



# BROXTON DRIVE AND ROCK GARDENS

## I. 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 TRO on Broxton Drive & Rock Gardens.

## 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. Broxton Drive – west side, from its junction with Billacombe Road to its junction with Rock Gardens
- ii. Broxton Drive – east side, from its junction with Billacombe Road to its junction with the Industrial estate
- iii. Broxton Drive - east side, from a point 13 metres south of its junction with Ashbrook Street to its junction with the industrial estate (including new road)
- iv. Rock Gardens – south side, from its junction with Broxton Drive for a distance of 26 metres in a westerly direction

### Revocations

#### No Waiting At Any Time

- i. Broxton Drive - east side, from a point 13 metres south of its junction with Ashbrook Street to a point 10 metres south of the industrial estate (including new road)
- ii. Broxton Drive - east side, from a point 28 metres south of the industrial estate to its junction with Billacombe Road
- iii. Broxton Drive - west side, from a point 92 metres south of its junction with Ashbrook Street for a distance of 17 metres in a southerly direction
- iv. Broxton Drive - west side, from a point 115 metres south of its junction with Ashbrook Street to its junction with Billacombe Road

## 2. STATUTORY CONSULTATION

### Proposals

The proposals for Broxton Drive & Rock Gardens were advertised on street, in the Herald and on the Plymouth City Council website on 16<sup>th</sup> October 2020. Details were sent to the Councillors representing the affected ward and statutory consultees on 9<sup>th</sup> October 2020.

### There has been one representation received relating to the Traffic Regulation Order proposals.

Representations	Response
We live on Rock Gardens, I have concerns about the proposal as my son is disabled and a blue badge holder. He relies upon school transport to take him to school and I would be unable to safely walk him any distance to the taxi whilst carrying his car seat and school bag.	<p>Thank you for contacting us about the proposals for parking restrictions on sections of Broxton Drive and Rock Gardens. Please find attached the plans showing the extent of the parking restrictions, none of which are outside any residential properties. Furthermore, I hope it is reassuring that loading and unloading is permitted on double yellow lines and therefore taxis are permitted to pick up and drop off customers.</p> <p>Regarding the 2<sup>nd</sup> concern that you have raised, your concern is noted. There is parking available in a dedicated area that has</p>

<p>I am unsure as to how far the restrictions will go down Rock Gardens so my concerns are as follows:</p> <p>1) If the restrictions are all the way along Rock Gardens in front of my house the taxi will not be able to stop to pick up/drop off.</p> <p>2) If the restrictions are only at the junction of Broxton drive/Rock gardens this will lead to the industrial estate units that usually park here, parking further along in front of our house leading to the same issues as above with regards to taxi access for my son. I also believe this will make the current exit of the cycle path onto Rock Gardens unsafe due to the vehicles that will be parking there. The speed the bicycles come out of that exit is already unsafe and I feel there should be some sort of L chicane at that exit to slow the bikes down.</p>	<p>been provided as shown on this Street view <a href="#">here</a>. Thank you for your suggestion that additional measures are needed to slow cyclists on Rock Gardens, this is something that will be considered whilst ensuring that access is maintained for wheelchair and mobility scooter users.</p> <p>The delivery of this route along the railway alignment is identified as part of the strategic cycle network <a href="http://www.plymouth.gov.uk/strategiccyclenetwork.pdf">www.plymouth.gov.uk/strategiccyclenetwork.pdf</a>. We believe that the benefit of this change, providing a safe crossing point and continuing this high quality off road link for pedestrians, cyclists and wheelchair/mobility scooter users, as part of a wider strategy to provide people with alternative ways to travel, outweighs the loss of these spaces.</p> <p>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>
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#### 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.