



NORTH PROSPECT PHASE 3

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 for North Prospect phase 3.

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) Wordsworth Crescent, the south-east side from its junction with Wordsworth Road (north junction) for a distance of 14.5 metres in a south westerly direction
- (ii) Wordsworth Crescent, the east side from its junction with Wyatt Avenue for a distance of 4 metres in a northerly direction and 3 metres in a southerly direction
- (iii) Wordsworth Crescent, the north side from its junction with Wordsworth Road (south junction) for a distance of 7 metres in a westerly direction
- (iv) Wordsworth Crescent, the north-west side from its junction with Wordsworth Road (north junction) for a distance of 16 metres in a south westerly direction
- (v) Wordsworth Crescent, the south side from its junction with Wordsworth Road (south junction) for a distance of 7.5 metres in a westerly direction
- (vi) Wordsworth Crescent, the west side from a point 3 metres north of the extended centre line of Wyatt Avenue for a distance of 6 metres in a northerly direction and 4 metres in a westerly direction
- (vii) Wordsworth Crescent, the west side from a point 3 metres south of the extended centre line of Wyatt Avenue for a distance of 8 metres in a southerly direction and 4m in a westerly direction.
- (viii) Wordsworth Road, the east side from its junction with Wyatt Avenue for a distance of 5 metres in a northerly direction and 5 metres in a southerly direction
- (ix) Wordsworth Road, the east side from its junction with Wolseley Road for a distance of 15 metres in a northerly junction
- (x) Wordsworth Road, the east side from a point 9 metres south of the extended centre line of Wordsworth Crescent (south junction) for a distance of 18 metres in a northerly direction
- (xi) Wordsworth Road, the east side from a point 12 metres south of the extended centre line of Wordsworth Crescent (north junction) for a distance of 24 metres in a northerly direction
- (xii) Wordsworth Road, the west side from its junction with Wyatt Avenue for a distance of 6 metres in a northerly direction and 5 metres in a southerly direction
- (xiii) Wordsworth Road, the west side from its junction with Wolseley Road to a point 3m to the north of its junction with Wordsworth Crescent (south junction)
- (xiv) Wordsworth Road, the west side from its junction with Wordsworth Crescent (north

junction) for a distance of 6 metres in a northerly direction and 6 metres in a southerly direction

- (xv) Wyatt Avenue, both sides from its junction with Wordsworth Road for a distance of 10 metres in an easterly direction
- (xvi) Wyatt Avenue, both sides from its junction with Wordsworth Crescent for a distance of 7 metres in an easterly direction
- (xvii) Wyatt Avenue, the north side from its junction with Wordsworth Road for a distance of 5.5 metres in a westerly direction
- (xviii) Wyatt Avenue, the south side from its junction with Wordsworth Road for a distance of 6.5 metres in a westerly direction

Revocations

No Waiting At Any Time

- (i) Maunsell Close, the west side, from the junction with Woodville Close for a distance of 3 metres
- (ii) Wordsworth Crescent, the inner side, for the entire length
- (iii) Wordsworth Crescent, the south side, from the southern junction with Wordsworth Road for a distance of 14 metres in a westerly direction
- (iv) Wordsworth Road, the east side, from a point 138 metres north to a point 9 metres south of the junction with Woodville Close
- (v) Wordsworth Road, the west side, from a point 88 metres north of the southern junction with Wordsworth Crescent to the junction with Wolseley Road
- (vi) Wordsworth Road, the west side, from the northern junction with Wordsworth Crescent for a distance of 13 metres in a southerly direction

2. STATUTORY CONSULTATION

Proposals

The proposals for the North Prospect phase 3 TRO were advertised on street, in the Herald and on the Plymouth City Council website on 11th February 2022. Details were sent to the Councillors representing the affected ward and statutory consultees on 9th February 2022.

There have not been any representations received relating to the Traffic Regulation Order proposals.

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

OFFICIAL

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.