



MORLAIX DRIVE AND BREST ROAD

I. INTRODUCTION

This report seeks delegated authority to implement amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004 & The City of Plymouth (Traffic Movement and Speed Limit Regulations) (Consolidation) Order 2022 in association with the Morlaix Drive TRO.

2. TRAFFIC REGULATION ORDERS REQUIRED

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

No Waiting At Any Time

- (i) Brest Road, both sides for its entirety.
- (ii) Morlaix Drive, both sides for its entirety.

Bus & Cycle Lane

- (i) Morlaix Drive – from a point 94 metres east of its junction with Brest Road to its junction with Brest Road, in a westerly direction only (lane 2 only)
- (ii) Brest Road – from a point 62 metres south of its junction with Derriford Roundabout to its junction with Derriford Roundabout, in a northerly direction only

20mph Zone

- (i) Morlaix Drive – for its entirety

Revocations

No Waiting At Any Time

- (i) Morlaix Drive, the north side, from the junction with Brest Road for a distance of 30 metres
- (ii) Morlaix Drive, the south side, from the junction with Brest Road for a distance of 29 metres
- (iii) Brest Road, the east side, from its junction with Derriford Roundabout to a point 77 metres north of the centreline of the entrance to No. 17 Brest Road
- (iv) Brest Road, the east side, from its junction with William Prance Road to a point 35 metres north of the centreline of the entrance to No. 17 Brest Road
- (v) Brest Road, the west side, from a point 73 metres south of its junction with Derriford Park to its junction with William Prance Road
- (vi) Brest Road, the west side, from its junction with Derriford Roundabout to a point 33 metres south of its junction with Derriford Park

3. STATUTORY CONSULTATION

Proposals

The proposals for the Morlaix Drive TRO were advertised on street, in the Herald and on the Plymouth City Council website on 14th March 2022. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 9th March 2022.

There have been 0 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.