



## PONSONBY 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 TRO on Ponsonby 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) Ponsonby Road, the north east, north west & south west sides from a point 73 metres south west of its junction with Alma Road for a distance of 25 metres in a north west, south west and south east direction

#### No Revocations

### 2. STATUTORY CONSULTATION

#### Proposals

The proposals for Ponsonby Road were advertised on street, in the Herald and on the Plymouth City Council website on 03<sup>rd</sup> March 2021. Details were sent to the Councillors representing the affected ward and statutory consultees on 26<sup>th</sup> February 2021.

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

| Comment   | Response  |
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| <p><b>Comment 1:</b></p> <p>I'm writing in regards to the proposed double yellow lines (that will be painted) on Ponsonby Rd.</p> <p>As a resident we are concerned by various points of this proposal.</p> <p>I : whilst I appreciate you wish to encourage cycling and use of the path. It hasn't been well thought out. Cyclists are now approaching a blind corner, where there have been numerous close calls and at least two collisions. By placing the hatched off area where you want, this will encourage cyclists and pedestrians to cross the road where they mightn't be seen.</p> | <p><b>Response 1:</b></p> <p>Thank you for your email, responding to the public consultation being carried out at the moment, regarding installing double yellow lines in the vicinity of the new shared use path. I am sorry to hear you have concerns with what has been proposed.</p> <p>The design has been produced in accordance with all current design standards and has been subject to an independent road safety review. All visibility and sight lines are within current design requirements. Bollards are to be installed at the end of the shared use path to help reduce the speed of approaching cyclists.</p> |

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| <p>This end of the road is very busy with vans,lorries and cars all approaching from both directions. Some at considerable speed.</p> <p>2: this area is currently used by two(pre COVID) commercial vehicles as they were out of the way and not causing congestion along Ponsonby.Also used by one of your employees during the current works at Citybus.</p> <p>3: Ponsonby is also used by the users of the allotments at Stoke Damerall school. Their vehicles are also parked in this area, to lose this will mean that residents will be inconvenienced ( not all can park on drives etc)</p> <p>4: Plymouth Argyle match day parking is chaotic along this Road. This won't improve the situation.</p> <p>5: perhaps if consultation with local residents had taken place a suitable compromise could've been found. This development has been forced upon us and now we have no recourse.</p> <p><b>Comment 2:</b></p> <p>Many thanks for answering my questions,</p> <p>But this in turn raises even more questions as far as I'm concerned.</p> <p>Can I see the independent report on road safety that has been carried out?</p> <p>Can you explain how cyclists approaching from Alma road have a clear sight line when there is a hedge blocking the view of the approaching traffic?</p> <p>If you think that this area is big enough to turn a refuse vehicle around in.....well I won't go there!</p> <p>Actually, vans and cars parked there would not affect any sight lines of this path as they would not overhang the path. Also the cyclists would be exiting the path slowly due to the bollards that you say will be in position.</p> | <p>This is not a designated parking area, it is designed to be a turning area for refuse vehicles and other large vehicles. By placing double yellow lines here will help to stop any restriction to the movement of these vehicles. In addition vans, cars etc parking in this area would restrict safe cyclist movement from the shared used path as they would restrict visibility and sight lines.</p> <p>I hope you feel this response has addressed your concerns.</p> <p><b>Response 2:</b></p> <p>In response to your further queries:</p> <p>We do not issue copies of walking and cycling audits to the public as they are technical documents not intended for public consumption and there is a risk that information in the reports could be misinterpreted. However, I can advise that the audit did not raise any concerns about the safety of the design with regard to cyclists and pedestrians entering or exiting the eastern end of the path where it joins Ponsonby Road.</p> <p><i>Can you explain how cyclists approaching from Alma road have a clear sight line when there is a hedge blocking the view of the approaching traffic?</i></p> <p>We understand your comment about the visibility that cyclist might have of approaching traffic on Ponsonby Road as they approach the exit of the path heading eastward. However:</p> <ul style="list-style-type: none"> <li>• the new path will include two bollards (shown as B1 on the attached drawing) that will cause eastbound cyclists to slow down on approach to the exit</li> <li>• the new path will include a strip of ribbed tactile paving across the entrance to the path (see the pale orange rectangle on the attached drawing) which will also encourage eastbound cyclists to moderate their speed on approach to the exit</li> <li>• the alignment of the new path, in addition to being much wider than the old path, will be shifted northwards slightly so that as they enter or exit the path in either direction both pedestrians</li> </ul> |
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and cyclists will have better visibility of anyone coming in the opposite direction or from around the corner.

- widening the path and shifting the alignment northwards will also mean that eastbound cyclists (as can be seen on the attached drawing) will not exit the path immediately into the path of vehicles that may be passing, and which in any event will be travelling at relatively slow speed as they approach the right hand turn towards Alma Road
- the replacement of the existing fence on the southern side of the path fence and the cutting back of the currently overgrown vegetation along the fence of 43a facing Ponsonby Road will also slightly improve visibility between the new path and the road.

*If you think that this area is big enough to turn a refuse vehicle around in.....well I won't go there!*

When I explained that the area where double yellow lines are proposed is designed to be a turning area for refuse vehicles and other large vehicles, I did not mean for vehicles to turn around in. I meant it is an area intended to allow larger vehicles (including refuse vehicles) to undertake the wide sweep necessary to safely turn right into the narrow part of Ponsonby Road that joins to Alma Road.

*Actually, vans and cars parked there would not affect any sight lines of this path as they would not overhang the path. Also the cyclists would be exiting the path slowly due to the bollards that you say will be in position.*

As you can see from the attached drawing, by virtue of widening and shifting northwards the alignment of the path, any vehicles parked in the areas where we propose double yellow lines will find themselves directly in the way of and thus in the line of sight of eastbound cyclists exiting the path.

I do hope this response has addressed your subsequent concerns.

#### **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.