



# MERAFIELD ROAD

## 1. INTRODUCTION

The Park – Public Transport Infrastructure Scheme involves the installation of two bus stops on Merafield Road close to the entrance of the Park crematorium (including two marked Bus Stop Clearways on the carriageway), a puffin crossing on Merafield Road itself and associated footway links.

The proposal is necessary in order to allow members of the public to access The Park, by bus, following the introduction of the service 19 which is a Plymouth City Council tendered bus service. The service has been introduced following requests from the public to be able to access The Park by bus.

This report seeks delegated authority **install the new controlled pedestrian (puffin) crossing on Merafield Road approximately 15 metres north of the access to The Park crematorium in order allow passengers to safely board and alight the bus, and cross Merafield Road, when accessing The Park.**

A formalised, puffin, crossing has been assessed as required based upon vehicle count information, the number of which is significant, together with the fact that it is anticipated that large numbers of elderly and mobility impaired people will be using the bus service to access the crematorium.

This scheme is being delivered as part of Plymouth City Council's 2025/26 Bus Grant programme ([Bus Service Improvement Plan Delivery Programme](#)).

## 2. TRAFFIC REGULATION ORDERS REQUIRED

2.1 The elements of The Park public transport infrastructure scheme that need a Traffic Regulation Order are as follows:

There are no elements of this scheme that requires a Traffic Order. However, the decision to be taken is to add the following to Merafield Road:

- Puffin Crossing - Approx. 15m metres north of the access to The Park crematorium

## 3. STATUTORY CONSULTATION

### Proposals

The proposals for the scheme were advertised on street, in the Herald and on the Plymouth City Council website on the 4<sup>th</sup> of June 2025. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 28<sup>th</sup> May 2025. In addition, emails were sent to a number of stakeholders affected by the proposals, advising the of the statutory consultation, on the 4<sup>th</sup> of June.

**There has been 1 representation received relating to the proposals. The representation was in favour of the proposals.**

**A list of the issues raised by respondents is detailed below along with Officer comments:**

No	Comment	PCC response
1	<p><b>Support for Sustainable Transport Initiatives</b></p> <p>The National Trust fully supports initiatives that enhance sustainable transport options, and we view the proposed infrastructure as a positive step towards improving access to the Saltram Estate, particularly through the introduction of bus stops, a controlled pedestrian crossing, and associated footway links.</p> <p>We welcome the infrastructure improvements that will enable safe access for the public to board and alight the bus and cross Merafield Road safely. This initiative will play a significant role in improving public transport accessibility to The Park, helping to reduce car dependency and encouraging more sustainable travel to the site.</p> <p>We commend Plymouth City Council for moving forward with this project, which aligns with the broader goals of promoting sustainable transport and reducing environmental impact.</p>	<p>Thank you for your support of the proposed scheme.</p>
	<p><b>Consideration of Reducing Road Speeds on Merafield Road</b></p> <p>Given the proximity of the proposed crossing to key locations such as Saltram Estate and The Park, we would strongly welcome consideration of reducing road speeds on Merafield Road. Lower speeds would greatly enhance safety for pedestrians, particularly those using the new crossing, and contribute to a safer environment for all road users. Reduced road speeds would also benefit cyclists traveling on the existing cycle network, especially those traveling north to south, as they pass through the area.</p> <p>The introduction of reduced road speeds would be in alignment with the broader objectives of promoting sustainable transport, reducing the risk</p>	<p>The proposals, as advertised, have been designed for the current 40 mph speed limit on Merafield Road and a reduction in the speed limit is not proposed as part of this scheme. However, this does not preclude a reduction in the speed limit on Merafield Road being considered in the future.</p>

	<p>of accidents, and improving access to these important sites. In addition, lower speeds would have positive implications for the general pedestrian and cyclist experience, making the area safer and more welcoming to visitors. While we understand that the highway works design is at an advanced stage, we hope that the benefits of reduced speeds in this location can still be considered further to ensure the safety and wellbeing of all users.</p>	
	<p><b>Future Connections to Saltram Estate</b></p> <p>We would like to ensure that the design of the new pedestrian crossing might accommodate future connectivity to the Saltram Estate. Specifically, it is essential that the infrastructure supports both current and future pedestrian needs, ensuring safe and efficient access to the Park and the Saltram Estate, especially for those accessing it from the new crossing.</p>	<p>The crossing as proposed has been designed to appropriate design standards and hence we are confident it supports both current and future pedestrian access to The Park.</p> <p>The scheme also supports access to the Saltram Estate, via Stag Lodge, through the potential extension of the footway link, at the appropriate time, and hence also facilitates future safe and efficient access to the Saltram Estate by pedestrians (and bus users).</p>
	<p><b>Construction Period and Highway Management</b></p> <p>Thank you for the invite to the meeting at The Park on Monday, 30th June, to discuss the proposed traffic management arrangements. A representative from our Operations team will attend, and we look forward to receiving further information regarding the construction arrangements.</p> <p>Additionally, we would like to note that the construction works for the <b>Countryside Park (application reference: 24/00775/FUL)</b> are expected to commence in <b>August/September 2025</b>. It will be important for us to ensure that our construction period and traffic management align with the Merafield Road works to minimize disruption and ensure smooth access to the Estate and surrounding areas. Coordination between both construction schedules would be beneficial in ensuring minimal impact on local traffic and estate operations. We would appreciate further dialogue on this to avoid any overlap or issues in access during the construction phases.</p>	<p>Plymouth City Council are keen to work co-operatively with the National Trust to minimise the impact on local traffic and estate operations during the construction of both The Park public transport infrastructure scheme and the works for the Countryside Park.</p> <p>Thank you for positive engagement on this to date; we commit to ongoing dialogue between the scheme delivery teams in order to minimise disruption and ensure smooth access to the Estate and surrounding areas.</p>

	<p><b>Impact on Other Roads and Locations</b></p> <p>We note that the scheme has minimal anticipated impact on other roads or locations, particularly with respect to parking, as there is no formal on-street parking on Merafield Road, and the closest trip destination, The Park, has off-street parking.</p> <p>We appreciate that the impact on traffic flow will be limited to the times when buses are stopped or the pedestrian crossing is in use, and we support the measures taken to minimise disruption.</p>	Thank you
	<p><b>Bus Route Changes and Operational Details</b></p> <p>In addition to the proposed infrastructure, we would appreciate further clarification regarding the changes to the bus routes, particularly which buses will be accessing the new bus stop and when the service will become operational. Understanding these details will be beneficial in coordinating with the public transport access to the Estate and planning for visitors who rely on the bus service.</p> <p>It would also be helpful to know the expected date for the operational launch of the new bus stop infrastructure and when members of the public can begin using it. Timely information on this will allow us to better plan for the integration of public transport access into our site's visitor services.</p> <p>We would also appreciate being kept informed of any updates or decisions related to the project.</p>	<p>The bus stops will be served by the Stagecoach South West Service 19, which is a Plymouth City Council tendered bus service. The service is already operational, providing a link between Plympton and Plymstock and the timetable for the service is available here (<a href="#">19 300325.pdf</a>). It is also shown on the Plymouth Public Transport Network Map (<a href="#">Plymouth public transport network map</a>).</p> <p>As soon as the date for when buses can start serving the new stops is confirmed this information will be shared with all stakeholders and the public.</p> <p>We will, of course, keep all stakeholders informed of updates and decisions related to this scheme.</p>

#### 4. RECOMMENDATION

It is recommended that the proposals are implemented 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.