



## ENGINEERING BAYS

### 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 Engineering Bay TRO.

### 2. 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) Cattedown Roundabout, the inner side from a point 7.5 metres east of its extended east junction point of Cromwell Road for a distance of 10 metres in an easterly direction
- (ii) Derriford Roundabout, the outer side south side, from its junction with Tavistock Road (northbound) to its junction with Tavistock Road (southbound)
- (iii) Derriford Roundabout, the outer side north side, from its junction with Tavistock Road (northbound) to its junction with Tavistock Road (southbound)
- (iv) Exeter Street, the north side (westbound) from a point 4 metres west of the western boundary of 154 Exeter Street for a distance of 14 metres in a westerly direction
- (v) Haye Road South, the north-east side from its junction with Stanborough Road for a distance of 20 metres in a south easterly direction
- (vi) Manadon Roundabout, the outer side from its junction with Mannamead Road (southbound) to its junction with Mannamead Road (northbound)
- (vii) Manadon Roundabout, the outer side west side, from its junction with A38 (Slip - westbound) to its junction with A38 (Slip - eastbound)
- (viii) Novorossiysk Road, the south-east side from its northern extended kerb line of Miller Way for a distance of 18 metres in a southerly direction
- (ix) Sandy Road, the east side from a point 7 metres north of its southern extended kerblines of Ridgeway for a distance of 23 metres in a northerly direction
- (x) Shapters Road, the east side (Slip) from a point 15 metres north east of its junction with Clovelly Road for a distance of 12 metres in a northerly direction
- (xi) Southway Drive, the south side (eastbound) from a point 18 metres west of its junction with The George junction for a distance of 22 metres in a westerly direction
- (xii) Tamerton Foliot Road, both sides from a point 92.5 metres south of its junction with Picklecombe Drive to a point 209 metres north
- (xiii) Tavistock Road, the north side (Park & Ride) from a point 12 metres east of its junction with Tavistock Road for a distance of 20 metres in an easterly direction

- (xiv) Tavistock Road, the north-west side (southbound) from a point 19 metres south of its junction with Sendall's Way for a distance of 15 metres in a southerly direction
- (xv) Tavistock Road, the north-west side (southbound) from a point 26 metres north of its junction with William Prance Road for a distance of 14 metres in a northerly direction

### **3. STATUTORY CONSULTATION**

#### **Proposals**

The proposals for the Powisland Drive TRO were advertised on street, in the Herald and on the Plymouth City Council website on 1<sup>st</sup> March 2022. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 24<sup>th</sup> February 2022.

**There have been no representations received relating to the proposals included in the Traffic Regulation Order.**

### **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.