



## MARSH CLOSE, LONGBRIDGE ROAD, LONGBRIDGE CLOSE & COYPOOL ROAD

### 1. INTRODUCTION

This report seeks delegated authority to implement amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004 (as amended) in association with the double yellow lines on Marsh Close, Longbridge Road, Longbridge Close & Coypool Road.

### TRAFFIC REGULATION ORDERS REQUIRED

2.1 The elements that need a Traffic Regulation Order are as follows:

#### To Add;

#### No Waiting at Any Time

- (i) Coypool Road (eastern Arm), the east side from its junction with Coypool Road Retail Park for a distance of 20 metres in a southerly direction
- (ii) Coypool Road (eastern Arm), the south & west side from a point 10 metres east of its junction with Coypool Road Western Arm for a distance of 110 metres in a southerly direction
- (iii) Coypool Road (link Road), the north side from a point 10 metres east of its junction with Coypool Road Western Arm for a distance of 36 metres in an easterly direction
- (iv) Longbridge Close, the east side from its junction with Marsh Close for a distance of 10 metres in a northerly direction
- (v) Longbridge Close, the west side from its junction with Longbridge Road for a distance of 8 metres in a southerly direction
- (vi) Longbridge Road, the south side from its junction with Longbridge Close for a distance of 9.5 metres in a westerly direction
- (vii) Longbridge Road, the south side from a point 68.5 metres west from its junction with Longbridge Close for a distance of 10 metres in a westerly direction
- (viii) Longbridge Road, the south side from a point 37 metres west from its junction with Longbridge Close for a distance of 10 metres in a westerly direction
- (ix) Marsh Close, the north side from its junction with Longbridge Close for a distance of 8 metres in an easterly direction
- (x) Marsh Close, the north side from a point 33.8 metres east from its junction with Longbridge Close for a distance of 10 metres in a westerly direction
- (xi) Marsh Close, the north side from a point 33.8 metres east from its junction with Longbridge Close for a distance of 7 metres in a northerly direction
- (xii) Marsh Close, the north side from a point 40 metres east from its junction with Longbridge Close for a distance of 10 metres in an easterly direction
- (xiii) Marsh Close, the north side from a point 40 metres east from its junction with Longbridge Close for a distance of 7 metres in a northerly direction
- (xiv) Marsh Close, the north side from a point 94.3 metres east from its junction with Longbridge Close for a distance of 10 metres in a westerly direction
- (xv) Marsh Close, the north side from a point 94.3 metres east from its junction with Longbridge Close for a distance of 7.5 metres in a northerly direction

- (xvi) Marsh Close, the north side from a point 100 metres east from its junction with Longbridge Close for a distance of 10 metres in an easterly direction
- (xvii) Marsh Close, the north side from a point 100 metres east from its junction with Longbridge Close for a distance of 7.7 metres in a northerly direction
- (xviii) Marsh Close, the north side from its junction with Marsh Close (Access road to houses 34-56) for a distance of 8 metres in a westerly direction and 9 metres in a easterly direction
- (xix) Marsh Close (access road to houses 34-56), both sides from its junction with Marsh Close for a distance of 4 metres in a north easterly direction

## **2. STATUTORY CONSULTATION**

### **Proposals**

The proposals for Marsh Close, Longbridge Road, Longbridge Close & Coypool Road were advertised on street, in the Herald and on the Plymouth City Council website on 22<sup>nd</sup> July 2020. Details were sent to the Councillors representing the affected ward and statutory consultees on 15<sup>th</sup> July 2020.

**There have been no representations received relating to the Traffic Regulation Order proposals.**

## **4. RECOMMENDATION**

It is recommended to proceed with original proposals as advertised and make the Traffic Regulation Order.

## **5. LEGAL CONSIDERATIONS**

The lawful implications and consequences of the proposal have been considered and taken into account in the preparation of this report.

When considering whether to make a traffic order it is the Council's responsibility to ensure that all relevant legislation is complied with. This includes Section 122 of the Road Traffic Regulation Act 1984 (as amended) that sets out that it is the duty of a local authority, so far as practicable subject to certain matters, to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. It is considered that the proposals comply with Section 122 of the Act as they practically secure the safe and expeditious movement of traffic in and around Plymouth and provide for suitable and adequate associated parking facilities.