposals. The vast majority of attendees voted to keep the right turn into Charlton Road available and for a signalised junction to be implemented. The vast majority also voted against reopening Colborne Road.

### CONSULTATION RESPONSES

#### 3.1 Summary

In total, Plymouth City Council received 108 written responses. Of these, 79 were official questionnaires completed either online or paper copies were posted or handed in at the residents’ meeting; 13 were official emails received directly to the Transport Projects team inbox; nine were other emails passed on by the Seaton Residents’ Association; and five were other paper forms passed on by the Seaton Residents’ Association.

Of the total responses received, 14 were from the same individuals and were therefore combined into one response and two responses were duplicates and were therefore removed from the analysis.

A total of 92 responses were therefore analysed.

Of the total responses analysed, 72 responses (78%) were identified as being from households within the scheme area, three responses (3%) were from family members of relatives who live in the area, 16 responses (17%) were from the wider city and one respondent (1%) did not provide any address data.

Of the total feedback received in relation to the proposal to close the gap in the central reservation on Tavistock Road, thereby prohibiting the right turn from Tavistock Road into Charlton Road permanently, 26 respondents (28%) supported the proposal and 53 (58%) did not support the proposal. The remaining 13 respondents (14%) either did not respond or their view was unclear.

Of the total feedback received in relation to the proposal to open up the existing Colborne Road access, linking Charlton Crescent to William Prance Road, 29 respondents (31%) supported the proposal and 56 respondents (61%) did not. The remaining seven respondents (8%) either did not respond of their view was unclear.

#### 4. CONSULTATION FEEDBACK – OFFICIAL ONLINE/PAPER QUESTIONNAIRE

#### 4.1 Introduction

A total of 77 responses (84% of total respondents) were analysed for this section. The analysis summarises and represents the key themes from the feedback received for each question.

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\(^1\) NB. Multiple responses were received from individual households.
4.2 Question 4: Have you regularly experienced any of the following when accessing Charlton Road?

<table>
<thead>
<tr>
<th>Issue</th>
<th>No. of respondents</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Congestion</td>
<td>43</td>
<td>56%</td>
</tr>
<tr>
<td>Delay</td>
<td>38</td>
<td>49%</td>
</tr>
<tr>
<td>Safety Concerns</td>
<td>52</td>
<td>68%</td>
</tr>
<tr>
<td>Difficulty in crossing roads</td>
<td>38</td>
<td>49%</td>
</tr>
<tr>
<td>Difficulty in using cycle facilities</td>
<td>0</td>
<td>-</td>
</tr>
<tr>
<td>No issues/No response</td>
<td>10</td>
<td>13%</td>
</tr>
<tr>
<td>Other</td>
<td>2</td>
<td>3%</td>
</tr>
</tbody>
</table>

4.2.1 33 respondents selected ‘other’; however 31 of these highlighted issues that are included in the above and were therefore adjusted as appropriate. The remaining two respondents (3%) stated parking is another issue experienced.

4.2.2 Some respondents used the ‘other’ space to elaborate on their selected answers. Of those who selected ‘Congestion’, three respondents (7%) stated this is as a result of the Derriford Transport Scheme traffic management.

4.2.3 Of those who selected ‘Delay’, five respondents (13%) stated this is due to the waiting time when turning right into Charlton Road and two (5%) stated this is as a result of the Derriford Transport Scheme traffic management.

4.2.4 Of those who selected ‘Safety Concerns’, 16 respondents (31%) stated this was due to the speed of vehicles on Tavistock Road, particularly by buses, taxis and cyclists travelling downhill in the southbound bus lane. 11 respondents (21%) stated this is due to the southbound bus, taxi and cycle lane creating a point of conflict for those turning left into Charlton Road. 11 respondents (21%) expressed safety concerns with the right turn into Charlton Road, specifically referencing issues with visibility of vehicles using the bus lane. Some noted this worsens in the peak periods when traffic (which is slow moving or queueing in lanes one and two) allow right turners to cross Tavistock Road into Charlton Road but users of the bus lane are unaware of this and continue at higher speeds. Nine respondents (17%) also commented there are safety concerns with the left turn into Charlton Road, with most explaining the turn is very sharp and requires vehicles to slow right down on the main carriageway before entering the left turn lane, which has the potential to cause rear end shunts. Some also noted it is sometimes relevant to stop completely in lane one to give way to vehicles using the bus lane before proceeding to the left turn lane. Seven respondents (13%) expressed concern with visibility, predominantly when turning right into Charlton Road and being unable to see past the brow of the hill on Tavistock Road southbound. A few respondents also expressed concerns over pedestrians crossing Charlton Road and not being aware of turning traffic and also vehicles using the right turn gap in the central reservation to perform U-turns.

4.2.5 Of those who selected ‘difficulty in crossing roads’, the majority of respondents stated reasons related to the delay when waiting for a gap to turn right or the potential conflict point between left turning vehicles into Tavistock Road and vehicles using the southbound bus lane. However two respondents (5%) stated they experience difficulties due to the poor pedestrian access to the northbound bus stop on Tavistock Road (opposite Charlton Road).
4.3 Question 5: We are proposing to close the gap in the central reservation on Tavistock Road, thereby prohibiting the right turn from Tavistock Road into Charlton Road permanently. Do you think this will address some of the issues you highlighted in question 4?

Of the respondents who selected 'Yes' for question 5, 18 respondents (78%) gave reasons including the proposal will alleviate the issues and safety concerns with poor visibility, speed of vehicles using the bus lane, long waiting times and prevent potential accidents all associated with the right turn into Charlton Road.

However, of those who selected 'Yes', four respondents (36%) also commented an alternative access is needed if the right turn is permanently prohibited; three respondents (27%) highlighted this proposal does not address safety concerns with the left turn into Charlton Road; and two respondents (18%) commented a diversion via Derriford Roundabout would increase congestion on Tavistock Road.

Of the respondents who selected 'Yes', five (28%) did not provide an explanation for their answer.

Of the respondents who selected 'No', 14 (27%) commented the proposals to prohibit the right turn permanently do not address the safety concerns with the left turn into Charlton Road and eight respondents (16%) commented the concern of vehicle speed is also not addressed, as summarised in section 4.2.4. 12 respondents (24%) stated the diversion route would increase congestion on Tavistock Road and eight respondents (16%) also commented that the diversion route would add to journey times and these issues would therefore not be addressed. Eight respondents (16%) expressed they felt other options are available to address concerns, with the vast majority suggesting the Charlton Road junction should be signalised and a few suggesting the speed limit on Tavistock Road should be reduced and a yellow box junction should be installed. A few respondents also commented the proposal will only move the problem elsewhere and that the issues with parking and pedestrian crossing facilities across Tavistock Road are not being addressed.

Six respondents (12%) who selected 'No' stated they did not feel there are any issues with the right turn into Charlton Road.

Of the respondents who selected 'No', 11 (22%) did not provide an explanation for their answer.
4.4 Question 6: Please tell us what you think about the proposal to prohibit the right turn into Charlton Road permanently.

4.4.1 Question six provided a free text box and the responses have been interpreted as follows.

4.4.2 The responses included in ‘Unclear’ represent respondents who provided comments which did not clearly indicate if they support or do not support the proposals.

4.4.3 The below table summarises and represents the key themes from the comments for question 6.

<table>
<thead>
<tr>
<th>Theme</th>
<th>No. of respondents</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposals will address some safety concerns</td>
<td>16</td>
<td>21%</td>
</tr>
<tr>
<td>Alternative access is needed</td>
<td>10</td>
<td>13%</td>
</tr>
<tr>
<td>Proposals will cause inconvenience</td>
<td>10</td>
<td>13%</td>
</tr>
<tr>
<td>Diversion will increase mileage and journey times</td>
<td>20</td>
<td>26%</td>
</tr>
<tr>
<td>Increased costs associated with diversion</td>
<td>9</td>
<td>12%</td>
</tr>
<tr>
<td>Proposals do not address safety concerns with the left turn into Charlton Road</td>
<td>9</td>
<td>12%</td>
</tr>
<tr>
<td>Other options are available</td>
<td>23</td>
<td>30%</td>
</tr>
<tr>
<td>Diversion will increase congestion on Tavistock Road</td>
<td>13</td>
<td>17%</td>
</tr>
<tr>
<td>Diversion will increase pollution</td>
<td>10</td>
<td>13%</td>
</tr>
<tr>
<td>Closure will impact on emergency service response times</td>
<td>9</td>
<td>12%</td>
</tr>
<tr>
<td>Proposal will devalue properties</td>
<td>7</td>
<td>9%</td>
</tr>
<tr>
<td>Proposal does not address speed concerns</td>
<td>7</td>
<td>9%</td>
</tr>
</tbody>
</table>
Of the respondents who felt other options are available, the majority suggested the Charlton Road junction should be signalised and a few suggested the speed limit on Tavistock Road should be reduced and a yellow box junction should be installed.

**Question 7:** We are proposing to open up the existing Colborne Road access which links Charlton Crescent to William Prance Road. Do you support this proposed new access?

- **Yes:** 21 (27%)
- **No:** 50 (65%)
- **Don't have a view:** 4 (5%)
- **No response:** 2 (3%)

Of the respondents who selected 'No' to question 7, two expressed they would support this proposal if it was a no through route and therefore prevented 'rat running'.

**Question 8:** Please tell us what you think about the proposal to open up an alternative access route via Colborne Road.

Of the respondents who selected 'Yes' to question 7, explanations included this would provide a safer (9, 43%) and improved (7, 33%) access to the estate; although there was some concern that this would create a through route and cause 'rat running' (5, 24%). Seven respondents (33%) commented Colborne Road should be a two-way access road and six respondents (29%) expressed access from Tavistock Road should be closed to vehicles entirely. A few respondents also stated an alternative access should be provided before the right turn gap is closed (if that proposal was to be taken forward), although congestion on Charlton Road may increase and issues with parking would also need to be addressed.

Of the respondents who selected 'No' to question 7, the majority of respondents (31, 62%) felt an alternative access will increase traffic on Charlton Road and create a through route which would encourage 'rat running', with associated safety concerns (17, 34%). Some respondents (13, 26%) commented the road is too narrow, particularly with two way access, with others expressing concern the road will not support increased traffic (5, 10%). A few respondents felt this proposal would mean the area would no longer have a quiet, residential feel and some raised security concerns with improved access to a military estate. A few respondents also stated the parking situation will be worsened and the diversion would still increase journey times and create extra mileage at additional cost to drivers. Finally, a few respondents commented this proposal just moves the issues associated with the right turn; some felt that an alternative access is not necessary, will disadvantage pedestrians who use Colborne Road as a walking route, and that the Charlton Road
juncture with Tavistock Road should instead be signalised, whilst others felt an alternative access should be opened up between The Limes and Smallack Drive.

4.6.3 Three respondents (6%) who selected ‘No’ to question 7 did not provide an explanation.

5. CONSULTATION FEEDBACK – OFFICIAL EMAIL/LETTER RESPONSES

5.1 Introduction

5.1.1 A total of 13 emails/letters were received, however four of the respondents also completed a feedback questionnaire and their responses were combined. A total of nine responses (10% of total responses) were therefore analysed for this section. The analysis summarises and represents the key themes from the feedback received.

5.2 Feedback related to the proposal to close the gap in the central reservation on Tavistock Road, thereby prohibiting the right turn from Tavistock Road into Charlton Road permanently.

5.2.1 Of the emails/letters received, the responses have been interpreted as follows.

5.2.2 The responses included in ‘Unclear’ represent respondents who provided comments which did not clearly indicate if they support or do not support the proposals.

5.2.3 The below table summarises and presents the key themes from the comments related to the proposal to prohibit the right turn into Charlton Road permanently.
| Proposals will address some safety concerns | 2 | 22% |
| Proposals will cause inconvenience | 1 | 11% |
| Diversion will increase mileage and journey times | 1 | 11% |
| Increased costs associated with diversion | 1 | 11% |
| Proposals do not address safety concerns with the left turn into Charlton Road | 6 | 67% |
| Other options are available | 6 | 67% |
| Diversion will increase congestion on Tavistock Road | 1 | 11% |
| Diversion will increase pollution | 2 | 22% |
| Closure will impact on emergency service response times | 1 | 11% |
| Proposal did not form part of the original Derriford Transport Scheme | 2 | 22% |
| Proposal does not address speed concerns | 1 | 11% |

5.3 **Feedback related to the proposal to open up the existing Colborne Road access which links Charlton Crescent to William Prance Road.**

5.3.1 Of the emails/letters received, the responses have been interpreted as follows.

![Feedback Pie Chart]

5.3.2 The responses included in ‘Unclear’ represent respondents who provided comments which did not clearly indicate if they support or do not support the proposals.

5.3.3 Of the respondents who commented they did not support this proposal, three (75%) expressed they would support this proposal if it was a no through route and therefore prevented ‘rat running’.

5.3.4 The below table summarises and presents the key themes from the comments related to the proposal to open up Colborne Road as an alternative access.
### CONSULTATION FEEDBACK – OTHER EMAIL/LETTER RESPONSES

#### 6. Introduction

##### 6.1

A total of nine emails/letters were sent to the chair of the Seaton Residents’ Association, however six of the respondents also completed a feedback questionnaire or emailed the Council directly and their responses were combined. A total of three responses (3% of total responses) were therefore analysed for this section. The analysis summarises and represents the key themes from the feedback received.

#### 6.2

**Feedback related to the proposal to close the gap in the central reservation on Tavistock Road, thereby prohibiting the right turn from Tavistock Road into Charlton Road permanently.**

##### 6.2.1

Of the other emails/letters received, the responses have been interpreted as follows.

<table>
<thead>
<tr>
<th>Proposal</th>
<th>No. of respondents</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposals will improve access</td>
<td>1</td>
<td>11%</td>
</tr>
<tr>
<td>Proposals should include the Charlton Road junction with Tavistock Road</td>
<td>4</td>
<td>44%</td>
</tr>
<tr>
<td>Proposals should include Colborne Road having two-way access</td>
<td>3</td>
<td>33%</td>
</tr>
<tr>
<td>Issues with parking need to be addressed</td>
<td>1</td>
<td>11%</td>
</tr>
<tr>
<td>Safety concerns related to a view of increased traffic through the area</td>
<td>4</td>
<td>44%</td>
</tr>
<tr>
<td>No certainty over delivery of these proposals</td>
<td>3</td>
<td>33%</td>
</tr>
<tr>
<td>Proposals will create a through route and cause ‘rat running’</td>
<td>9</td>
<td>100%</td>
</tr>
<tr>
<td>Charlton Road and Charlton Crescent are too narrow to accommodate</td>
<td>3</td>
<td>33%</td>
</tr>
<tr>
<td>Safety concerns will access to a military estate</td>
<td>1</td>
<td>11%</td>
</tr>
<tr>
<td>Proposals will devalue properties</td>
<td>1</td>
<td>11%</td>
</tr>
<tr>
<td>The area will no longer be a quiet residential area</td>
<td>2</td>
<td>22%</td>
</tr>
</tbody>
</table>
6.2.2 The responses included in ‘Unclear’ represent respondents who provided comments which did not clearly indicate if they support or do not support the proposals.

6.2.3 The below table summarises and presents the key themes from the comments related to the proposal to prohibit the right turn into Charlton Road permanently.

<table>
<thead>
<tr>
<th>Theme</th>
<th>No. of respondents</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposals will address some safety concerns</td>
<td>1</td>
<td>33%</td>
</tr>
<tr>
<td>Diversion will increase mileage and journey times</td>
<td>1</td>
<td>33%</td>
</tr>
<tr>
<td>Increased costs associated with diversion</td>
<td>1</td>
<td>33%</td>
</tr>
<tr>
<td>Other options are available</td>
<td>1</td>
<td>33%</td>
</tr>
<tr>
<td>Diversion will increase congestion on Tavistock Road</td>
<td>1</td>
<td>33%</td>
</tr>
<tr>
<td>Diversion will increase pollution</td>
<td>1</td>
<td>33%</td>
</tr>
<tr>
<td>Proposals will devalue properties</td>
<td>1</td>
<td>33%</td>
</tr>
</tbody>
</table>

6.3 Feedback related to the proposal to open up the existing Colborne Road access which links Charlton Crescent to William Prance Road.

6.3.1 Of the other emails/letters received, the responses have been interpreted as follows.

![Support vs. Do not support](image)

6.3.2 The below table summarises and presents the key themes from the comments related to the proposal to open up Colborne Road as an alternative access.
| Proposals should include the Charlton Road junction with Tavistock Road | 1 | 33% |
| Issues with parking need to be addressed | 1 | 33% |
| Proposals will create a through route and cause ‘rat running’ | 1 | 33% |

7. CONSULTATION FEEDBACK – OTHER PAPER RESPONSES

7.1 Introduction

7.1.1 A total of five feedback forms created by the chair of the Seaton Residents’ Association were received, however two of the respondents also completed a feedback questionnaire or emailed the Council directly and their responses were combined. A total of three responses (3% of total responses) were therefore analysed for this section. The analysis summarises and represents the key themes from the feedback received.

7.2 Feedback related to the proposal to close the gap in the central reservation on Tavistock Road, thereby prohibiting the right turn from Tavistock Road into Charlton Road permanently.

7.2.1 Of the other paper responses received, the responses have been interpreted as follows.

7.2.2 The below table summarises and presents the key themes from the comments related to the proposal to prohibit the right turn into Charlton Road permanently.
7.3 Feedback related to the proposal to open up the existing Colborne Road access which links Charlton Crescent to William Prance Road.

7.3.1 Of the other paper responses received, the responses have been interpreted as follows.

<table>
<thead>
<tr>
<th>Feedback</th>
<th>No. of respondents</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposals will cause inconvenience</td>
<td>1</td>
<td>33%</td>
</tr>
<tr>
<td>Other options are available</td>
<td>1</td>
<td>33%</td>
</tr>
<tr>
<td>Diversion will increase congestion on Tavistock Road</td>
<td>1</td>
<td>33%</td>
</tr>
<tr>
<td>Diversion will increase pollution</td>
<td>1</td>
<td>33%</td>
</tr>
</tbody>
</table>

7.3.2 The below table summarises and presents the key themes from the comments related to the proposal to open up Colborne Road as an alternative access.

<table>
<thead>
<tr>
<th>Proposal</th>
<th>No. of respondents</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proposals should include the Charlton Road junction with Tavistock Road</td>
<td>1</td>
<td>33%</td>
</tr>
<tr>
<td>Proposals should include new access being one way only</td>
<td>2</td>
<td>67%</td>
</tr>
</tbody>
</table>

8. NEXT STEPS

8.1 Charlton Road/Tavistock Road Junction Safety Improvements

8.1.1 As the majority of those who responded to the consultation were not in support of closing the right turn gap in the central reservation, the Council's Strategic Transport Team has been developing traffic signal designs with a view to finding a viable solution. Each option has
raised technical issues which are still being resolved. Once the options designs have been concluded, the team will report back to the community.

8.2 Opening up an alternative access via Colborne Road

8.2.1 A scheme to open up Colborne Road will not be pursued as the majority of those who responded to the consultation were not in support of this proposal.

9. QUESTIONS

9.1 Why can’t the signal timings at the William Prance Road junction be adjusted to allow more gaps for right turners into Charlton Road?

9.1.1 The traffic lights at this location are optimised to ensure traffic on the A386 Tavistock Road and William Prance Road is managed in the most effective way. Introducing additional delays here would undermine the network and also cause additional congestion back towards Derriford Roundabout.

9.1.2 This will not address all the safety concerns associated with the right turn into Charlton Road, particularly with restricted visibility towards the brow of the hill on Tavistock Road southbound.

9.2 Will vehicles be able to turn right out of Charlton Road if a signalised junction is installed?

9.2.1 In order to allow a right turn out of Charlton Road, the stop line to allow right turning vehicles into Charlton Road would have to be set back much further, resulting in a right turning lane that is too short. This would cause traffic to overspill onto the main carriageway.

9.2.2 The need for additional signals to stop the Tavistock Road northbound movement (to allow right turners out of Charlton Road) also has the potential to confuse drivers as the signals would be in very close proximity to the signals for the bus gate (which will allow buses to get into the right turning lane for William Prance Road) and drivers could confuse a green light at the bus gate and miss a red light at the Charlton Road junction.

9.2.3 This would also result in significant delays to the northbound traffic and would compromise the new junction at William Prance Road and the new bus gate.

9.3 Will the speed limit on Tavistock Road be reduced to 30mph?

9.3.1 The speed limit on Tavistock Road will be reduced to 30mph as part of the Derriford Transport Scheme and will be monitored and reviewed after one year of operation.

9.4 What is being done to address the safety concerns of the left turn into Charlton Road?

9.4.1 Following the concerns raised by residents of Charlton Road, we have now shortened the southbound bus lane as far as possible to allow left turning traffic more time to change lanes and reduce speed before manoeuvring. This reduction is now in the region of 33 metres.

9.4.2 The proposed reduction in speed limit will also help improve the left turn manoeuvre.

9.5 Why was a solution not considered as part of the original Derriford Transport Scheme plans?

9.5.1 In the scheme which was consulted upon in October 2015, the right turn provision was still shown. We did however advise that we needed to come back to residents with proposals to improve this location. As part of the proposals included the consideration of re-opening Colborne Road, we were not in a position to come back to residents until discussion with
the two landowners were suitably advanced to ensure that there was a deliverable scheme in principle.

9.6 **Why has the right turn into Charlton Road been closed since March?**

9.6.1 The right turn into Charlton Road has been closed as part of the Derriford Transport Scheme works in order to ensure the safety of the construction workforce and the travelling public. There has also been a number of construction and traffic management activities in this area which have prohibited the right turn being available for example:

- Excavation of carriageway to divert utility apparatus in immediate area
- Carriageway reconstruction in the immediate area
- Changes to central reservation island and kerb lines
- Installation of a contraflow between William Prance Road and Charlton Road to facilitate construction activities to the north of Charlton Road
- Suspension of William Prance Road traffic signals removing gaps in traffic

9.7 **Why have Charlton Road been excluded from previous correspondence do with the Derriford Transport Scheme?**

9.7.1 All the properties accessed from, and including, Charlton Road are included on the Derriford Transport Scheme mailing list. Letters were therefore mailed out, however we did receive reports that some residents had not received correspondence in December 2016 and letters were subsequently hand delivered for further key communications.

9.8 **Why is the Council wasting money encouraging use of public transport?**

9.8.1 Car ownership and use continues to rise while bus services have continued to decline. In order to ensure that the network can cope with future demands we have to ensure that bus services remain a viable option for commuters and for operators. Bus lanes provide priority and reliability, allowing bus operators to keep to timetables and offer efficient services which in turn encourages greater use and allows for more cost effective services for the user.

9.8.2 While the Derriford Transport Scheme is a public transport based scheme, it is also providing significant capacity improvements for all vehicles as well as improving facilities for pedestrians and cyclists.

9.9 **Can the speed camera close to the Charlton Road junction be moved?**

9.9.1 The position of the speed camera will be evaluated as part of the considerations for a signalised junction solution.

9.10 **When is the Forder Valley Link Road scheme being delivered?**

9.10.1 The Forder Valley Link Road scheme is anticipated to open in 2020.

9.11 **When is the Woolwell to The George scheme being delivered?**

9.11.1 The Woolwell to The George scheme is anticipated to open in 2021.