



## **MILLER WAY SCHEME**

### **I. INTRODUCTION**

This report seeks delegated authority to implement amendments to The City of Plymouth (Speed Orders) (Consolidation) Order 2016 (as amended) in association with the TRO for Miller Way.

### **TRAFFIC REGULATION ORDERS REQUIRED**

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

#### 20mph Zone

- Miller Way – from a point 34 metres east of its junctions centre line with Patterdale Close to a point 65 metres north of its junctions centre line with Combley Drive.
- Patterdale Close – for its entirety
- Penrith Gardens – for its entirety
- Penrith Close – for its entirety
- Arnside Close – for its entirety
- Labatt Close – for its entirety
- Dockray Close – for its entirety
- Combley Drive – for its entirety
- Durrus Gardens – for its entirety
- Durrus Close – for its entirety

#### Revocations

##### **30 MPH Maximum Speed Limit**

- Miller Way – from a point 34 metres east of its junctions centre line with Patterdale Close to a point 65 metres north of its junctions centre line with Combley Drive.
- Patterdale Close – for its entirety
- Penrith Gardens – for its entirety
- Penrith Close – for its entirety
- Arnside Close – for its entirety
- Labatt Close – for its entirety
- Dockray Close – for its entirety
- Combley Drive – for its entirety
- Durrus Gardens – for its entirety
- Durrus Close – for its entirety

Other elements of this scheme which doesn't require a Traffic Order, but seeks delegated authority are below:

**Notice is hereby given that Plymouth City Council, under section 23 of the Road Traffic Regulation Act 1984 (As amended); propose to install a new controlled pedestrian crossing in Miller Way (as detailed below):**

<b>Crossing</b>	<b>Location</b>	<b>No. of Crossings</b>	<b>Controlled/Uncontrolled</b>	<b>Type</b>
<b>Miller Way</b>	Approx. 45 metres north of its junction with Dockray Close	1	New, Controlled	Zebra

**Notice is hereby given that Plymouth City Council, under Section 90 of the Highways Act 1980 (as amended) and of all other enabling powers; propose to construct road humps as detailed below:**

<b>Road Name</b>	<b>Location</b>	<b>Type/Design</b>	<b>Approx. Dimensions</b>
<b>Miller Way</b>	Approx. 45 metres north of its junction with Dockray Close	Flat top road hump	Width = 5.5m Length = 8.25m Height = 75mm
<b>Miller Way</b>	Approx. 51 metres south of its junction with Combley Drive	Round-top road hump (road hump 1)	Width = 7.3m Length = 3.7m Height = 75mm
<b>Miller Way</b>	Approx. 26 metres north of its junction with Combley Drive	Speed cushions (set 1)	Width = 7.3m Length = 3.5m Height = 70mm

## **2. STATUTORY CONSULTATION**

### **Proposals**

The proposals for the Miller Way scheme were advertised on street, in the Herald and on the Plymouth City Council website on 20<sup>th</sup> July 2021. Details were sent to the Councillors representing the affected ward and statutory consultees on 19<sup>th</sup> July 2021.

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

<b>Consultation</b>	<b>Comments</b>
I have lived in this area for over 25 years our house is on Miller way.  Firstly you did not include Rogate Drive, in 20mph area, children crossing it, go to the schools on Miller way, also parked cars hazard.	Thank you for your recent comments towards the proposals – 2021.2137262  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

<p>Yes this road needs speed control, average speed camera from Research Way to Dover Road would be a better option than speed bumps, less pollution, less roadwork, less disruption during implementation of measures.</p> <p>Leigham has 20mph zone, and contraflow, but this doesn't keep traffic to 20mph.</p> <p>20mph with speed cameras will mean if you get from one point to the other in less than average speed then automatic speeding ticket is awarded.</p> <p>Change is good, for the right reasons, and implementation should be of benefit to all, speed bumps will only create more pollution in schools area.</p>	<p>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><b>Officer comment</b></p> <p>The scheme was designed to create a Zone around the School and its immediate side roads. Rogate Drive lies outside the scope of this as a project. However, Pedestrians travelling from Rogate Drive towards the school do not have to leave the footpath and will still be able to use the new Zebra Crossing to access the school.</p> <p>Use of Safety Cameras is strictly controlled and the City Council works in partnership with the Police who run the cameras and arrange for maintenance. This technology is expensive and Deployment of Cameras is generally only considered at sites where there have been a high number of speed related collisions.</p> <p>Miller Way already has several Road Hump schemes along its length and extension of this proven approach will provide consistency with the rest of the route.</p>
<p>I commend the Amendment re placing a Zebra crossing on Miller Way local to Dockray Close and three additional speed humps in the same area but I feel that you are missing an area of Miller Way that requires similar attention - on Miller Way between its junction with Dover road and its junction with Yardley Gardens.</p> <p>I believe there should be a Zebra crossing close to the Yardley Gardens junction, where many people struggle to cross the road after getting off buses at the stops between the two advised points and also either a 20 mph limit or speed humps be applied to reduce traffic speed ( which is generally above 30 mph).</p> <p>Please also consider that the roadside footpaths are used by children making there way to the local schools and the area having many elderly residents who at times struggle to cross Miller Way ( a</p>	<p>Thank you for your recent comments towards the proposals – 2021.2137262</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><b>Officer comment</b></p> <p>The scheme was designed to create a Zone around Thornbury School and its immediate side roads. Extending the scheme to other sections of Miller Way is not possible at the present time. Miller Way has good quality footpath links along its entire length and the section adjacent to Yardley Gardens is</p>

point my late wife had advised our Ward Councillor in the past).	provided with a dropped crossing at a point affording the best visibility in both directions.
<p>I'm writing to support the proposed alterations to the highway, at Miller way, and associated roads.</p> <p>Having lived in this area almost of my life, it's highly needed. Traffic travels too fast up &amp; down by the school, and along Combley Drive.</p> <p>Often the school have issues (well PCC) in employing a Lollipop person during school times - this will help with child safety massively.</p> <p>Many thanks for making our roads safer.</p>	<p>Thank you for your recent comments towards the proposals – 2021.2137262</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.