



THE BARBICAN

1. INTRODUCTION

This report seeks delegated authority to implement amendments to The City of Plymouth (Moving traffic Regulation Orders) (Consolidation) Order 2014 (as amended) in association with The Barbican scheme.

TRAFFIC REGULATION ORDERS REQUIRED

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

To Add;

One Way

- i. The Barbican - between its junction with Southside Street and West Pier in a southerly direction

One Way Except Pedal Cycles

- i. The Barbican - between its junction with West Pier and its junction with Commercial Wharf (car park) in a southerly direction

Revocations:

One Way

- i. The Barbican - between its junction with Southside Street and Commercial Wharf (car park) in a southerly direction

2. STATUTORY CONSULTATION

Proposals

The proposals for The Barbican were advertised on street, in the Herald and on the Plymouth City Council website on 22nd July 2020. Details were sent to the Councillors representing the affected ward and statutory consultees on 15th July 2020.

There have been three representations received relating to the Traffic Regulation Order proposals.

Comments	Response
<p>I fully support this amendment to re-enable the two way pedal cycle traffic.</p> <p>It is very disappointing that this amendment is required as pedal cycles should have been considered with the recent change.</p>	<p>Thank you for your recent comments towards the proposals – 2020. 2137241.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>

<p>I would like to support the cycle contraflow northwards along Commercial Road to the Mayflower Quay. This is part of NCN27/European Vélodyyssey cycle route and needs urgent action as the current layout severs this route.</p> <p>Please use the red road surface (as on Madeira Road) to make the contraflow clear to other road users, and add arrows in a northward direction. Please supplement this with arrows on the southward road surface to indicate to other users that the cycle contraflow is one way and that cyclists should use the road in a southward direction.</p> <p>Please also ensure that adequate signage shows the right turns required from the contraflow in Madeira Road onto Commercial Road and from Commercial Road onto Mayflower Quay, and that traffic calming measures are provided to keep cyclists safe when making these potentially dangerous turns.</p>	<p>Thank you for your recent comments towards the proposals – 2020. 2137241.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>I would like to express my support for the instatement of a cycling contraflow against the new one-way system on this road, allowing cyclists to ride along NCN27 without hindrance.</p> <p>Ideally it would continue in red tarmac as on Madeira Road to make it very clear to car-drivers. Also signage should make clear (to both cars and cyclists) that cycles travelling south/westbound will be expected to use the road, as there is some confusion on Madeira Road with some drivers thinking the cycle path is two-way.</p>	<p>Thank you for your recent comments towards the proposals – 2020. 2137241.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>

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.