



MILLBAY 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 in association with the Millbay Road TRO.

2. TRAFFIC REGULATION ORDERS REQUIRED

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

Permit Parking at Any Time

- (i) Millbay Road, the north side from a point 18.5 metres west of its centre line of Phoenix Street for a distance of 20 metres in a westerly direction
- (ii) Millbay Road, the north side from a point 12 metres east of its centre line with Hobart Street for a distance of 33 metres in an easterly direction

Revocations:

Permit Parking at Any Time

Millbay Road, the north side, from a point 10 metres east of its junction with Hobart Street for a distance of 59 metres in an easterly direction

3. STATUTORY CONSULTATION

Proposals

The proposals for the Millbay Road TRO were advertised on street, in the Herald and on the Plymouth City Council website on 1st February 2022. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 26th January 2022

There has been 1 representation relating to the proposals included in the Traffic Regulation Order.

Consultation	Comments
<p>I wish to object to the above order and the amendment it entails on two grounds. The first reason is that the statement of reasons says that the area is under-subscribed - that particular bay is ALWAYS full in the evening. I know this as I frequently need to load items in and out of my car and more often than not is completely full. I attach a photograph taken at 6pm on 31st January, following on from my reading of the notice (interesting to see that the notice placed outside was dated 1st February). This demonstrates that the bay is</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2022.2137275.</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</p>

always used overnight. One space does make a difference.

I would also like to object on safety and security grounds. People alighting from a bus in that position, will not walk down the road to the crossing (human nature is that we are a fairly lazy species) - meaning they will be emerging from a row of parked cars, making it more difficult for passing motorists to see them. As far as the security is concerned - a double decker bus stopping outside the properties will mean that people will be overlooked by passengers on the top deck - causing possible security problems. The bus stop, in its current location, is only overlooked by the school - which is set well back from the road. If the bus stop is to be moved, it would be better located outside the Murray VW Garage - meaning no properties are overlooked and no spaces have to be removed from use for the local residents. There is also a health and safety aspect as buses stopping outside residential properties will be omitting harmful gases - with the stop in its current position, there is a little more distance from any property.

whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.

You will be notified if and when the proposals will be implemented

Further comments:

The Zone in which the bay is located is undersubscribed and there is no shortage of parking bays available in the area for permit holders and for those wishing to Pay and Display.

There is a need to move the bus stop because of the new Zebra Crossing being constructed to the west of Mill Bay Roundabout. There are no safe suitable locations in the area so it is necessary to create one. A Bus Stop is needed in the area to service the Mill Bay Academy and this is also the closest bus stop to the Ferryport.

A Zebra Crossing across Phoenix St is also part of the scheme completing the safe pedestrian route to the School Entrance.

It is not anticipated that pedestrians will cross directly at the Bus Stop as there is a pedestrian Island some 30m away from the location and anyone wishing to access the bus stop on the other side of the road or access the Ferryport will be able to use the new Zebra Crossing which is conveniently located for both.

The suggested location is too far away from the Academy and would involve children crossing another road before accessing the School safely.

The proposed bus stop is in the carriageway over 5m away from the frontage of the building and also raised from footway level. This is much further away than at many bus stops in residential areas.

It is noted that all of the properties currently utilise Blinds, presumably because it is already possible to see into the rooms from across the road if the blinds were not deployed and as this is a bus route the issue of upper deck passengers being able to see into the rooms is one that residents are already aware of.

4. RECOMMENDATION

It is recommended to proceed with the 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.