

# EMBANKMENT ROAD



## I. INTRODUCTION

This report seeks delegated authority to implement amendments to The City of Plymouth (Traffic Movement and Speed Limit Regulations) (Consolidation) Order 2022 in association with the A374 Embankment Road.

## 2. TRAFFIC REGULATION ORDERS REQUIRED

2.1 As per the Traffic Management Teams recommendation in section 4, there will be no changes to the Traffic Regulation Orders, however, it was advertised to change the speed limit from 40 mph to 30mph on Embankment Road from Stanley Place to the Rowing Club

## 3. STATUTORY CONSULTATION

### Proposals

The proposals for the Embankment Road TRO were advertised on street, in the Herald and on the Plymouth City Council website on 27<sup>th</sup> August 2025. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 21<sup>st</sup> August 2025.

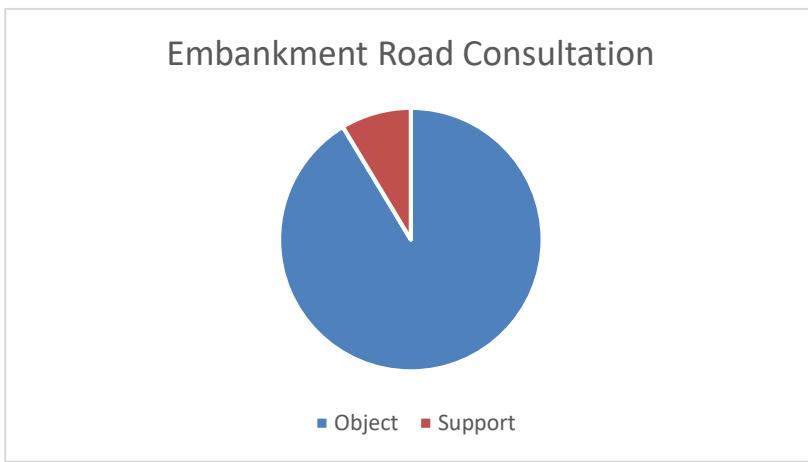
### **TRO - EMBANKMENT ROAD – CONSULTATION REPORT**

Public consultation ran from 27<sup>th</sup> August 2025 – 17<sup>th</sup> September 2025.

A total of 440 responses were received.

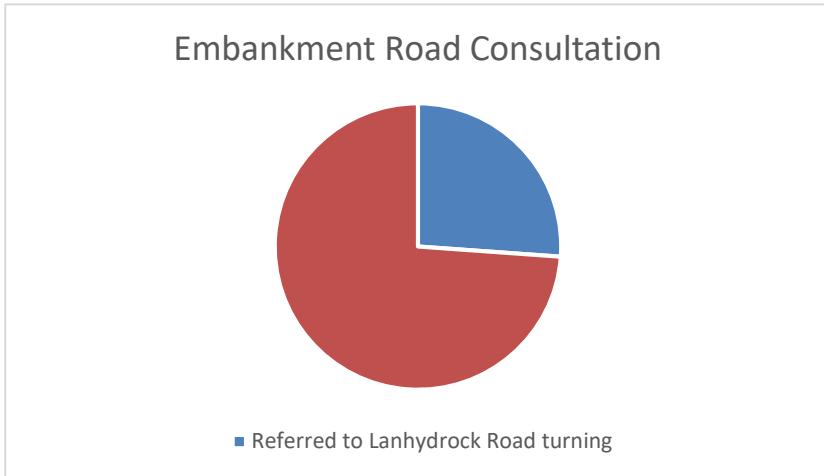
- 402 people (about 91%) objected.
- 38 people (about 9%) supported.

Most comments were objections. The main issues raised were about keeping the current 40mph limit, concerns about congestion, and views that the road is already safe. Supportive comments mainly mentioned safety improvements.



### **Lanhydrock Road junction**

115 people mentioned the junction with Lanhydrock Road. This was one of the strongest recurring suggestions.



The two main suggestions were:

- Close the right turn into Lanhydrock Road.
- Install traffic lights at the junction.

This shows that many people feel the main safety issue is at this junction, rather than the speed limit itself.

**Example comments:**

“Absolutely ridiculous reducing the speed maybe close the turning to Lanhydrock road that’s all the issues & the flooding on that junction”

“should close the road turning right in the morning peak hour”

“The speed on the road isn’t the issue for all the crashes it’s the junction turning into Lanhydrock road. There needs to either be traffic lights or no right turn”

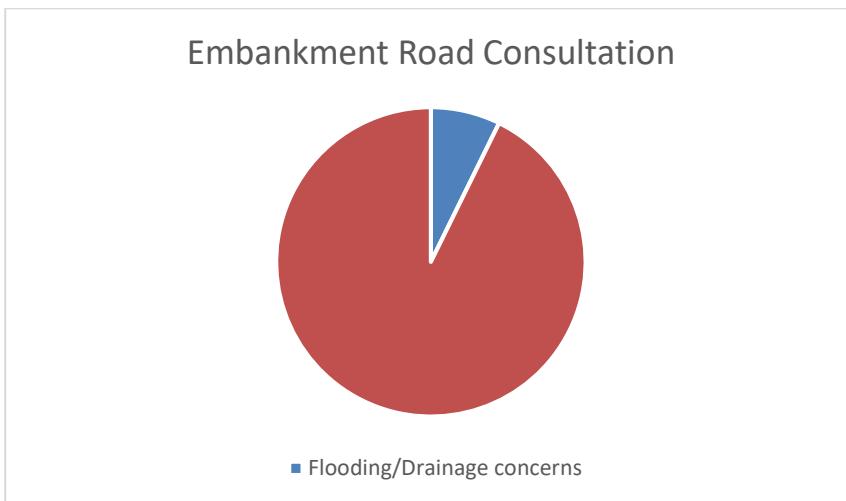
“The biggest improvement related to safety that you could make would be addressing the turning across Embankment Road into Lanhydrock road.

A speed limit without average speed cameras will make little difference. Why not keep it at 40 and install average cameras.”

**DRAINAGE/FLOODING**

32 comments mentioned their concern about the drainage/flooding along Embankment Road – 2 of these comments supported the speed limit change, 30 objected.

All 32 comments would like to see improvements to the drains/flood issues along this road.



### **Supportive comments**

Although fewer in number, supportive responses (38 people) mainly said that lowering the limit would make the road safer for pedestrians, cyclists and local residents.

### **Additional information**

There are currently 3 Speed Enforcement Cameras on Embankment Rd. These are due for replacement in the near future and an Average Speed Camera System is a cost effective way of doing this. The old cameras have done a good job over several decades but there are gaps in enforcement along the road and the change will ensure that motorists do not exceed the speed limit when negotiating the Lanhydrock Rd junction. Consultation responses indicated that drivers see 40mph as a reasonable speed for the road.

## **4. RECOMMENDATION**

Based on the comments, the following points could be considered:

- Produce an options appraisal looking at the operation of the Lanhydrock Rd junction and any potential changes that might be considered to improve safety and ease congestion.
- Keep the speed limit at 40mph and work with Devon and Cornwall Police to introduce an average speed camera system to enforce the 40mph Speed Limit..

Within this report The Traffic Management Team would recommend the following to proceed:

- Keep the speed limit at 40mph and install average speed cameras at this speed.

## **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.