



# MILLBAY & FERRY 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 in association with the Millbay & Ferry Road 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) Ferry Road (Brittany Ferries Access Road), the north side from its junction with Millbay Road for a distance of 27 metres in a westerly direction
- (ii) Ferry Road (Brittany Ferries Access Road), the north side from a point 50 metres west of its junction with Millbay Road westwards for its entirety
- (vi) Ferry Road (Brittany Ferries Access Road), the south side for its entirety

### Limited Waiting To 20 Minutes No Return for 2 Hours

Millbay Road, the south side from a point 27 metres west of its junction with Ferry Road (Brittany Ferries Access Road) for a distance of 17 metres in a westerly direction

### Limited Waiting To 20 Minutes No Return for 2 Hours Except for Loading

Ferry Road (Brittany Ferries Access Road), the north side from a point 27 metres west of its junction with Millbay Road for a distance of 23 metres in a westerly direction

## REVOCATIONS

Items to be revoked from:

### THE CITY OF PLYMOUTH (TRAFFIC REGULATION AND STREET PARKING PLACES) (CONSOLIDATION) ORDER 2004

#### No Waiting At Any Time

Dockyards Access (Millbay Road), both sides, from the junction with Millbay Road to the junction with East Quay

Items to be revoked from:

### THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2019.2137214 MILLBAY) ORDER 2019

### Pay and Display Maximum Stay 3 Hours No Return Within 2 Hours to that zone boundary 9am-6pm Permit And Visitor Ticket Holders Are Exempt

Millbay Road, the south side, from a point 27 metres west of its junction with Brittany Ferries Access Road (Millbay Road) for a distance of 17 metres in a westerly direction

### 3. STATUTORY CONSULTATION

#### Proposals

The proposals for the Millbay & Ferry Road TRO were advertised on street, in the Herald and on the Plymouth City Council website on 22<sup>nd</sup> March 2023. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 17<sup>th</sup> March 2023.

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

Consultation responses	Comments
<p>I write to express my objections in part to the above proposal, I object to the removal of the residents parking in the layby outside of number 43 Millbay road.</p> <p>These are the only residents parking places available close to number 43 on the same side of the road. And they are utilised by the residents of number 43, not all residents of this property have an allocated space, and even though we pay yearly for a residents parking permit, parking is already at a premium in our area (I have on numerous occasions had to use a nearby pay and display car park to park near my own home), I put this down to the provision of 3 hours of free city centre parking, the lack of overnight restrictions and the close proximity of Millbay Academy, it is impossible to park near my house between the hours of 1500 and 1600. And the amount of people double parking, parking on double yellow lines and even parking on zig zag lines leads me to believe that the 20 minute waiting period is futile, especially as parking is rarely enforced in this area.</p> <p>Quite often I have to unload heavy items from my car and carry them to my home, as do other residents of number 43 I worry that this will become dangerous for us if these spaces become utilised as shop parking spaces. I am in possession of the official speed monitoring statistics for Millbay road, from 2019-2021 and I worry that somebody will be hurt unloading things from their car and carrying them across the road. Particularly as nothing seems to have been done about the constant speeding. I also worry about my wife potentially having to park in Sawrey street late at night and walk home from there.</p> <p>I think that the creation of 5 space for the One Stop Shop is a little excessive. Especially when people can park on the east side of Phoenix Street for free and all along the East side of Bath Street or even in the 2 nearby pay and display car parks on Brunel Way and Bath Street. By all means the creation of three new spaces on Ferry Road is a sensible plan, but I feel if these spaces were</p>	<p>The Parking Bays outside the premises were originally installed as a loading bay and formed part of the planning approval for the premises and not as Residents Parking Bays. When the unit was unoccupied for an extended period the opportunity was taken to convert the bays into Residents Parking. When the unit was re-let the loading bay became a planning requirement again. However, as part of the development loading is now to be accommodated on Ferry Rd with customer parking, also a planning requirement, accommodated in the former loading bay and on Ferry Rd. The bays created on Ferry Rd are the maximum number that could be accommodated safely.</p> <p>The 20 min turnaround ensures that the bays should be available some of the time for residents needing to unload bulkier items and it is understood that residents already have access to a car park integral to the building. The residents parking bays also within the scheme on the northern side of Mill Bay Rd are available and the Pay and Display bays are also free to use for Residents Permit Holders without time limit including in Phoenix St. The Zone N Residents Parking area is not regarded as oversubscribed and there is usually ample parking available for residents in the residents bays or Pay and Display Bays from which they are exempt. Parking on Bath St is in the region of 200 yards away from the site and is tailored to service parking demand on Bath St itself ie Disabled parking, Drop off for the Hotel and EV Changing.</p> <p>In addition, significant investment in Crossing Facilities has been made at this location as part of a Road Safety Scheme in the last year and crossing Mill Bay Rd is not regarded as challenging in Road Safety terms.</p>

<p>perpendicular to Ferry Road rather than parallel and if the trees were slightly moved (you are replacing one anyway) then you could get all five of the required spaces on ferry road and leave the Millbay Road layby as it is.</p> <p>Please, I would urge you to consider all of the following before taking away the 2 safe spaces in Millbay road.</p> <ol style="list-style-type: none"> <li>1. Create 5 spaces instead of 3 on Ferry Road.</li> <li>2. Remove the three hours free parking on the east side of Phoenix Street and put it to Residents Parking.</li> <li>3. Place a caveat on the Millbay Road Layby of 20 minutes waiting but resident permit holders exempt.</li> <li>4. Allow residents holding N permit to park in the Bath Street pay and display if necessary.</li> </ol> <p>I feel that One Stop knew of the parking arrangements in the area when they took on the lease, and I feel that in this case the residents who are paying (the incorrectly banded) council tax, should take priority over the shop, as we all know that customers are going to flaunt the rules anyway.</p>	<p>The results of a Speed Survey undertaken in August 2021 indicated that speeds were compliant with the 30mph speed limit. Since that time it is expected that speeds will have dropped further since completion of the Road Safety Scheme.</p>
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**4. RECOMMENDATION**

It is recommended to proceed as advertised.

**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.