



Oversight and Governance

Chief Executive's Department

Plymouth City Council

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Published 15/02/23

Delegated Decisions

Delegated Executive/Officer Decisions

Delegated Executive and Officer decisions are published every week, and are available at the following link - <https://tinyurl.com/ms6umor>

Cabinet decisions subject to call-in are published at the following link - <http://tinyurl.com/yddrql6>

Notice of call-in for non-urgent decisions must be given to the Democratic Support Unit by 4.30 pm on Wednesday 22 February 2023. Please note – urgent decisions and non-key Council Officer decisions cannot be called in. Copies of the decisions together with background reports are available for viewing as follows:

- on the Council's Intranet Site at <https://modgov/mgDelegatedDecisions.aspx>
- on the Council's website at <https://tinyurl.com/jhnax4e>

The decision detailed below may be implemented on Thursday 23 February 2023 if it is not called-in.

Delegated Decisions

I. Councillor Jonathan Dreaan, Cabinet Member for Transport:

- I.1. The City of Plymouth (Traffic Regulations Orders) (Amendment (Pages 1 - 28)
Order No. 2022.2137295 TRO Review 10) Order

EXECUTIVE DECISION

made by a Cabinet Member



REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY BY AN INDIVIDUAL CABINET MEMBER

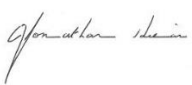
Executive Decision Reference Number – T20 22/23

Decision	
1	Title of decisions: THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2022.2137295 TRO REVIEW 10) ORDER
2	Decision maker: Councillor Jonathan Drean, Cabinet Member for Transport
3	Report author and contact details: Holly Fitzgerald, Traffic Management Technician, email: trafficmanagementinbox@plymouth.gov.uk
4	<p>Decision to be taken:</p> <p>To implement the following amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004</p> <p>The effect of the order shall be to:</p> <ol style="list-style-type: none"> 1. Add/Amend Parking Restrictions on lengths of the following roads: <p>Brynmoor Park, Colebrook Road (St Budeaux)(admin only), Efford Lane, Ernesettle Crescent, Faringdon Road, Fore Street, Garden Park Close, Haye Road South, Headland Park, Huxley Close, Lorrimore Avenue, Millbay Road, Rendle Street, Reservoir Road, Salisbury Road, Springfield Road, St George's Terrace, St John's Road, Valletort Road.</p> 2. Change all references to Diamond Avenue Lane East to Thomas Lane (admin only) <p>As set out in the briefing report</p>
5	<p>Reasons for decision:</p> <p>Brynmoor Park – Removal of double yellow lines to increase parking availability.</p> <p>Efford Lane – Add double yellow lines to increase visibility for pedestrians, to prevent obstruction and for junction protection.</p> <p>Ernesettle Crescent – Add double yellow lines on bend to increase visibility and prevent obstruction of the road and footway.</p> <p>Fore Street – Add double yellow lines on the entrance of Victoria Park to increase visibility, to prevent obstruction and for junction protection.</p> <p>Garden Park Close and Haye Road South - Add double yellow lines to increase visibility for pedestrians, to prevent obstruction and for junction protection.</p> <p>Reservoir Road - Add double yellow lines for junction protection and to increase visibility.</p>

	<p>Springfield Road – Reduce double yellow lines (1.5m) to allow for a larger vehicle to park in this location.</p> <p>Headland Park – Reduce Limited Waiting so that Permit Parking can be extended to maximise parking for residents.</p> <p>Diamond Avenue Lane East – Admin only – Street name has been changed to Thomas Lane.</p> <p>Huxley Close – Add double yellow lines to prevent obstruction and allow delivery vehicles access, the road is not wide enough for vehicles to park on both sides.</p> <p>Lorrimore Avenue and St Georges Terrace – Add double yellow lines for junction protection and to increase visibility.</p> <p>Valletort Road - Add double yellow lines for junction protection, to prevent pavement parking and to increase visibility.</p> <p>Millbay Road – Remove Pay & Display and reinstate the loading bay outside Quadrant Wharf as per the planning condition.</p> <p>Rendle Street – Reduce the limited waiting bays at the junction of Octagon Street from four bays to two bays and increase the no waiting restrictions, to allow vehicles to turn into Rendle Street and to prevent obstruction.</p> <p>Salisbury Road and Faringdon Road – Add double yellow lines to allow access to St Simon’s Church and to prevent obstruction.</p> <p>St John’s Road – Admin only – Change of TRO wording.</p> <p>Trelawney Avenue/ Colebrook Road – Admin only – change measurement of School Keep Clear marking.</p> <p>After reviewing all comments received our recommendations are below:</p> <p>It is recommended to reduce the restriction on the north-west side of Efford Lane (from 94 metres to 46 metres).</p> <p>Millbay Road will be removed from these proposals completely – there is currently a development being carried out and a separate TRO will be advertised.</p> <p>All other proposals are recommended to be implemented as advertised.</p>			
6	<p>Alternative options considered and rejected:</p> <p>The alternative option would be to do nothing. This option was discounted on the basis that the changes are needed for safety improvements.</p>			
7	<p>Financial implications and risks:</p> <p>The Traffic Regulation Orders (TRO’s) and associated works are being funded by the Traffic Management teams TRO review budget.</p>			
8	<p>Is the decision a Key Decision? (please contact Democratic Support for further advice)</p>	<p>Yes</p>	<p>No</p> <p>x</p>	<p>Per the Constitution, a key decision is one which:</p> <p>in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total</p>

			x	in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1 million
			x	is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.
	If yes, date of publication of the notice in the Forward Plan of Key Decisions			
9	Please specify how this decision is linked to the Council's corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget:	The Local Transport Plan (LTP) details the transport strategies and policies that the City Council has adopted and will be key in helping the city meet its Corporate Plan priorities, and growth agenda.		
10	Please specify any direct environmental implications of the decision (carbon impact)	n/a		
Urgent decisions				
11	Is the decision urgent and to be implemented immediately in the interests of the Council or the public?	Yes		(If yes, please contact Democratic Support (democraticsupport@plymouth.gov.uk) for advice)
		No	x	(If no, go to section 13a)
12a	Reason for urgency:			
12b	Scrutiny Chair Signature:		Date	
	Scrutiny Committee name:			
	Print Name:			
Consultation				
13a	Are any other Cabinet members' portfolios affected by the decision?	Yes		
		No	x	(If no go to section 14)

13b	Which other Cabinet member's portfolio is affected by the decision?			
13c	Date Cabinet member consulted			
14	Has any Cabinet member declared a conflict of interest in relation to the decision?	Yes	<input type="checkbox"/>	If yes, please discuss with the Monitoring Officer
		No	<input checked="" type="checkbox"/>	
15	Which Corporate Management Team member has been consulted?	Name	Anthony Payne	
		Job title	Strategic Director for Place	
		Date consulted	02/02/2023	
Sign-off				
16	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS99 22/23	
		Finance (mandatory)	pl.22.23.257.	
		Legal (mandatory)	LS/020223/JP	
		Human Resources (if applicable)	N/A	
		Corporate property (if applicable)	N/A	
		Procurement (if applicable)	N/A	
Appendices				
17	Ref.	Title of appendix		
	A	Briefing report for publication		
	B	Equalities Impact Assessment		
Confidential/exempt information				
18a	Do you need to include any confidential/exempt information?	Yes	<input type="checkbox"/>	If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in 18b below. (Keep as much information as possible in the briefing report that will be in the public domain)
		No	<input checked="" type="checkbox"/>	
		Exemption Paragraph Number		

		1	2	3	4	5	6	7
18b	Confidential/exempt briefing report title:							
Background Papers								
19	<p>Please list all unpublished, background papers relevant to the decision in the table below.</p> <p>Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.</p>							
Title of background paper(s)		Exemption Paragraph Number						
		1	2	3	4	5	6	7
Cabinet Member Signature								
20	<p>I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act and those who do not. For further details please see the EIA attached.</p>							
Signature				Date of decision	13/02/2023			
Print Name	Councillor Jonathan Drear, Cabinet Member for Transport							

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TRO REVIEW 10

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 TRO review 10.

2. TRAFFIC REGULATION ORDERS REQUIRED

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

No Waiting At Any Time

- (i) Brynmoor Park, the east side from its junction with Eggbuckland Road for a distance of 11 metres in a northerly direction
- (ii) Brynmoor Park, the west side from its junction with Eggbuckland Road for a distance of 7 metres in a northerly direction
- (iii) Diamond Avenue, the east side from a point 6 metres north to a point 10 metres south of the junction with Thomas Lane
- (iv) Efford Lane, the north-west side from its junction with Chesterfield Road for a distance of 94 metres in a north easterly direction
- (v) Efford Lane, the south-east side from its junction with Old Laira Road for a distance of 52 metres in a north easterly direction
- (vi) Ernesettle Crescent, the west & south side from its boundary of house numbers 21 & 23 for a distance of 33 metres in a southerly and an easterly direction
- (vii) Faringdon Road, the east side from its junction with Salisbury Road for a distance of 6 metres in a northerly direction
- (viii) Fore Street, the north side from its junction with Devonport Road for a distance of 85 metres in a westerly direction
- (ix) Garden Park Close, the north side from its junction with Haye Road South for a distance of 8 metres in a westerly direction

- (x) Garden Park Close, the south side from its junction with Haye Road South for a distance of 21 metres in a westerly direction
- (xi) Haye Road South, the east side from its junction with Springfield Road for a distance of 75 metres in a northerly direction
- (xii) Haye Road South, the west side from its junction with Garden Park Close for a distance of 9 metres in a northerly direction
- (xiii) Haye Road South, the west side from its junction with Garden Park Close for a distance of 14 metres in a southerly direction
- (xiv) Huxley Close, the south side for its entirety.
- (xv) Lorrimore Avenue, both sides from its junction with St George Terrace for a distance of 6 metres in a northerly direction
- (xvi) Rendle Street, the north side from its junction with Octagon Street for a distance of 13 metres in a westerly direction
- (xvii) Rendle Street, the south side from its junction with Manor Street to its junction with Octagon Street
- (xviii) Reservoir Road, the east side from its junction with Wembury Road for a distance of 11 metres in a northerly direction
- (xix) Salisbury Road, the north side from its junction with Faringdon Road for a distance of 10.5 metres in an easterly direction
- (xx) Springfield Road, the north side from a point 3.5 metres west of its boundary of numbers 138 & 140 Springfield Road for a distance of 18.5 metres in a westerly direction
- (xxi) St George's Terrace, the north side from its junction with Lorrimore Avenue for a distance of 6 metres in an easterly direction and 6 metres in a westerly direction
- (xxii) St John's Road, the south-west side from its junction with Stamford Lane to its

junction with Lawrence Road

- (xxiii) Valletort Road, the west side from the southern access road of Endeavour Court (adjacent to number 59 Valletort Road), for a distance of 20 metres in a southerly direction and 19 metres in a northerly direction.

No Waiting Mon-Sat 8am-6.30pm

Rendle Street, the north side from a point 25 metres west of its junction with Octagon Street for a distance of 28 metres in a westerly direction

No Waiting Mon-Fri 9am-5pm

- (i) Thomas Lane, the east side from the junction with Greenbank Terrace for a distance of 21 metres in a southerly direction
- (ii) Thomas Lane, the east side from a point 46 metres south of the junction with Greenbank Terrace to the southern extent
- (iii) Thomas Lane, the west side for the entire length.

Limited Waiting To 1 Hour No Return For 3 Hours Mon-Sat 8am-6.30pm

Rendle Street, the north side from a point 13 metres west of its junction with Octagon Street for a distance of 12 metres in a westerly direction

Goods Loading Bay At Any Time

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

Permit Parking Mon-Sat 9am-7pm

Headland Park, the south side from a point 188 metres east, south & west of its boundary of 41 & 43 Headland Park for a distance of 36 metres in a westerly direction

Permit Parking Mon-Fri 10am-11am

- (i) Diamond Avenue, the east side from a point 8 metres north of the junction with Lipson Road to a point 8 metres south of the junction with Thomas Lane
- (ii) Diamond Avenue, the east side from a point 4 metres north of the junction with Thomas Lane for a distance of 96 metres

School Entrance Clearway At Any Time

Colebrook Road, the north-west side from the boundary of house numbers 8 and 10 for a distance of 31 metres in a south westerly direction.

REVOCATIONS**No Waiting At Any Time**

- (i) Brynmoor Park, both sides, from the junction with Egguckland Road for a distance of 22 metres
- (ii) Diamond Avenue, the east side, from a point 6 metres north to a point 10 metres south of the junction with Lipson Road Lane North
- (iii) Efford Lane, the south-east side, from the junction with Old Laira Road for a distance of 30 metres
- (iv) Fore Street, the north side, from its junction with Devonport Road to the eastern entrance to Devonport Park
- (v) Haye Road South, the east side, from the junction with Springfield Road for a distance of 37 metres
- (vi) Huxley Close, the south side, from its junction with Strode Road for a distance of 40 metres in an easterly direction
- (vii) Rendle Street, the north side, from a point 8 metres west to a point 10 metres east of the junction with Octagon Street
- (viii) Rendle Street, the south side, from a point 5 metres west of the junction with Octagon Street to the eastern extent including the turning head
- (ix) Rendle Street, the south side, from the junction with Manor Street for a distance of 5 metres
- (x) Huxley Close, the south side, from a point 131 metres east of its junction with Strode Road for a distance of 81 metres in an easterly direction
- (xi) Huxley Close, the south side, from a point 70 metres east of its junction with Strode Road for a distance of 40 metres in an easterly direction

- (xii) Springfield Road, the north side, from a point 3.5 metres west of its boundary of numbers 138 & 140 Springfield Road for a distance of 20 metres in a westerly direction
- (xiii) St John's Road, the south-west side, from its junction with Stamford Lane to its junction with Cunliffe Avenue

No Waiting Mon-Sat

- (i) Rendle Street, the north side, from a point 28 metres west of its junction with Octagon Street for a distance of 24 metres in a westerly direction
- (ii) Rendle Street, the south side, from a point 5 metres east of the junction with Manor Street to a point 5 metres west of the junction with Octagon Street

No Waiting Mon-Fri 9am-5pm

- (i) Diamond Avenue Lane East, the east side, from the junction with Greenbank Terrace for a distance of 21 metres in a southerly direction
- (ii) Diamond Avenue Lane East, the east side, from a point 46 metres south of the junction with Greenbank Terrace to the southern extent
- (iii) Diamond Avenue Lane East, the west side, for the entire length

Limited Waiting To 1 Hour No Return For 3 Hours Mon-Sat 8am-6.30pm

Rendle Street, the north side, from a point 135 metres east of the junction with Manor Street for a distance of 20 metres in an easterly direction

Permit Parking Mon-Fri 10am-11am

- (i) Diamond Avenue, the east side, from a point 8 metres north of the junction with Lipson Road to a point 8 metres south of the junction with Diamond Avenue Lane East
- (ii) Diamond Avenue, the east side, from a point 4 metres north of the junction with Diamond Avenue Lane East for a distance of 96 metres

School Entrance Clearway Mon-Fri 8am-5pm

Trelawney Avenue, the north side, from a point between 15 and 16 Trelawney Avenue for a distance of 30 metres in an easterly direction

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

Limited Waiting To 2 Hours No Return For 2 Hours Mon-Sat 9am-5pm

Headland Park, the south side, from a point 194 metres east, south & west of its boundary of 41 & 43 Headland Park for a distance of 30 metres in a westerly direction

Permit Parking Mon-Sat 9am-7pm

Headland Park, the south side, from a point 188 metres east, south & west of its boundary of 41 & 43 Headland Park for a distance of 6 metres in a westerly direction

3. STATUTORY CONSULTATION

Proposals

The proposals for the TRO review 10 were advertised on street, in the Herald and on the Plymouth City Council website on 07th December 2022. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 02nd December 2022.

There have been 6 representations received relating to the proposals included in the Traffic Regulation Order.

There have been 2 representation received relating to Efford Lane

Consultation	Comment
<p>Regarding the proposed change of use of the bottom of efford lane to put in double yellow lines. Where do you propose residents park?</p> <p>There is already not enough parking on this road. And you have also refused planning permission's to everyone wanting to add their own parking space to their property!</p> <p>This will take out spaces for around 20 vehicles! Where do they now go? There has been no thought given to this proposal and clearly no intention to create a solution for parking.</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2022.2137295.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>I wish to strongly object to the proposed planned yellow lines in Efford Lane.</p> <p>I have lived [in the area] for the past 22 years, and in recent years it has become increasingly</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2022.2137295.</p>

difficult to park locally. On weekends when there are visitors in the area it becomes somewhat congested. Restricting the parking on Efford Lane as proposed will make the situation much worse, and will also put more pressure on the parking situation in the surrounding area, you just need to take a look at the Laira & Efford Facebook page where many of the posts are in relation to parking concerns in the area. Parking is already very competitive here, and to further restrict parking without suggesting an acceptable nearby alternative will make ours, and our neighbours lives much more difficult. It is, therefore, unreasonable to further compound the problem by reducing the available space which will displace approximately 30 plus cars & vans.

This decision has the potential to cause more road traffic accidents in the area as the parked cars on either side naturally slow people down as they have to wait for oncoming traffic, whereas if they are not there people will be able to gather up speed, regardless of the average speed cameras in place.

If the proposed double yellow lines go ahead, would you kindly give your suggestions as to where the current residents will be able to park? I would be very happy if alternative parking became available and would be open to hearing about any suggestions you may propose to compensate us. Until that happens, please take this as an official objection to the extended double yellow lines.

Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport. You will be notified if and when the proposals will be implemented.

There have been 2 representations received relating to Ernesettle Crescent

Consultation	Comment
<p>I write ref the above Living Streets new revised and very well thought out additions, to commend the new positioning and restriction on the Ernesettle Crescent South and West Side No Waiting markings by 33m, which supplements your previous markings on the North side which has had a very reasonable safety improvement regarding space for HGV,s and other delivery and residents traffic to this 90deg bend in the crescent, but with continued daily disregard for the general safety here at this bend which to date has given a better access to traffic around the</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2022.2137295. (Ernesettle Crescent)</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to</p>

<p>bend, but !! has also with the parking on the pavement abuse on the south side from the outset of the North markings, has led to vehicles having to go on the opposite side of the road round the bend and confront up coming traffic into near collisions, this has happened on numerous occasions.</p> <p>The Crescent over the last few years has had an influx of the houses having now numerous vehicles which are not always considerably parked or utilise their own drives so helping the overall community bonding, which has led to in particular a real problem on this bend and at an odd time Emergency vehicles cannot get round the bend affecting effective support to this small community.</p> <p>Thank you again for your addition, thought and effect in adding to our safety on the Crescent it is very much appreciated.</p> <p>Great job.</p>	<p>proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>Earlier this year double yellow lines were painted around the corner from the boundary of 6 Ernesettle Crescent for a distance of 22 metres. Although there had been issues with vehicles being parked on the corner, the loss of a parking space outside number 4 Ernesettle Crescent (which was not causing problems with the corner) has resulted in vehicles being parked instead on the opposite corner partly on the pavement between numbers 17 and 19 Ernesettle Crescent.</p> <p>The parking on the corner between numbers 17 and 19 could be stopped by double yellow lines being painted just between these two houses. The painting of such lines from the boundary of number 23 to the boundary of number 11 for 33 metres appears to be excessive. My elderly mother who lives on the Crescent has carers visiting her for four times per day. The loss of the parking space outside number 4 makes it difficult for them, and loss of further parking spaces will only exacerbate the problem for residents, visitors and delivery vans.</p> <p>We note that, on the traffic order for Brynmoor Park, there is a plan to remove yellow lines from outside houses close to the corner, and would request that you please remove the yellow lines from the boundary of number 6 to the gate of number 4 Ernesettle Crescent to relieve parking congestion. This together with revising the current plan to only put yellow lines between the</p>	<p>Thank you for your recent comments towards the proposals – 2022.2137295. (Ernesettle Crescent)</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>I have also reported the hedge to the relevant team for inspection.</p> <p>You will be notified if and when the proposals will be implemented.</p>

<p>gates of number 17 and number 19 should remove any risk to traffic using this corner, while not making life more difficult for residents. We are very surprised at the focus on this corner of a short residential road which does not lead to any other roads. We have lived here for 44 years during which time we have never seen an accident at this corner. We are more concerned about the blind corner at the bottom end of Ernesettle Crescent. The lack of maintenance of the hedge combined with cars parked around this corner make it a much more perilous situation, yet nothing seems to be done to raise this issue or resolve it!</p>	
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There has been 1 representation received relating to Haye Road South/ Garden Park Close

Consultation	Comment
<p>I have owned and occupied a property on Garden Park Close and Haye Road South since 2019.</p> <p>I have made a gated parking space on the property and, after being blocked in/out several times, paid the Council for the convenience of a white line on the road outside the side driveway entrance. There is also a polite notice by the gate asking people not to park as the entrance is in use.</p> <p>From the side and front of my property I have seen a massive increase in the problems of parking on these two roads. This has been particularly bad during the past year.</p> <p>During weekdays, and often at weekends, it is impossible for my friends, family, delivery services etc to park on any part of the road surrounding my property. The same is true for many houses in Garden Park Close. Many cars are left there for days, sometimes weeks at a time. There is one vehicle outside my fence on Haye Rd South that has been there for several months and now has two tyres so flat that the metal rims rest on the tarmac. The 'Give Way' sign on the road in front of my house could not be repainted because cars were always parked on it.</p> <p>When street cleaners come, these cars are always there, the gutters never get cleaned and the small cleaning machine has difficulties getting on to the pavement to clean there.</p> <p>Because the available street parking spaces are constantly jammed with these vehicles, parking</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2022.2137295.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>

for dropping off or collecting children at Elburton Primary and the adjacent nursery school has become a nightmare. Cars are left blocking my entrance, across Boville Lane blocking entry and exit to those residents, on the pavements, on the road side of the entrance to the small car park.

The double yellow lines at the top of Haye Road South where it meets Elburton village are completely disregarded all day, every day, making entry and exit to and from the main road difficult because vision is impaired and dangerous because the road is barely wide enough for two vehicles let alone the lorries and vans that try to negotiate it.

From approx. 8.15 a.m the stream of traffic coming through Haye Road South to Elburton village is often blocked for minutes at a time whilst parents stop their cars opposite the school gate to take children into the school building. The road here is so narrow no vehicle can get past the stationary car.

During the summer months I have noticed an increase in the number of children from the local secondary school riding bikes the wrong way down the one way system linking Haye Road South to Elburton Village. I have encountered some of these cyclists whilst driving home along this small stretch of road. It is a frightening situation and an accident just waiting to happen.

Many parents, children and elderly people live in and use Haye Road South, Boville Lane and Green Park Close. The inconsiderate and erratic behaviour of the drivers mentioned above, impacts on the safety of these and all pedestrians using this area.

I understand that the proposal is to add more double yellow lines to the problem areas. Unless these are regularly enforced, I doubt they will have much effect. Those already in place are ignored.

Could I make two other suggestions?

1. Timed waiting areas.
2. Extension of the Elburton Primary car park, maybe into a horseshoe 'drive round' system. This would mean giving up some of the land in front of the school, but compared to many schools, they are well off for land. It would also increase the safety of the children.

I would be very interested to know the outcome of the Committee's review of this matter. Perhaps you would be kind enough to forward me a copy in due course?

There has been 1 representation received relating to Salisbury Road and Faringdon Road

Consultation	Comment
<p>It will be no surprise to you that parking is a significant problem in our area (St. Judes, Salisbury Road) and in fact it is not unusual to drive around for 10 – 15 mins to find a space in the evening. Last night I drove for 15 mins before finally parking four streets away from my property. The problem is largely exasperated by houses of multiple occupancy with 5 plus cars per household and other residents who often have multiple vehicles per person, work vans and cars for example. It has therefore been rather frustrating to see large areas of our street recently painted with double yellow lines, which has reduced our parking spaces by over 4 cars with huge knock-on effects. Due to the reasons stated above residents have continued to park over the yellow lines, not out of laziness but out of frustration with the fact that there is simply nowhere else to park. This is unlikely to continue as I noted a traffic warden dutifully ticketing them all at 07:00 this morning.</p> <p>Whilst I understand that the St. Simons Church needs to maintain access to its front gate, I find the proposed solution unacceptable. It is unclear to me why they need such a large portion of the road to be restricted and this is not in keeping with other access requirements in the area. A nearby resident has a single white line that spans the distance in front of his drive and not beyond, this is also the same for the disabled access in front of Salisbury Road Church, just a short distance down the road. The access at St Simons is largely used for pedestrian access as there is no parking on the grounds. I therefore would suggest an amendment to the proposed scheme to be a single white line that spans the distance in front of the access gate at St Simons and no further. This would therefore retain two existing parking spaces and still maintain access to the church.</p> <p>I would also like to draw your attention, and request clarification, to the proposed works and what has actually been undertaken?</p>	<p>Thank you for your recent comments towards the proposals – 2022.2137295.</p> <p>I have attached the plan which is in relation to this proposal. The double yellow lines have been proposed to ensure access to the church for services and to prevent obstruction.</p> <p>The 10.5 metres on Salisbury Road actually ends just after the grit bin which is the minimum length to allow access, and the 6 metres on Faringdon Road is just one cars length which is the minimum amount that we propose to protect a junction as shown below.</p> <p>A white bar marking was considered but as the restriction is not enforceable it was discarded as vehicles would most probably continue to park outside of the church and cause obstruction.</p> <p>In regards to the double yellow lines that have already been placed on Faringdon Road (yellow in the diagram below) this was not part of the same proposal and was actually part of an Emergency Traffic Regulation Order. The Order was implemented due to safety reasons and the restrictions are required to ensure Public Safety by enabling the Highway Authority to undertake emergency road maintenance during extreme weather events. With an emergency Order there is no consultation or press advertisement. The restriction has been included in the next Traffic Regulation Order review and there will be a public consultation period.</p> <p>Your comments in regards to the TRO review 10 proposals have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>

I have extracted both the text and the diagrams from the documents for reference. To my mind I can't understand how the 6m section on Farringdon Road facilitates access to the church nor do I understand why the 10.5m section needs to be so long, as stated above a single white line in front of the gate is what others have in the area. Could you please explain to me why this scheme has been suggested and the rationale for such a large area of restrictions, not in keeping with other similar access requirements?

Salisbury Road, the north side from its junction with Farringdon Road for a distance of 10.5 metres in an easterly direction

Farringdon Road, the east side from its junction with Salisbury Road for a distance of 6 metres in a northerly direction

The above clearly shows what is proposed; however we have recently had double yellow lines painted on Farringdon Road extending south from Salisbury Road to a distance of 10.5m on both the east and west side of the road. I can't see any reference to these lines in the document and I am not aware of any other documents that they are mentioned.

Could you please clarify if these new lines have been painted in error or if they are in addition to the proposed? If these are in addition could you please point me to the relevant consultation documents?

I look forward to hearing from you and thank you in advance for considering my email.

4. RECOMMENDATION

It is recommended to reduce the restriction on the north-west side of Efford Lane (from 94 metres to 46 metres).

Millbay Road will be removed from these proposals completely – there is currently a development being carried out and a separate TRO will be advertised.

All other proposals are recommended to be 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.

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EQUALITY IMPACT ASSESSMENT – [TRO REVIEW 10]

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): This is the person completing the EIA template.	Holly Fitzgerald	Department and service:	Plymouth Highways, Traffic Management	Date of assessment:	28/12/2022
Lead Officer: Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.	Mike Artherton	Signature:	<i>M. Artherton</i>	Approval date:	07/02/2023
Overview:	<p>Brynmoor Park – Removal of double yellow lines to increase parking availability.</p> <p>Efford Lane – Add double yellow lines to increase visibility for pedestrians, to prevent obstruction and for junction protection.</p> <p>Ernesettle Crescent – Add double yellow lines on bend to increase visibility and prevent obstruction of the road and footway.</p> <p>Fore Street – Add double yellow lines on the entrance of Victoria Park to increase visibility, to prevent obstruction and for junction protection.</p> <p>Garden Park Close and Hays Road South - Add double yellow lines to increase visibility for pedestrians, to prevent obstruction and for junction protection.</p> <p>Reservoir Road - Add double yellow lines for junction protection and to increase visibility.</p> <p>Springfield Road – Reduce double yellow lines (1.5m) to allow for a larger vehicle to park in this location.</p> <p>Headland Park – Reduce Limited Waiting so that Permit Parking can be extended to maximise parking for residents.</p> <p>Diamond Avenue Lane East – Admin only – Street name has been changed to Thomas Lane.</p> <p>Huxley Close – Add double yellow lines to prevent obstruction and allow delivery vehicles access, the road is not wide enough for vehicles to park on both sides.</p> <p>Lorimore Avenue and St Georges Terrace – Add double yellow lines for junction protection and to increase visibility.</p> <p>Valletort Road - Add double yellow lines for junction protection, to prevent pavement parking and to increase visibility.</p> <p>Millbay Road – Remove Pay & Display and reinstate the loading bay outside Quadrant Wharf as per the planning condition.</p>				

	<p>Rendle Street – Reduce the limited waiting bays at the junction of Octagon Street from four bays to two bays and increase the no waiting restrictions, to allow vehicles to turn into Rendle Street and to prevent obstruction.</p> <p>Salisbury Road and Faringdon Road – Add double yellow lines to allow access to St Simon’s Church and to prevent obstruction.</p> <p>St John’s Road – Admin only – Change of TRO wording.</p> <p>Trelawney Avenue/ Colebrook Road – Admin only – change measurement of School Keep Clear marking.</p> <p>After reviewing all comments received our recommendations are below:</p> <p>It is recommended to reduce the restriction on the north-west side of Efford Lane (from 94 metres to 46 metres).</p> <p>Millbay Road will be removed from these proposals completely – there is currently a development being carried out and a separate TRO will be advertised.</p> <p>All other proposals are recommended to be implemented as advertised.</p>
Decision required:	<p>THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2022.2137295 – TRO Review 10) ORDER</p> <p>To implement the following amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004.</p> <p>The effect of the order shall be to;</p> <p>1. Add/Amend Parking Restrictions on lengths of the following roads:</p> <p>Brynmoor Park, Colebrook Road (St Budeaux)(admin only), Efford Lane, Ernesettle Crescent, Faringdon Road, Fore Street, Garden Park Close, Haye Road South, Headland Park, Huxley Close, Lorrimore Avenue, Millbay Road, Rendle Street, Reservoir Road, Salisbury Road, Springfield Road, St George's Terrace, St John's Road, Valletort Road.</p> <p>2. Change all references to Diamond Avenue Lane East to Thomas Lane (admin only) As set out in the briefing report.</p>

SECTION TWO: EQUALITY IMPACT ASSESSMENT SCREENING TOOL

Potential external impacts:	Yes		No	√
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Does the proposal have the potential to negatively impact service users, communities or residents with protected characteristics?				
Potential internal impacts: Does the proposal have the potential to negatively impact Plymouth City Council employees?	Yes		No	√
Is a full Equality Impact Assessment required? (if you have answered yes to either of the questions above then a full impact assessment is required and you must complete section two)	Yes		No	√
If you do not agree that a full equality impact assessment is required, please set out your justification for why not.	No comments were received in the consultation.			

SECTION THREE: FULL EQUALITY IMPACT ASSESSMENT

Protected characteristics (Equality Act, 2010)	Evidence and information (e.g. data and consultation feedback)	Adverse impact	Mitigation activities	Timescale and responsible department
Age	<p>Plymouth</p> <ul style="list-style-type: none"> 16.4 per cent of people in Plymouth are children aged under 15. 65.1 per cent are adults aged 15 to 64. 18.5 percent are adults aged 65 and over. 2.4 percent of the resident population are 85 and over. <p>South West</p> <ul style="list-style-type: none"> 15.9 per cent of people are aged 0 to 14, 61.8 per cent are aged 15 to 64. 	<p>No adverse impact anticipated</p> <p>The introduction of No Waiting at Any Time will designate where is safe and acceptable to park.</p>		

	<ul style="list-style-type: none"> • 22.3 per cent are aged 65 and over. <p>England</p> <ul style="list-style-type: none"> • 17.4 per cent of people are aged 0 to 14. • 64.2 per cent of people are aged 15 to 64. • 18.4 per cent of people are aged 65 and over. <p>(Data sourced from the 2021 Census)</p>			
Disability	10 per cent of our population have their day-to-day activities limited a lot by a long-term health problem or disability (2011 Census).	No adverse impact anticipated		
Gender reassignment	<p>There are no official estimates for gender reassignment at either national or local level (awaiting 2021 Census data).</p> <p>However, in a study funded by the Home Office, the Gender Identity Research and Education Society (GIREs) estimate that between 300,000 and 500,000 people aged 16 or over in the UK are experiencing some degree of gender variance.</p>	No adverse impact anticipated		
Marriage and civil partnership	<p>There were 234,795 marriages in England and Wales in 2018.</p> <p>In 2020, there were 7,566 opposite-sex civil partnerships formed in England and Wales, of which 7,208 were registered in England and 358 were registered in Wales.</p> <p>There were 785 civil partnerships formed between same-sex couples in England and</p>	No adverse impact anticipated		

	Wales in 2020, of which 745 were registered in England and 40 were registered in Wales.			
Pregnancy and maternity	<p>There were 640,370 live births in England and Wales in 2019, a decrease of 2.5 per cent since 2018. The mid-year 2019 population estimates show that there were 2,590 births in Plymouth.</p> <p>The total fertility rate (TFR) for England and Wales decreased from 1.70 children per woman in 2018 to 1.65 children per woman in 2019.</p>	No adverse impact anticipated		
Race	<p>92.9 per cent of Plymouth's population identify themselves as White British. 7.1 per cent identify themselves as Black, Asian or Minority Ethnic.</p> <p>Census data suggests at least 43 main languages are spoken in the city, showing Polish, Chinese and Kurdish as the top three (2011 Census).</p>	No adverse impact anticipated		
Religion or belief	<p>Christianity is the biggest faith in the city with more than 58 per cent of the population (148,917). 32.9 per cent (84,326) of the Plymouth population stated they had no religion (2011 Census).</p> <p>Those who identified as Muslim were just under 1 per cent while Hindu, Buddhist, Jewish or Sikh combined totalled less than 1 per cent (2011 Census).</p>	No adverse impact anticipated		
Sex	51 per cent of our population are women and 49 per cent are men (2021 Census).	No adverse impact anticipated		

Sexual orientation	There is no precise local data on sexual orientation in Plymouth (awaiting 2021 Census data).	No adverse impact anticipated		
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SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

Human Rights	Implications	Mitigation Actions	Timescale and responsible department
	No adverse impact has been identified.		

SECTION FIVE: OUR EQUALITY OBJECTIVES

Equality objectives	Implications	Mitigation Actions	Timescale and responsible department
Celebrate diversity and ensure that Plymouth is a welcoming city.	No adverse impact has been identified.		
Pay equality for women, and staff with disabilities in our workforce.	No adverse impact has been identified.		
Supporting our workforce through the implementation of Our People Strategy 2020 – 2024	No adverse impact has been identified.		
Supporting victims of hate crime so they feel confident to report incidents, and working with, and through our partner organisations to achieve positive outcomes.	No adverse impact has been identified.		

Plymouth is a city where people from different backgrounds get along well.	No adverse impact has been identified.		
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