



Oversight and Governance

Chief Executive's Department

Plymouth City Council

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www.plymouth.gov.uk/democracy

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Delegated Decisions

Delegated Executive/Officer Decisions

Delegated Executive and Officer decisions are published 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 Team by 4.30 pm on Wednesday 6 November 2024. 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 decisions detailed below may be implemented on Thursday 7 November 2024 if they are not called-in.

Delegated Decisions

1. Councillor Tudor Evans OBE (Leader of the Council):

1a. L23 24/25 Early Years Capital Expansion Programme **(Pages 1 - 26)**

2. Councillor Mark Coker (Cabinet Member for Strategic Planning and Transport):

2a. SPT08 24/25 THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2024.213732 - May Terrace and Glen Park Avenue) ORDER 2024 **(Pages 27 - 40)**

2b. SPT09 24/25 THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2024.2137326 - TRO REVIEW 13) ORDER 2024 **(Pages 41 - 86)**

2c. SPT10 24/25 THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2024.2137318 CITY CENTRE CHANGES) ORDER & THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (TAXI RANKS) (AMENDMENT ORDER NO 2024.2137318 CITY CENTRE PARKING CHANGES) ORDER **(Pages 87 - 118)**

EXECUTIVE DECISION

made by a Cabinet Member




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

Executive Decision Reference Number – L23 24/25

Decision			
1	Title of decision: Early Years Capital Expansion Programme		
2	Decision maker: Councillor Tudor Evans OBE, Leader of The Council		
3	Report author and contact details: Lisa Linscott, Service Director for Education, Participation and Skills		
4	Decision to be taken: <ol style="list-style-type: none"> 1. Approves the Business Case; 2. Allocates £434,787.80 for the project into the Capital Programme funded by the Childcare Expansion Grant; 3. Authorises the procurement process; 4. Delegates the award of the contract to Director for Children's Services. 		
5	Reasons for decision: <p>The Early Years Capital Expansion grant has bene made available to enable providers of Early Years and Wrap Around childcare to expand their existing offer. In order to meet Government targets to provide 30 hours a week childcare to all families by September 2025 Plymouth childcare providers and schools need to double their current offer. The capital fund is to be distributed as soon as possible to schools, Early Years childcare providers and Child Minders to enable them to adapt their premises to offer places to more children. The Government have asked that Councils prioritise children with SEND.</p> <p>A small grants scheme has been launched so providers can apply for funds up to £20,000. The bids are evaluated by a small team of professionals to carryout due diligence checks to ensure that the funds are made available across the whole of the city giving priority to those wards where it has been identified there is the greatest need.</p>		
6	Alternative options considered and rejected: <p>Options considered and rejected should be clearly set out here and listed</p> <ol style="list-style-type: none"> 1. No action – Rejected. The grant has been made available to enable nurseries and schools to make adaptations to their premises using the capital grant. 		
7	Financial implications and risks: This is a Section 31 grant from the Department for Education. All funds to be distributed to schools and Early Years Child care providers will be from the committed grant funding.		
8	Is the decision a Key Decision?	Yes	No
			Per the Constitution, a key decision is one which:

	(please contact Democratic Support for further advice)		x	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
			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 annually
			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:	<p>This links to the Council's Corporate Plan to keeping children, adults and communities safe as it is improving the childcare offer across the city. This will have apposite impact on all families who can access the improved and expanded services.</p> <p>This links to the Council's Corporate Plan priorities of Green investment, jobs, skills, and better education; Providing quality public services; and Spending money wisely.</p>		
10	Please specify any direct environmental implications of the decision (carbon impact)	A Climate Impact Assessment is attached.		
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'	Yes	x	

	portfolios affected by the decision?	No		(If no go to section 14)
13b	Which other Cabinet member's portfolio is affected by the decision?	Councillor Cresswell, Cabinet Member for Education, Skills and Apprenticeships		
13c	Date Cabinet member consulted	16 October 2024		
14	Has any Cabinet member declared a conflict of interest in relation to the decision?	Yes		If yes, please discuss with the Monitoring Officer
		No	x	
15	Which Corporate Management Team member has been consulted?	Name	David Haley	
		Job title	Director of Children's Services	
		Date consulted	23 September 2024	
Sign-off				
16	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS12 24.25	
		Finance (mandatory)	DJN.24.25.106	
		Legal (mandatory)	LS/00003610/4/LB/1/10/24	
		Procurement (if applicable)		
		Corporate property (decisions involving Council owned land or facilities) (if applicable)		
		Human Resources (if applicable)		
Appendices				
17	Ref.	Title of appendix		
	A	Briefing report for publication		
	B	Equalities Impact Assessment		
	C	Climate Impact Assessment		
	D	Business Case		
Confidential/exempt information				
18a	Do you need to include any confidential/exempt information?	Yes		If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for

		No	<input checked="" type="checkbox"/>	publication by virtue of Part 1 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)				
		Exemption Paragraph Number						
		1	2	3	4	5	6	7
18b	Confidential/exempt briefing report title:							
Background Papers								
19	Please list all unpublished, background papers relevant to the decision in the table below. 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 1 of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.							
Title of background paper(s)		Exemption Paragraph Number						
		1	2	3	4	5	6	7
Cabinet Member Signature								
20	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 (2010) and those who do not. For further details please see the EIA attached.							
Signature				Date of decision	30 October 2024			
Print Name	Cllr Tudor Evans OBE, Leader of Plymouth City Council							

CAPITAL INVESTMENT BUSINESS CASE

(Childcare Expansion)



EXECUTIVE SUMMARY

The Department for Education (DfE) announced new funding on the 27 October 23. Each Local Authority (LA) has received Childcare Expansion Capital Section 31 Grant funding to support the delivery of the 30-hours early years entitlement and wraparound provision. Section 6 of the Childcare Act 2006 requires Local Authorities to secure, where practicable, sufficient childcare for children up to 14 years old. The purpose of this grant is to create more childcare places. The proposal is to run a capital grants scheme where childcare providers can apply for capital grants up to £20,000 to increase new childcare places. The council would prioritise places for children with SEND and target areas where there are gaps in provision. If this proposal is not approved the grant will be returned to the DfE, the increases in childcare places will fail, and the council will not fulfil its statutory childcare duty to the detriment of families living in Plymouth.

Three risks were identified and appraised. Option three was the preferred option, as any financial risks can be mitigated against by implementing robust commissioning and monitoring processes. This option would satisfy the conditions of the grant and enable the council to for fill its childcare sufficiency duty by increasing childcare places, enabling parents to work and improve outcomes for children.

This grant will be awarded using a competitive procurement process. The Request for Quotation commissioning process will ensure that each project can mitigate against any negative environmental factors and encourages positive ones, such as recycling and walk to nursery schemes etc. The environmental risks associated with this project are small. Procurement (Commissioning), Elective members and legal have been involved in this proposal.

The request is for an executive decision to :-

- Approve the Business Case
- Allocate £434,787.80 for the project into the Capital Programme funded by the Childcare Expansion Grant
- Authorise the procurement process
- Delegate the award of the contract to Service Director for Children's Services

KEY RISKS

If this proposal is not approved the council will lose the awarded £434,787.80 which will have to be returned to the DfE. This would deprive the childcare sector of any funding to support this expansion, council would not meet its statutory childcare duty and in turn it would greatly affect families.

SECTION I: PROJECT DETAIL

Project Value (indicate capital or revenue)	£434,787.80	Contingency (show as £ and % of project value)	
Programme	Education	Directorate	Education, Participation and Skills

Portfolio Holder	Councillor Sally Cresswell, Cabinet Member for Education, Participation and Skills	Service Director	Lisa Linscott
Senior Responsible Officer (client)	Jim Barnicott	Project Manager	Graham Roser
Address and Post Code	Ballard House West Hoe Road Plymouth PL13BJ	Ward	Citywide

Current Situation: *(Provide a brief, concise paragraph outlining the current situation and explain the current business need, problem, opportunity or change of circumstances that needs to be resolved)*

The Childcare Expansion Capital Section 31 Grant funding is intended to support Local Authorities in delivering the expansion of the 30-hours early years entitlement for working families and of wraparound provision in primary schools. Section 6 of the Childcare Act 2006 requires Local Authorities to secure, so far as reasonably practicable, sufficient childcare for children up to 14 years old. The purpose of this grant is to adapt childcare premises in order to create more childcare places.

Proposal: *(Provide a brief, concise paragraph outlining your scheme and explain how the business proposal will address the current situation above or take advantage of the business opportunity) and (What would happen if we didn't proceed with this scheme?)*

The proposal is to run a small grants scheme where existing childcare providers operating in the city apply for capital grants up to £20,000 for projects, they consider will support the increase in the delivery of early years and wraparound childcare places (before and after school clubs and holiday schemes). The council would like to prioritise places for children with SEND and certain areas of the city where it has been identified that there is an unmet need for additional places. If this scheme is not approved the grant will be returned to the Department for Education, the increase childcare places will fail, and the council will not for fill its statutory childcare duty.

Why is this your preferred option: *(Provide a brief explanation why this option is preferred) and (Explain why this is a good capital investment and how this would be an advantage for the Council) and (explain how the preferred option is the right balance between the risks and benefits identified below).*

Our sufficiency audits have highlighted a need to provide additional childcare places across the city. There are 247 childcare organisations, not including wraparound providers across the city. These are a mixture of schools, PVI settings and childminders. The need to increase childcare is citywide, however we have highlighted a greater need in Sutton and Mount Gould, Southway, Plymstock Dunstone, Plympton Chaddlewood, Honicknowle, Ham, Efford, Lipson and Budshhead. The proposal would invite childcare providers operating in the city to apply for grants up to £20,000 for small capital projects to create and increase childcare places. The option to support small projects enables a greater coverage across the city, be less financially risky and be quicker to achieve.

The commissioning process will appraise each project's financial and business health as well as its compliance and competency in managing and building capital projects. Robust monitoring arrangements will also be implemented to ensure that the money is spent on its intended purpose and delivers the outcomes agreed when the grant is allocated. Clawback will apply if these conditions are not met.

Option Analysis: *(Provide an analysis of 'other' options which were considered and discounted, the options considered must be a 'do Nothing' and 'do minimum' and 'viable alternative' options. A SWOT – Strength, Benefit, Opportunity, Threat analysis could be attached as an appendix).*

Do Nothing Option	The council will not meet the expectations of this grant or meet its childcare sufficiency duty.
List Benefits:	The childcare market will naturally increase childcare places based upon parental demand and by investing their own finances.
List Risk / Issues:	The sector is diverse and some will not have the financial means to invest in this way, therefore will not have the ability to create new childcare places.
Cost:	£435K
Why did you discount this option	The Department for Education has given the council this grant to increase childcare places. This option would deprive the council, the childcare sector and families of new childcare places.
Do Minimum Option	To use the sufficiency data to target areas and project manage several larger builds.
List Benefits:	To retain control of building projects and where they are located. The financial risk is less as the controlling of spend remains within the council. Some areas of the city would benefit from additional childcare places.
List Risk / Issues:	There is a need to create additional childcare places in at least 12 areas of the city, therefore several large builds would not service the childcare needs of all families. The council team's capacity to project manage capital builds is limited. The responsibility to find a suitable childcare provider to manage the new childcare facility would remain with the council. This option would take more time to achieve, and the reforms have to be delivered by 2025.
Cost:	£435k
Why did you discount this option	This option could not provide additional childcare places in all the highlighted areas and would take longer to create, therefore not a suitable option with the given timescales.
Viable Alternative Option	The proposal is to run a small grants scheme where existing childcare providers apply for grants up to £20,000 for projects to increase the delivery of early years and wraparound places (before and after school clubs).
List Benefits:	Less council capacity needed to implement. Increased coverage of childcare places across the city, rather than limited to specific areas.
List Risk / Issues:	Financial risk to the council
Cost:	£435k
Why did you discount this option	The financial risks can be mitigated by having robust commissioning and monitoring oversight. Evidence would include (not limited too) obtaining quotes, invoices, proof of payment etc. This option would satisfy the conditions of the grant and enable the council to for fill its childcare sufficiency duty.

Strategic Case:	
Which Corporate Plan priorities does this project deliver?	economic growth that benefits as many people as possible
	improved schools where pupils achieve better outcomes
	keep young people, children and adults protected

Milestones and Date:		
Contract Award Date	Start On Site Date	Completion Date
9 September 2024	2 October 2024	September 2025

SECTION 2: PROJECT RISK, OUTCOMES AND BENEFITS

Risk Register: The Risk Register/Risk Log is a master document created during the early stages of a project. It includes information about each identified risk, level of risk, who owns it and what measures are in place to mitigate the risks (cut and paste more boxes if required).

Potential Risks Identified		Likelihood	Impact	Overall Rating
Risk	The council does not approve spend.	Low	High	Low
Mitigation	A robust business case is submitted.	Low	Low	Low
Calculated risk value in £ (Extent of financial risk)	£435k	Risk Owner	The Council	
Risk	Organisations do not apply for the grants.	Low	High	Medium
Mitigation	To advertise and market the opportunity well. To target organisation in key areas.	Low	Low	Low
Calculated risk value in £ (Extent of financial risk)	£435k	Risk Owner	The Council	
Risk	Organisations do not have the expertise to deliver capital builds.	Medium	High	High
Mitigation	School Investment & Organisational Manager will test the competency of the applicants to ensure that they are competent. Monitoring arrangements will be out into place to ensure buildings are completed satisfactorily.	Low	Low	Low
Calculated risk value in £ (Extent of financial risk)	£435k	Risk Owner	The Council	
Risk	There is a financial risk as organisations may go into liquidation.	High	High	High
Mitigation	The grant assessors will look at the applicant's accounts and financial health. Grants will not be given to financially weak organisations. Financial clawback will be put into place if the funding is not used for its intended purpose. Awarding small grants rather than several large grants will lesson the risks further.	High	High	Low
Calculated risk value in £ (Extent of financial risk)	£435k	Risk Owner	The Council.	

Outcomes and Benefits

List the outcomes and benefits expected from this project.

(An **outcome** is the result of the change derived from using the project's deliverables. This section should describe the anticipated outcome)

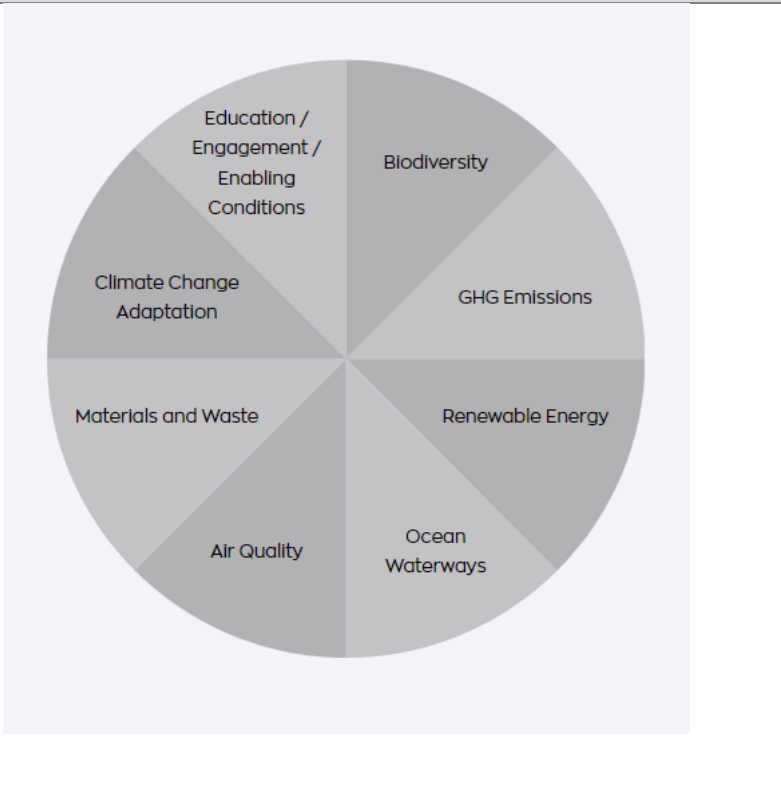
(A **benefit** is the measurable improvement resulting from an outcome that is perceived as an advantage. Benefits are the expected value to be delivered by the project, measurable whenever possible)

Financial outcomes and benefits:	Non-financial outcomes and benefits:
<p>Childcare places for children 2 and under will be created.</p> <p>New wraparound places will be created for children 5-14 years old.</p> <p>Children will benefit from new childcare places by September 2025.</p> <p>Increased business sustainable.</p> <p>Increased percentage of working parents.</p>	<p>Children’s outcomes improve.</p> <p>Less families in poverty.</p> <p>More childcare workers trained and employed.</p>

SECTION 3: CONSULTATION

Does this business case need to go to CMT	No	Date business case approved by CMT (if required)	

Climate Impact Assessment

<p>Upload Climate Impact Wheel</p>	 <p>The diagram is a circular wheel divided into eight equal segments. Starting from the top and moving clockwise, the segments are labeled: Education / Engagement / Enabling Conditions, Biodiversity, GHG Emissions, Renewable Energy, Ocean Waterways, Air Quality, Materials and Waste, and Climate Change Adaptation.</p>
<p>Summary of the anticipated impact of the proposal on the climate (including any proposed mitigations and impacts beyond 2030)</p>	<p>This grant will be awarded using a competitive procurement process. The Request of Quotation commissioning process will ensure that each project can mitigate against any negative environmental factors and encourages positive ones, such as recycling and walk to nursery schemes etc. The environmental risks to this project are small.</p>

Have you engaged with Procurement Service? Yes	
Procurement route options considered for goods, services or works	Request for Quotation (RFQ) is the recommended route. Commissioning Officer has worked on the project to develop the route for procurement.
Procurements Recommended route.	Request for Quotation (RFQ)
Who is your Procurement Lead?	Janet Greaves-Stocker
Is this business case a purchase of a commercial property? No	
If yes then provide evidence to show that it is not 'primarily for yield'	

Which Members have you engaged with and how have they been consulted <i>(including the Leader, Portfolio Holders and Ward Members)</i>	Initial discussions have taken place with Cllr Cresswell.
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Confirm you have taken necessary Legal advice, is this proposal State Aid compliant, if yes please explain why.	Legal advice is not required as we are not completing the projects internally but awarding grants to organisations.
Who is your Legal advisor you have consulted with?	Alison Critchfield

Equalities Impact Assessment completed <i>(This is a working document which should inform the project throughout its development. The final version will need to be submitted with your Executive Decision)</i>	Yes
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SECTION 4: FINANCIAL ASSESSMENT

FINANCIAL ASSESSMENT: *In this section the robustness of the proposals should be set out in financial terms. The Project Manager will need to work closely with the capital and revenue finance teams to ensure that these sections demonstrate the affordability of the proposals to the Council as a whole. Exact amounts only throughout the paper - not to be rounded.*

CAPITAL COSTS AND FINANCING

Breakdown of project costs including fees surveys and contingency	Prev. Yr.	23/24	24/25	25/26	26/27	27/28	Future Yrs.	Total
	£	£	£	£	£	£	£	£
Grant Distribution			434,787.80					

Total capital spend			434,787.80					
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Provide details of proposed funding: Funding to match with Project Value								
Breakdown of proposed funding	Prev. Yr. £	23/24 £	24/25 £	25/26 £	26/27 £	27/28 £	Future Yrs. £	Total £
Childcare Expansion Grant			434,787.80					
Total funding			434,787.80					

S106 or CIL (Provide Planning App or site numbers)	N/A
Which alternative external funding sources been explored	N/A as this project is fully grant funded
Are there any bidding constraints and/or any restrictions or conditions attached to your funding	No
Tax and VAT implications	The project relates to the distribution of grant funding to childcare providers and so these transactions will be outside the scope of VAT and the Council will not incur any VAT on the grant payments. There will be no impact on the Council's partial exemption position.
Tax and VAT reviewed by	Sarah Scott
Will this project deliver capital receipts? (If so please provide details)	No

REVENUE COSTS AND IMPLICATIONS

Cost of Developing the Capital Project (To be incurred at risk to Service area)

Total Cost of developing the project	£0
Revenue cost code for the development costs	N/A
Revenue costs incurred for developing the project are to be included in the capital total, some of the expenditure could be capitalised if it meets the criteria	N/A

Budget Managers Name			Janet Greaves-Stocker				
Ongoing Revenue Implications for Service Area (N/A)							
	Prev. Yr.	23/24 £	24/25 £	25/26 £	26/27 £	27/28 £	Future Yrs.
Service area revenue cost							
Other (eg: maintenance, utilities, etc)							
Loan repayment (terms agreed with Treasury Management)							
Total Revenue Cost (A)							
Service area revenue benefits/savings							
Annual revenue income (eg: rents, etc)							
Total Revenue Income (B)							
Service area net (benefit) cost (B-A)							
Has the revenue cost been budgeted for or would this make a revenue pressure	N/A						
Which cost centre would the revenue pressure be shown	N/A		Has this been reviewed by the budget manager			Y	
Name of budget manager	Janet Greaves-Stocker						
Loan value	£ N/A	Interest Rate	N/A %	Term Years	N/A	Annual Repayment	£ N/A
Revenue code for annual repayments	N/A						
Service area or corporate borrowing	N/A						
Revenue implications reviewed by	N/A						

Version Control: (The version control table must be updated and signed off each time a change is made to the document to provide an audit trail for the revision and update of draft and final versions)


Author of Business Case	Date	Document Version	Reviewed By	Date
	00/00/2020	v 1.0		00/00/2020
	00/00/2020	v 2.0		00/00/2020
	00/00/2020	v 3.0		00/00/2020
	00/00/2020	v 4.0		00/00/2020
	00/00/2020	v 5.0		00/00/2020

SECTION 5: RECOMMENDATION AND ENDORSEMENT

Recommended Decision

It is recommended that the Leader of the Council:

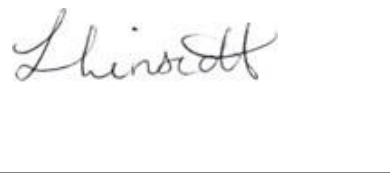
- Approves the Business Case
- Allocates £434,787.80 for the project into the Capital Programme funded by the Childcare Expansion Grant
- Authorises the procurement process
- Delegates the award of the contract to Service Director for Children's Services

Councillor Evans OBE (Leader of the Council)		Service Director Lisa Linscott	
Either email dated:	<i>date</i>	Either email dated:	21 October 2024
		Signed:	
Or signed:			
Date: 30 October 2024		Date:	

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EQUALITY IMPACT ASSESSMENT – EARLY YEARS EXPANSION GRANT

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): The person completing the EIA template.	Janet Greaves-Stocker	Department and service:	Commissioning	Date of assessment:	23.09.2024
Lead Officer: Head of Service, Service Director, or Strategic Director.	Lisa Linscott	Signature:		Approval date:	22/10/2024
Overview:	The Early Years Expansion Capital grant has been approved by the Capital Programme Board. The grant will fund adaptations to existing premises to expand the existing offer of child care and wrap around care for children up to the age of 14 across the city				
Decision required:	<ol style="list-style-type: none"> 1. Approves the Business Case 2. Allocates £434,787.80 of Childcare Expansion Grant into the Capital Programme 3. Authorises the procurement process 4. Delegates the award of the contract to Director for Children’s Services 				

SECTION TWO: EQUALITY IMPACT ASSESSMENT SCREENING TOOL

Potential external impacts: Does the proposal have the potential to negatively impact service users, communities or residents with protected characteristics?	Yes		No	x
Potential internal impacts: Does the proposal have the potential to negatively impact Plymouth City Council employees?	Yes		No	x
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 three)	Yes		No	x

If you do not agree that a full equality impact assessment is required, please set out your justification for why not.

The projects are all small building works that will take place on existing buildings. The works will expand the offer of childcare in the city.

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. • 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>(2021 Census)</p>			

<p>Care experienced individuals</p> <p>(Note that as per the Independent Review of Children’s Social Care recommendations, Plymouth City Council is treating care experience as though it is a protected characteristic).</p>	<p>It is estimated that 26 per cent of the homeless population in the UK have care experience. In Plymouth there are currently 7 per cent of care leavers open to the service (6 per cent aged 18-20 and 12 per cent of those aged 21+) who are in unsuitable accommodation.</p> <p>The Care Review reported that 41 per cent of 19-21 year old care leavers are not in education, employment or training (NEET) compared to 12 per cent of all other young people in the same age group.</p> <p>In Plymouth there are currently 50 per cent of care leavers aged 18-21 Not in Education Training or Employment (54 per cent of all those care leavers aged 18-24 who are open to the service).</p> <p>There are currently 195 care leavers aged 18 to 20 (statutory service) and 58 aged 21 to 24 (extended offer). There are more care leavers aged 21 to 24 who could return for support from services if they wished to.</p>			
<p>Disability</p>	<p>9.4 per cent of residents in Plymouth have their activities limited ‘a lot’ because of a physical or mental health problem.</p> <p>12.2 per cent of residents in Plymouth have their activities limited ‘a little’ because of a physical or mental health problem (2021 Census)</p>			

<p>Gender reassignment</p>	<p>0.5 per cent of residents in Plymouth have a gender identity that is different from their sex registered at birth. 0.1 per cent of residents identify as a trans man, 0.1 per cent identify as non-binary and, 0.1 per cent identify as a trans women (2021 Census).</p>			
<p>Marriage and civil partnership</p>	<p>40.1 per cent of residents have never married and never registered a civil partnership. 10 per cent are divorced, 6 percent are widowed, with 2.5 per cent are separated but still married.</p> <p>0.49 per cent of residents are, or were, married or in a civil partnerships of the same sex. 0.06 per cent of residents are in a civil partnerships with the opposite sex (2021 Census).</p>			
<p>Pregnancy and maternity</p>	<p>The total fertility rate (TFR) for England was 1.62 children per woman in 2021. The total fertility rate (TFR) for Plymouth in 2021 was 1.5.</p>			

<p>Race</p>	<p>In 2021, 94.9 per cent of Plymouth’s population identified their ethnicity as White, 2.3 per cent as Asian and 1.1 per cent as Black (2021 Census)</p> <p>People with a mixed ethnic background comprised 1.8 per cent of the population. 1 per cent of the population use a different term to describe their ethnicity (2021 Census)</p> <p>92.7 per cent of residents speak English as their main language. 2021 Census data shows that after English, Polish, Romanian, Chinese, Portuguese, and Arabic are the most spoken languages in Plymouth (2021 Census).</p>			
<p>Religion or belief</p>	<p>48.9 per cent of the Plymouth population stated they had no religion. 42.5 per cent of the population identified as Christian (2021 Census).</p> <p>Those who identified as Muslim account for 1.3 per cent of Plymouth’s population while Hindu, Buddhist, Jewish or Sikh combined totalled less than 1 per cent (2021 Census).</p>			
<p>Sex</p>	<p>51 per cent of our population are women and 49 per cent are men (2021 Census).</p>			
<p>Sexual orientation</p>	<p>88.95 per cent of residents aged 16 years and over in Plymouth describe their sexual orientation as straight or heterosexual. 2.06 per cent describe their sexuality as bisexual, 1.97 per cent of people describe their sexual orientation as gay or lesbian. 0.42 per cent of residents describe their sexual orientation using a different term (2021 Census).</p>			

SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

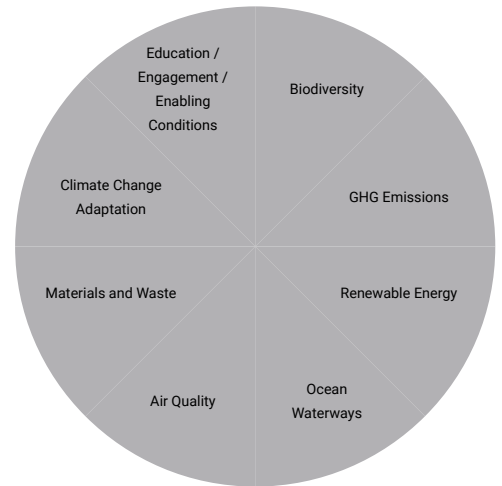
Human Rights	Implications	Mitigation Actions	Timescale and responsible department

SECTION FIVE: OUR EQUALITY OBJECTIVES

Equality objectives	Implications	Mitigation Actions	Timescale and responsible department
<p>Work together in partnership to:</p> <ul style="list-style-type: none"> ▪ promote equality, diversity and inclusion ▪ facilitate community cohesion ▪ support people with different backgrounds and lived experiences to get on well together 			
<p>Give specific consideration to care experienced people to improve their life outcomes, including access to training, employment and housing.</p>			
<p>Build and develop a diverse workforce that represents the community and citizens it serves.</p>			
<p>Support diverse communities to feel confident to report crime and anti-social behaviour, including hate crime and hate incidents, and work with partners to ensure Plymouth is a city where everybody feels safe and welcome.</p>			

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Early Years Capital Expansion Programme DRAFT



Assessment ID: EAR304

Assessment Author: Janet Greaves-Stocker

Project Summary:

To expand the offer for wrap around and early years childcare provision in the city

Summary of Assessment:

There should be no negative impact on the climate as a result of the projects funded by the Early Years Capital Expansion Programme. All the works will be minor adaptations to properties already in place e.g. schools and nurseries

Biodiversity Score: 3

Biodiversity Score Justification: The expansion programme is to extend existing premises or to adapt existing premises. There will be no impact on biodiversity as the buildings are already in place.

Biodiversity Score Mitigate: No

GHG Emissions Score: 3

GHG Emissions Score Justification: The projects are on existing buildings and will be minor works with no soil disturbance

GHG Emissions Score Mitigate: No

Renewable Energy Score: 3

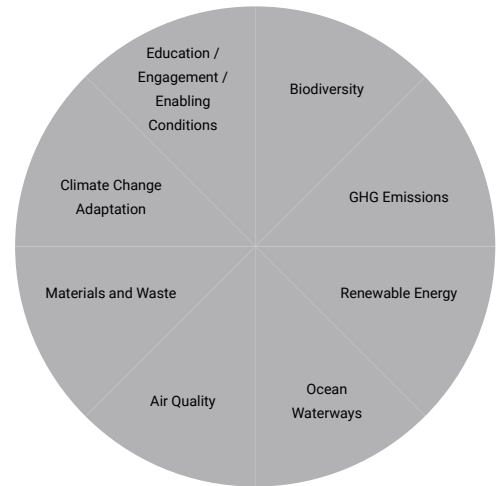
Renewable Energy Score Justification: The works are all minor building works and will not have an impact on renewable energy

Renewable Energy Score Mitigate: No

Ocean and Waterways Score: 3

Ocean and Waterways Score Justification: Building works are all minor to existing buildings in

Early Years Capital Expansion Programme DRAFT



the city

Ocean and Waterways Score Mitigate: No

Air Quality Score: 3

Air Quality Score Justification: The project will not have any impact on air quality as all the works will be minor to existing buildings

Air Quality Score Mitigate: No

Materials and Waste Score: 3

Materials and Waste Score Justification: All of the works are minor and will not have an impact on waste in the short or longer term.

Materials and Waste Score Mitigate: No

Climate Change Adaptation Score: 3

Climate Change Adaptation Score Justification: This project will not increase risk of flooding or create urban heat islands. All the projects are minor building works to existing buildings

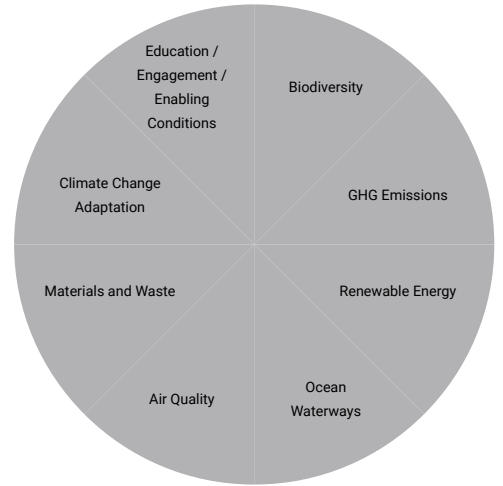
Climate Change Adaptation Score Mitigate: No

Education / Engagement / Enabling Conditions Score: 3

Education / Engagement / Enabling Conditions Score Justification: This project will not have an impact on any of education or engagement activities. The project will be minor building works carried out to existing buildings

Education / Engagement / Enabling Conditions Score Mitigate: No

Early Years Capital Expansion Programme DRAFT



Wheel Key

- Long lasting or severe negative impact
- Short term or limited negative impact
- No impact or neutral impact
- Short term or limited positive impact
- Long lasting or extensive positive impact

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EXECUTIVE DECISION

made by a Cabinet Member




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

Executive Decision Reference Number – SPT08 24/25

Decision				
1	Title of decisions: THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2024.213732 – May Terrace and Glen Park Avenue) ORDER 2024			
2	Decision maker: Councillor Mark Coker (Cabinet Member for Strategic Planning and Infrastructure)			
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 The effect of the order shall be to: Add Car Club Only At Any Time on a length of the following roads: May Terrace, Glen Park Avenue</p>			
5	<p>Reasons for decision:</p> <p>This proposal is necessary to enable a car club vehicle to be located at two locations. The proposal will create two car club only bays.</p> <p>Plymouth City Council are partnering with Co Wheels to deliver a car club as part of the Connect Plymouth project.</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 to ensure that EV drivers are not blocked by petrol and diesel cars when attempting to charge their cars and so that the car club vehicle always has a bay to return to.</p>			
7	<p>Financial implications and risks:</p> <p>The Traffic Regulation Orders (TRO's) and associated works are being funded by the mobility hubs budget.</p>			
8	<p>Is the decision a Key Decision? (please contact Democratic Support for further advice)</p>	Yes	No	<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	

			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	N/A		
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)	None.		
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)

I3b	Which other Cabinet member's portfolio is affected by the decision?		
I3c	Date Cabinet member consulted		
I4	Has any Cabinet member declared a conflict of interest in relation to the decision?	Yes	If yes, please discuss with the Monitoring Officer
		No	
I5	Which Corporate Management Team member has been consulted?	Name	Karime Hassan
		Job title	Interim Strategic Director for Growth
		Date consulted	03/10/2024
Sign-off			
I6	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS59 24/25
		Finance (mandatory)	DJN.24.25.098
		Legal (mandatory)	LS/2960(20)/JP/0810 24.
		Human Resources (if applicable)	N/A
		Corporate property (if applicable)	N/A
		Procurement (if applicable)	N/A
Appendices			
I7	Ref.	Title of appendix	
	A	Briefing report for publication	
	B	Equalities Impact Assessment	
Confidential/exempt information			
I8a	Do you need to include any confidential/exempt information?	Yes	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 I8b below. (Keep as much information as possible in the briefing report that will be in the public domain)
		No	
		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 1 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	24/10/2024			
Print Name	Councillor Mark Coker (Cabinet member for Strategic Planning and Transport)							

MAY TERRACE AND GLEN PARK AVENUE



1. 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 May Terrace and Glen Park Avenue TRO.

2. TRAFFIC REGULATION ORDERS REQUIRED

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

Permit Parking Mon-Sat 9am-7pm

Glen Park Avenue, the south side from a point 12.5 metres north-east of its junction with Winston Avenue for a distance of 17.5 metres in a north-easterly direction

Permit Parking Mon-Fri 10am-11am

May Terrace, the west side from a point 11.5 metres south of its junction with Lipson Road to a point 2 metres north of its junction with Lipson Road Lane South

Car Club Vehicles Only At Any Time

- (i) Glen Park Avenue, the south side from a point 7 metres north-east of its junction with Winston Avenue for a distance of 5.5 metres in a north-easterly direction
- (ii) May Terrace, the west side from a point 6 metres south of its junction with Lipson Road for a distance of 5.5 metres in a southerly direction

REVOCATIONS

Items to be revoked from:

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

Permit Parking Mon-Sat 9am-7pm

Glen Park Avenue, the south-east side, from a point 7 metres north east of the junction with Winston Avenue for a distance of 23 metres in a north easterly direction

Permit Parking Mon-Fri 10am-11am

May Terrace, the west side, from a point 6 metres south of the junction with Lipson Road to a point 2 metres north of the junction with Carlton Terrace Lane

3. STATUTORY CONSULTATION**Proposals**

The proposals for the May Terrace and Glen Park Avenue TRO were advertised on street, in the Herald and on the Plymouth City Council website on 30th July 2024. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 20th August 2024.

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

Consultation	Comment
<p>Would in general support car club and their aims, but considering those electric charging bays are already difficult to get a spot in due to petrol vehicles very often blocking them (for example, right now, there are 4 non electric cars parked in the bays), I do not support reducing the charging capacity for local residents.</p> <p>It is ironic that when I have contacted the council about making these bays electric vehicle charging only. Their response was that this would reduce parking spaces for other residents with non electric vehicles, does this mean their stance has changed?</p>	<p>Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2024.2137328 May Terrace and Glen Park Avenue.</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>The electric charging points that are currently in situ were placed on the highway without a Traffic Regulation Order which means that they cannot be enforced by Plymouth City Council. In the near future Plymouth City Council will be proposing to make some of the charging points enforceable so that only electric vehicles will be able to use the parking bays whilst charging.</p> <p>You will be notified if and when the proposals will be implemented.</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.

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EQUALITY IMPACT ASSESSMENT – MAY TERRACE AND GLEN PARK AVENUE

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

<p>Author(s): This is the person completing the EIA template.</p>	<p>Holly Fitzgerald</p>	<p>Department and service:</p>	<p>Plymouth Highways, Traffic Management</p>	<p>Date of assessment:</p>	<p>20/08/2024</p>
<p>Lead Officer: Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.</p>	<p>Mike Artherton</p>	<p>Signature:</p>	<p><i>M. Artherton</i></p>	<p>Approval date:</p>	<p>10/10/2024</p>
<p>Overview:</p>	<p>All parking bays with electric vehicle charge points are required to be electric vehicle charging only bays. This means that the only cars that can park in these bays are electric vehicles that are charging. This solves the problem of car chargers being blocked by Internal Combustion Engine (ICE) cars and electric vehicles not charging.</p>				
<p>Decision required:</p>	<p>THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2024.2137328 – MAY TERRACE AND GLEN PARK AVENUE)</p> <p>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 May Terrace and Glen Park Avenue TRO.</p> <p>The effect of the order shall be to;</p> <p>Add Car Club Only At Any Time on a length of the following roads:</p> <p>May Terrace, Glen Park Avenue</p>				

SECTION TWO: EQUALITY IMPACT ASSESSMENT SCREENING TOOL

Potential external impacts: Does the proposal have the potential to negatively impact service users, communities or residents with protected characteristics?	Yes		No	√
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 three)	Yes		No	√
If you do not agree that a full equality impact assessment is required, please set out your justification for why not.	No adverse impact anticipated, one comment received.			

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	Plymouth <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. 	No adverse impact anticipated The introduction of No Waiting at Any Time will designate where is safe and acceptable to park.		

	<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. • 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>(2021 Census)</p>			
<p>Care experienced individuals (Note that as per the Independent Review of Children’s Social Care recommendations, Plymouth City Council is treating care experience as though it is a protected characteristic).</p>	<p>It is estimated that 26 per cent of the homeless population in the UK have care experience. In Plymouth there are currently 7 per cent of care leavers open to the service (6 per cent aged 18-20 and 12 per cent of those aged 21+) who are in unsuitable accommodation.</p> <p>The Care Review reported that 41 per cent of 19-21 year old care leavers are not in education, employment or training (NEET) compared to 12 per cent of all other young people in the same age group.</p> <p>In Plymouth there are currently 50 per cent of care leavers aged 18-21 Not in Education Training or Employment (54 per cent of all those care leavers aged 18-24 who are open to the service).</p> <p>There are currently 195 care leavers aged 18 to 20 (statutory service) and 58 aged 21 to 24</p>	<p>No adverse impact anticipated.</p>		

	(extended offer). There are more care leavers aged 21 to 24 who could return for support from services if they wished to.			
Disability	9.4 per cent of residents in Plymouth have their activities limited 'a lot' because of a physical or mental health problem. 12.2 per cent of residents in Plymouth have their activities limited 'a little' because of a physical or mental health problem (2021 Census)	No adverse impact anticipated.		
Gender reassignment	0.5 per cent of residents in Plymouth have a gender identity that is different from their sex registered at birth. 0.1 per cent of residents identify as a trans man, 0.1 per cent identify as non-binary and, 0.1 per cent identify as a trans women (2021 Census).	No adverse impact anticipated.		
Marriage and civil partnership	40.1 per cent of residents have never married and never registered a civil partnership. 10 per cent are divorced, 6 per cent are widowed, with 2.5 per cent are separated but still married. 0.49 per cent of residents are, or were, married or in a civil partnerships of the same sex. 0.06 per cent of residents are in a civil partnerships with the opposite sex (2021 Census).	No adverse impact anticipated.		
Pregnancy and maternity	The total fertility rate (TFR) for England was 1.62 children per woman in 2021. The total fertility rate (TFR) for Plymouth in 2021 was 1.5.	No adverse impact anticipated.		

<p>Race</p>	<p>In 2021, 94.9 per cent of Plymouth’s population identified their ethnicity as White, 2.3 per cent as Asian and 1.1 per cent as Black (2021 Census)</p> <p>People with a mixed ethnic background comprised 1.8 per cent of the population. 1 per cent of the population use a different term to describe their ethnicity (2021 Census)</p> <p>92.7 per cent of residents speak English as their main language. 2021 Census data shows that after English, Polish, Romanian, Chinese, Portuguese, and Arabic are the most spoken languages in Plymouth (2021 Census).</p>	<p>No adverse impact anticipated.</p>		
<p>Religion or belief</p>	<p>48.9 per cent of the Plymouth population stated they had no religion. 42.5 per cent of the population identified as Christian (2021 Census).</p> <p>Those who identified as Muslim account for 1.3 per cent of Plymouth’s population while Hindu, Buddhist, Jewish or Sikh combined totalled less than 1 per cent (2021 Census).</p>	<p>No adverse impact anticipated.</p>		
<p>Sex</p>	<p>51 per cent of our population are women and 49 per cent are men (2021 Census).</p>	<p>No adverse impact anticipated.</p>		
<p>Sexual orientation</p>	<p>88.95 per cent of residents aged 16 years and over in Plymouth describe their sexual orientation as straight or heterosexual. 2.06 per cent describe their sexuality as bisexual, 1.97 per cent of people describe their sexual orientation as gay or lesbian. 0.42 per cent of residents describe their sexual orientation using a different term (2021 Census).</p>	<p>No adverse impact anticipated.</p>		

SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

Human Rights	Implications	Mitigation Actions	Timescale and responsible department
	No adverse impact anticipated.		

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 anticipated.		
Pay equality for women, and staff with disabilities in our workforce.	No adverse impact anticipated.		
Supporting our workforce through the implementation of Our People Strategy 2020 – 2024	No adverse impact anticipated.		
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 anticipated.		
Plymouth is a city where people from different backgrounds get along well.	No adverse impact anticipated.		

EXECUTIVE DECISION

made by a Cabinet Member



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

Executive Decision Reference Number – SPT09 24/25

Decision	
1	Title of decisions: THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2024.2137326 – TRO REVIEW 13) ORDER 2024
2	Decision maker: Councillor Mark Coker (Cabinet Member for Strategic Planning and Infrastructure)
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 & The City of Plymouth (Traffic Movement and Speed Limit Regulations) (Consolidation) Order 2022</p> <p>The effect of the order shall be to:</p> <p>Add/Amend Parking Restrictions on lengths of the following roads: Alexandra Close, Beacon Park Road, Bell Close, Blandford Road, Cliff Road, College View, Coltness Road, Devon Terrace, De-La-Hay Avenue, Elburton Road, Elliott Road, Embankment Road, Fisher Road, Flamborough Road, Ganges Road, Granby Way, Ham Drive, Headland Park, Inverdene, Kneele Gardens, Lark Hill, Maitland Drive, North Prospect Road, Palmerston Street, Seymour Avenue, South View Terrace, St Barnabas Terrace, St Barnabas Lane, St Barnabas Ope, St Lawrence Road, St Levan Road, Stuart Road, Stuart Road Lane, Sturdee Road Lane, Valletort Road, Wanstead Grove, Wolverwood Lane, Yeomans Way.</p> <p>2. Add no right turn to Tavistock Road (Admin Only).</p>
5	<p>Reasons for decision:</p> <p>Devon Terrace and College Road - Unrestricted parking to become limited waiting with an exemption for permit holders to allow more parking for residents.</p> <p>Inverdene – Add double yellow lines to protect entrance of the park and increase visibility.</p> <p>Elburton Road junction of Alexandra Close- To extend parking bay to create more parking and re -line to avoid confusion for road users. Double yellow lines to be added for junction protection and to prevent obstructive parking.</p> <p>Elburton Road near junction with Haye Road – Admin only so TRO will match what is on street.</p>

Elburton Road south side (near Reservoir Road) – Add double yellow lines to prevent obstruction of the cycle lane.

Coltness Road – Add double yellow lines for junction protection.

De La Hay Avenue – Extend double yellow lines and reduce permit parking for visibility.

Stuart Road junction of De La Hay Avenue - Add double yellow lines for junction protection.

Fisher Road and Ganges Road – Reduce double yellow lines to increase parking.

St Barnabas Terrace - Admin only so TRO will match what is on street.

St Levan Road (junction of Fisher Road and Sturdee Road) – Extend double yellow lines for junction protection.

St Levan Road (junction of Pilgrim Church) - Add double yellow lines for junction protection and to prevent obstruction of Church parking area.

St Levan Road (by the St Levan Inn) – Add double yellow lines to protect dropped kerb and traffic island.

Stuart Road and Palmerston Street – Add double yellow lines for junction protection and for visibility of pedestrian dropped crossings that will be installed.

Valletort Road junction with Wilton Street – Reduce double yellow lines to increase on street parking.

Elliott Road and Embankment Road – Add no loading restriction to prevent large vehicles parking on the corner and causing obstruction and visibility issues.

Seymour Avenue and Southview Terrace – Add double yellow lines for junction protection and to allow access to rear lane for refuse vehicles.

Flamborough Road – Disabled Bay requires a TRO to be enforceable.

Granby Way – Admin only as double yellow lines were reduced when new crossing point was installed.

Headland Park – Remove parking bay which is too small for a vehicle and extend double yellow lines to prevent obstruction.

St Lawrence Road - Admin only so TRO will match what is on street.

Maitland Drive & Kneele Gardens - Add double yellow lines for junction protection.

North Prospect Rd and Lark Hill – Extend loading bay on Lark Hill to allow for larger vehicles and extend double yellow lines on North Prospect Road to prevent pavement and verge parking of delivery vehicles.

Beacon Park Road junction of Wolseley Road – Extend double yellow lines to prevent obstruction of traffic and buses.

Ham Drive – Extend double yellow lines and add no stopping on verge/ footway on north side to prevent damage to verges and allow safe passage for Children.

Tavistock Road junction near William Prance Road – Admin only to make right turn ban enforceable (from lane that should go straight ahead).


Wanstead Grove junction of Ilford Gardens - Add double yellow lines for junction protection.

Wolverwood Lane, Yeomans Way - Add double yellow lines on bend to prevent difficulty for two way traffic and to increase visibility.

Blandford Road – Extend double yellow lines past traffic island to prevent obstruction to buses.

	Bell Close – Add double yellow lines for junction protection. Cliff Road – Admin Only to make Pay & Display At Any Time enforceable.			
6	Alternative options considered and rejected: The alternative option would be to do nothing. This option was discounted on the basis that the changes are needed for safety improvements.			
7	Financial implications and risks: The Traffic Regulation Orders (TRO's) and associated works are being funded by the Traffic Managements TRO Review budget.			
8	Is the decision a Key Decision? (please contact Democratic Support for further advice)	Yes	No	Per the Constitution, a key decision is one which:
			x	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
			x	in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1million
		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	N/A		
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)	None.		
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:			

I2b	Scrutiny Chair Signature:		Date	
	Scrutiny Committee name:			
	Print Name:			
Consultation				
I3a	Are any other Cabinet members' portfolios affected by the decision?	Yes		
		No	<input checked="" type="checkbox"/>	(If no go to section I4)
I3b	Which other Cabinet member's portfolio is affected by the decision?			
I3c	Date Cabinet member consulted			
I4	Has any Cabinet member declared a conflict of interest in relation to the decision?	Yes		If yes, please discuss with the Monitoring Officer
		No	<input checked="" type="checkbox"/>	
I5	Which Corporate Management Team member has been consulted?	Name	Karime Hassan	
		Job title	Interim Strategic Director for Growth	
		Date consulted	03/10/2024	
Sign-off				
I6	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS60 24/25	
		Finance (mandatory)	DJN.24.25.097	
		Legal (mandatory)	LS/2960(19)/JP/0810 24	
		Human Resources (if applicable)	N/A	
		Corporate property (if applicable)	N/A	
		Procurement (if applicable)	N/A	
Appendices				
I7	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		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	x					
		Exemption Paragraph Number						
		1	2	3	4	5	6	7
18b	Confidential/exempt briefing report title:							
Background Papers								
19	Please list all unpublished, background papers relevant to the decision in the table below. 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.							
Title of background paper(s)		Exemption Paragraph Number						
		1	2	3	4	5	6	7
Cabinet Member Signature								
20	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.							
Signature			Date of decision	24/10/2024				
Print Name	Councillor Mark Coker (Cabinet Member for Strategic Planning and Transport)							

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TRO REVIEW 13



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 TRO Review 13 Traffic Regulation Order.

2. TRAFFIC REGULATION ORDERS REQUIRED

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

No Waiting At Any Time

- (i) Alexandra Close, both sides from its centre line of Elburton Road for a distance of 10 metres in a northerly direction
- (ii) Beacon Park Road, the north side from its junction with Wolseley Road for a distance of 85 metres in an easterly direction
- (iii) Bell Close, the east side from its junction with Pyropress for a distance of 10 metres in a northerly direction and 10 metres in a southerly direction
- (iv) Bell Close, the east side from its junction with Alder Court for a distance of 10 metres in a southerly direction
- (v) Blandford Road, the north side from its junction with Efford Road for a distance of 18 metres in an easterly direction
- (vi) Blandford Road, the south side from its junction with Torridge Way for a distance of 16 metres in a westerly direction and 32 metres in an easterly direction
- (vii) Coltness Road, the north side from its junction with Wembury Road for a distance of 12 metres in an easterly direction
- (viii) Coltness Road, the south side from its junction with Wembury Road for a distance of 13 metres in an easterly direction
- (ix) De-la-hay Avenue, the north-west side from its junction with Ponsonby Road for a distance of 11 metres in a north easterly direction

- (x) Elburton Road, the north side from its centre line of Alexandra Close for a distance of 26 metres in an easterly & westerly direction
- (xi) Elburton Road, the north side from its junction with Haye Road to a point 7 metres east of its boundary of 179 & 181
- (xii) Elburton Road, the south side from a point 23 metres east of the boundary numbers 136 and 138 Elburton Road for a distance of 266 metres in a westerly direction.
- (xiii) Fisher Road, the east side from its junction with Browning Road for a distance of 20 metres in a northerly direction
- (xiv) Ganges Road, the east side from its junction with Browning Road for a distance of 20 metres in a northerly direction
- (xv) Ganges Road, the west side from its junction with Browning Road for a distance of 7 metres in a northerly direction
- (xvi) Granby Way (southern Arm), the south side from its junction with Park Avenue for a distance of 30 metres in a westerly direction
- (xvii) Ham Drive, the north side from its junction with North Prospect Road for a distance of 50 metres in an easterly direction
- (xviii) Headland Park, the south side from a point 135 metres east, south & west of its boundary of 41 & 43 Headland Park for a distance of 40.5 metres in a westerly direction
- (xix) Inverdene, the west side from its junction with the entrance to Central Park for a distance of 10 metres in a southerly direction
- (xx) Kneele Gardens, the north-east side from its junction with Maitland Drive for a distance of 12 metres in a south easterly direction & 12 metres in a north westerly direction
- (xxi) Maitland Drive, both sides from its junction with Kneele Gardens for a distance of 8 metres in a north easterly direction
- (xxii) North Prospect Road, the west side from its junction with Lark Hill for a distance of 80 metres in a northerly direction

- (xxiii) Palmerston Street, both sides from its junction with Stuart Road for a distance of 8 metres in a southerly direction
- (xxiv) Seymour Avenue, the east side from its junction with South View Terrace for a distance of 5 metres in a northerly direction
- (xxv) Seymour Avenue, the east side from its junction with South View Terrace Lane for a distance of 4 metres in a southerly direction
- (xxvi) South View Terrace, the north side from its junction with Seymour Avenue for a distance of 6 metres in an easterly direction
- (xxvii) St Barnabas Terrace, the east side from its junction with Wilton Street to its junction with Stuart Road Lane
- (xxviii) St Barnabas Terrace, the west side from its junction with Wilton Street for a distance of 10 metres in a southerly direction
- (xxix) St Barnabas Terrace Lane, the east side from its junction with Stuart Road Lane for a distance of 6 metres in a southerly direction
- (xxx) St Lawrence Road, the south side from a point 67 metres east of its junction with Evelyn Place to a point 22 metres east of its junction with Torrington Place Lane North
- (xxxi) St Lawrence Road, the south side from its junction with North Hill for a distance of 6 metres in a westerly direction
- (xxxii) St Levan Road, the south side from its junction with Fisher Road for a distance of 12 metres in an easterly & westerly direction
- (xxxiii) St Levan Road, the south side from its junction with Sturdee Road for a distance of 12 metres in a westerly direction & 14 metres in an easterly direction
- (xxxiv) St Levan Road, the south side from its junction with Sturdee Road Lane for a distance of 8 metres in a westerly direction & 6 metres in an easterly direction
- (xxxv) St Levan Road, the south side from its junction with Ryder Road to a point 17 metres west of its boundary of 247 & 249 St Levan Road.

- (xxxvi) Stuart Road, the north side from its junction with De La Hay Avenue for a distance of 14 metres in a westerly direction and 6 metres in an easterly direction
- (xxxvii) Stuart Road, the north side from a point 22 metres east of the boundary of house numbers 193 & 195 for a distance of 20 metres in an easterly direction
- (xxxviii) Stuart Road, the south side from its junction with Palmerston Street for a distance of 10 metres in an easterly direction & 10 metres in a westerly direction
- (xxxix) Stuart Road Lane, the north side from its junction with St Barnabas Terrace for a distance of 52 metres in an easterly direction
- (xl) Stuart Road Lane, the south side from its junction with St Barnabas Terrace for a distance of 50 metres in an easterly direction
- (xli) Sturdee Road Lane, the east side from its junction with St Levan Road for a distance of 25 metres in a southerly direction
- (xlii) Valletort Road, both sides from its junction with Wilton Road for a distance of 14 metres in a northerly direction
- (xliii) Wanstead Grove, the north side from its junction with Lilford Gardens for a distance of 6 metres in an easterly & westerly direction
- (xliv) Wolverwood Lane, the north side from its junction with Yeomans Way for a distance of 20 metres in an easterly direction
- (xlv) Yeomans Way, the east side from its junction with Wolverwood Lane for a distance of 18 metres in a northerly direction

**Limited Waiting To 2 Hours No Return For 2 Hours Mon-Sat 10am-5pm
Exemption For Permit And Ticket Holders**

- (i) College View, the east side from a point 23 metres north west of its junction with Ford Park Road to a point 60 metres north west of its junction with Ford Park Road
- (ii) College View, the east side from a point 80 metres north west of its junction with Ford Park Road to a point 120 metres north west of its junction with Ford Park Road

- (iii) Devon Terrace, the north-east side from a point 5 metres south east of its junction with Gifford Terrace Road to a point 25 metres south east of its junction with Gifford Terrace Road
- (iv) Devon Terrace, the south-east side from a point 49 metres south east and south west of its junction with Gifford Terrace Road to a point 99 metres south east and south west of its junction with Gifford Terrace Road
- (v) Devon Terrace, the south-east side from a point 119 metres south east and south west of its junction with Gifford Terrace Road to a point 169 metres south east and south west of its junction with Gifford Terrace Road

Pay And Display At Any Time Permit Holders Are Exempt

Cliff Road, the south side from a point 13 metres west of its junction with Elliot Street for a distance of 38.5 metres in a westerly direction

Pay And Display At Any Time Electric Vehicles Only Permit holders with Electric vehicles are exempt

Cliff Road, the south side from a point 51.5 metres west of its junction with Elliot Street for a distance of 15.5 metres in a westerly direction

Goods Loading Bays Mon-Sat 7am-6pm

Lark Hill, the north side from a point 10 metres west of its junction with North Prospect Road for a distance of 14 metres in a westerly direction

Disabled Driver Only Parking Bay At Any Time

Flamborough Road, the west side from a point 8 metres north from the centre line of the roundabout at its junction with Southway Lane for a distance of 22 metres in a northerly direction

Permit Parking 11am-2pm

De-la-hay Avenue, the north-west side from a point 16 metres south west of its junction with Alma Road to a point 11 metres north east of its junction with Ponsonby Road

No Loading/Unloading At Any Time

- (i) Elliott Road, the west side from its junction with Embankment Road to a point 2.5 metres north of its boundary of 2 & 4
- (ii) Embankment Road, the south side from its junction with Elliott Road to a point 1 metre west from its boundary 102 & 100 Embankment Road.

No Stopping at Any Time on footway or verge

Ham Drive, from a point 50 metres east of its junction with North Prospect Road, for a distance of 215 metres in an easterly direction

No Right Turn

Tavistock Road, onto William Prance Road in straight ahead lane only (Right turn is allowed in the correct lane)

REVOCATIONS**No Waiting At Any Time**

- I. Blandford Road, the south & west side, from a point 16 metres west to a point 17 metres east of the junction with Torridge Way
- II. Cookworthy Road, the north side, from the junction with North Prospect Road for a distance of 30 metres
- III. Cookworthy Road, the south side, from the junction with North Prospect Road for a distance of 30 metres
- IV. De La Hay Avenue, the north-west side, from its junction with Ponsonby Road for a distance of 5 metres in a north easterly direction
- V. Fisher Road, the east side, from the junction with Browning Road for a distance of 39 metres
- VI. Ganges Road, the east side, from the junction with Browning Road for a distance of 38 metres
- VII. Granby Way (on The Southern Arm), the south side, from the junction with Park Avenue for a distance of 21 metres

- VIII. Elburton Road, the north side, from its junction with Hays Road to its boundary of 181a & 183 Elburton Road
- IX. Ham Drive, the north side, from its junction with North Prospect Road for a distance of 23 metres in an easterly direction
- X. Headland Park, the south side, from a point 135 metres east, south & west of its boundary of 41 & 43 Headland Park for a distance of 33 metres in a westerly direction
- XI. Headland Park, the south side, from a point 172 metres east, south & west of its boundary of 41 & 43 Headland Park for a distance of 3.5 metres in a westerly direction
- XII. North Prospect Road, the west side, from a point 22 metres north to a point 35 metres south of the junction with Cookworthy Road
- XIII. Seymour Avenue, the west side, from a point 3 metres north of the junction with South View Terrace to the junction with Lanhydrock Road
- XIV. South View Terrace, the north side, from the junction with Seymour Avenue for a distance of 16 metres
- XV. St Barnabas Ope, both sides, from the junction with Wilton Street for a distance of 10metres
- XVI. St Lawrence Road, the south side, from its junction with North Hill for a distance of 90 metres
- XVII. St Levan Road, the south side, from a point 4 metres west to a point 16 metres east of the junction with Sturdee Road
- XVIII. St Levan Road, the south side, from a point 73 metres east of the junction with St Vincent Street to the junction with Ryder Road
- XIX. St Levan Road, the south side, from its junction with Fisher Road for a distance of 6 metres in an easterly direction
- XX. St Levan Road, the south side, from its junction with Fisher Road for a distance of 6 metres in a westerly direction
- XXI. Stuart Road, the north-east side, from a point 13 metres north-west to a point 5 metres south-east of its junction with De-la-hay Avenue

- XXII. Valletort Road, the east side, from the junction with Wilton Road for a distance of 19 metres
- XXIII. Valletort Road, the west side, from the junction with Wilton Road for a distance of 20 metres

Permit Parking 11am-2pm

De La Hay Avenue, the north-west side, from a point 16 metres south west of its junction with Alma Road to a point 5 metres north east of its junction with Ponsonby Road

Goods Loading Bays Mon-Sat 7am-6pm

Lark Hill, the north side, from a point 10 metres west of its junction with North Prospect Road for a distance of 10 metres in a westerly direction

Permit Parking Mon-Sat 9am-7pm

Headland Park, the south side, from a point 168 metres east, south & west of its boundary of 41 & 43 Headland Park for a distance of 4 metres in a westerly direction

Pay And Display Maximum Stay 6 Hours No Return Within 1 Hour 10am-4pm Visitor Ticket Holders Are Exempt

Cliff Road, the south side, from a point 13 metres west of its junction with Elliot Street for a distance of 38.5 metres in a westerly direction

Pay And Display Maximum Stay 6 Hours No Return Within 1 Hour 10am-4pm Electric Vehicles

Only - Permit & visitor ticket holders with electric vehicles are exempt

Cliff Road, the south side, from a point 51.5 metres west of its junction with Elliot Street for a distance of 15.5 metres in a westerly direction

3. STATUTORY CONSULTATION

Proposals

The proposals for the TRO Review 13 were advertised on street, in the Herald and on the Plymouth City Council website on 16th August 2024. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 12th August 2024.

There have been 38 representations received relating to the proposals included in the Traffic Regulation Order.

There have been 2 representations relating to Elburton Road and Alexandra Close

Consultation	Comment
<p>I.</p> <p>I have seen the notice posted on the lamppost at the junction of Elburton Road and Alexandra Close regarding an additional parking space on the main road.</p> <p>The parking on the road side of the cycle lane means a narrower lane, which will reduce speed of traffic, however the dangers of the cyclists between car and pavement is a concern, which will be magnified with the planned extra space at this location.</p> <p>We live in Alexandra Close and use that junction multiple times each day. I would like to raise attention to the danger of the extra space.</p> <p>The A379 is a major route for cyclists of all expertise. From recreational, to commuters, to experts looking to ride from the city into the South Hams. This occurs every day and all times of day and evening. I cycle myself and aware of the dangers as a cyclist at this junction. The views will be further restricted in the following ways:</p> <p>Leaving Alexandra Close, the parking spaces ‘hide’ the traffic travelling towards Kingsbridge. The time between sight and pulling to the carriageway, especially for slower vehicles pulling out, has caused the main road traffic to brake or slow down. Less visibility will increase this hazard.</p> <p>When turning right into Alexandra Close from the A379, there is great care to be taken for hidden cyclists travelling the opposite direction. This makes a concentrating on the vehicles and cyclists tricky to cross at the junction. The extra space will cause further issues as they travel at different speeds and make it harder to judge when it is safe. The extra traffic caused by commuters travelling to or through Sherford can make this particularly difficult at peak times.</p> <p>There are opportunities for more spaces to be along that stretch closer to the city and by the footpath that leads from A379 to Misterton Close, but I urge that this space not be implemented.</p> <p>I can add that at night and winter, cyclists are harder to spot at this location, again being</p>	<p>Response sent:</p> <p>I.</p> <p>Thank you for your recent comments towards the proposals – 2024.2137326 TRO Review 13.</p> <p>I have attached the plan for you to view, adding the parking restrictions will aid visibility as currently drivers are parking in the location marked in the Elburton Road document also attached. It is proposed to implement 26 metres of double yellow lines to prevent anyone parking near the junction or within the cycle lane.</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>2.</p> <p>The Senior Engineer along with other members of the team have visited this location numerous times.</p> <p>If the proposals go ahead and you feel that the situation worsens on Alexandra Close please do not hesitate to contact the team and we will reassess.</p>

somewhat hidden by the parked cars. It is also harder to judge their speed at night.

Unfortunately I have seen on occasion cyclists (more recreational) riding the wrong way along the cycle path. The Highway Code is clear, but education is lacking. We all know there is contraflow bike lanes on the Hoe, (and behind Vue), however there have been some near misses witnessed due to the concentration of drivers with the extra care required with the parking arrangements between cycle lane and carriageway.

I am happy to meet an engineer or representative at the site to demonstrate my concerns. I work from home and walk, run, cycle and drive numerous times a day and night at this location, so I consider that I am aware of the potential danger of this change.

2.

I have seen the proposed parking restrictions, however this will not assist the vision, merely stop further ingress onto the hatch markings.

I should have added that on occasion there is a vehicle on the end in the hatch markings (proposed new space) and it does reduce visibility and increase the danger at the junction.

If this was suggested by a resident of the main road, then I have suggested an alternative idea. Please note the residents on the main road all have access to driveways, but may find it more convenient to leave it on the road. As we know the more spaces provided, the more use they will get.

I do support the yellow lines, and would further suggest they come further into Alexandra Close to reduce parking at the entrance and the difficulty with that.

I look forward to hearing more, but disappointed that no one will have a site visit to discuss the dangers highlighted by a resident and regular user.

1.

I write with reference to the above proposed order and specifically in relation to the element relating to:

- Elburton Road junction of Alexandra Close - To extend parking bay to create more parking and re -line to avoid confusion for road users. Double yellow

Response sent:

1.

Thank you for your recent comments towards the proposals – 2024.2137326 TRO Review 13. 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

lines to be added for junction protection and to prevent obstructive parking.

I set about below my representations and concerns in relation to this proposal:

The existing parking bays already obscure visibility of the junction between Alexandra Close and Elburton Road. This impacts all road-using residents of Alexandra Close, The Hollows and Misterton Close (approximately 65 properties).

The impact of the proposed expansion seems disproportionate between the benefit of creating a few extra parking bays, compared to the continuing and increased adverse impact on the road safety and visibility elements at this junction for the impacted properties.

Whilst I welcome the road safety aspects created for cyclists, with the marked cycle lane, having the parking bays 1.5m from the curb significantly impinges on the visibility of road users when pulling out from Alexandra Close on to Elburton Road. To safely pull out of the Alexandra Close junction, and gain sufficient visibility, when vehicles are parked in the existing bays, it is necessary to move forward of the junction's existing marked lines.

A further issue to highlight is how cyclists also become obscured from view when they pass on the inside of these parking bays from cars that are turning from the main carriageway into Alexandra Close.

I attach a photograph, taken on a quiet Friday morning when 3 – 4 vehicles become obscured from view until very close to the junction. You will also note the significant distance from where the last vehicle disappears before re-emerging from view close to the junction.

This presents an unnecessary hazard, particularly given most of the vehicles that seem to utilise these spaces are panelled works vans as can be seen above. Given the continued expansion of the Sherford development, the traffic use of Elburton Road is only going to increase, further compounding the safety at this junction.

I am surprised, given that there are no residential properties that face the area of allocated parking bays (it is to the rear of properties on Alexandra Close), that there is a requirement to further expand the parking bays in this location. Furthermore, the vast majority of residences on

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.

I can assure you that the Senior Engineer along with other members of the team have visited this location numerous times.

You will be notified if and when the proposals will be implemented.

2.

Many thanks for your further comments.

I can confirm that they will be included in the reports with your original comments.

Elburton Road also have their own, sufficient off-road parking.

Based on the vehicles that park in these bays, the residents that utilise these bays live on other parts of Elburton Road and park there for convenience to avoid having to negotiate the now extremely busy Stanborough Cross junction and also the benefit of having the slip road to return towards Plymouth on the opposite carriage way.

If Plymouth City Council consider an expansion of parking bays is necessary, in my view a better, alternative option would be to create parking bays on the opposite carriage way (i.e., heading towards Plymouth), which would have the advantage of having no impact on any road junctions and junction safety. A further alternative would be to allocate space to the top side of the Alexandra Close junction again which would not further impact on the visibility of this junction for vehicles joining from Alexandra Close.

Having already experienced issues with illegal parking outside of the existing allocated bays, which further impacts visibility and junction safety, I welcome a proposal to add double yellow lines for junction protection. However, any proposed expansion of the bays towards the Alexandra Close junction will negate some of this and further impact visibility and therefore road safety.

I would welcome the opportunity to discuss further or meet representatives of the Council or my ward Councillors (copied on this email) at the location.

2.

Many thanks to you all for your respective replies. I also welcome the approach you have taken in terms of understanding the issue. I remain more than happy to meet with any of you to discuss further.

However, I am still of the view that expanding the parking bay, further impacts on the safety of using this junction and pulling out from Alexandra Close.

To be clear on my concerns:

- The drawing provided in the Proposed Order records a Stopping Sight Distance Visibility of 25m at 20mph approach. Given law abiding drivers will be travelling along Elburton Road at 30mph is this an appropriate assumption?

· By expanding the parking bays and further reducing visibility, the junction is being made less safe for road users. Whilst within the parameters of visibility and stopping distances noted above, there will of course be several variables including actual speeds, reaction times of drivers and road conditions.

· The concerns that are relevant for the existing bays are compounded by this 5.5m expansion proposal (appreciating the proposals to address the illegal parking situation).

· As noted in my original letter, having vehicles parked 1.5m from the kerb, to accommodate the cycle lane impacts visibility. Usual convention per the Highway Code is to “stop as close as you can to the side”. I accept this is not possible to accommodate a cycle lane. However, further reducing visibility by allowing vehicles to legally park closer to the junction makes matters worse.

· To gain safe visibility down Elburton Road many vehicles pull forward of the dotted white line to gain a suitable view. Other drivers use the hatched road markings as a pseudo “on-slip” to join the main carriageway. Both scenarios demonstrate driver’s compensating for the inadequate junction design and visibility.

Whilst, I accept the scheme has been in the pipeline for some time, we seem to have missed any consultation on creating the parking bays in the first instance. As noted above the concerns that are relevant for the existing bays are compounded by this 5.5m expansion proposal.

Having witnessed numerous dangerous actions (most recently again yesterday) some drivers are taking from Alexandra Close, to avoid having to navigate through the Stanborough Cross junction, also compounds junction safety. This has included driving the wrong way down the eastbound carriageway, reversing down the eastbound carriageway and yesterday driving along the pavement, all to gain access to the westbound slip road towards Plymouth.

I appreciate such examples are police matters but hopefully it demonstrates further issues with this junction and the measures drivers are taking to avoid the time taken in going up to the Elburton Hotel or along Stanborough Road, to be able to return towards Plymouth.

<p>I understand the sentiment for the provision of spaces for non-residents such as visitors and carers, however as previously noted, in my view the benefit of this convenience is far outweighed by the detrimental impact on junction safety and visibility. In addition, as noted in my original letter, at least two of the vehicles that consistently park in the parking bays are from other parts of Elburton Road and merely park there for the convenience of not going through the Stanborough Cross junction to return towards Plymouth when required. This is also to avoid the additional journey times noted above since the amendments to Stanborough Cross. Without those vehicles parking there I am sure there would be sufficient parking for visitors and carers.</p> <p>May be one solution the Highways Planning Lead could consider is the formal marking of an on-slip on to Elburton Road from Alexandra Close, in the same way the off-slip filters vehicles entering Alexandra Close from the main Elburton Road carriageway.</p> <p>I welcome the fact that there has been several site visits, I would be particularly interested if any of those visits have involved pulling out from Alexandra Close, when numerous vehicles have been parked in the parking bays and traffic is flowing along Elburton Road.</p> <p>Hopefully these representations can be added to my original comments.</p>	
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There have been 2 representations relating to Fisher Road and Ganges Road

Consultation	Comment
<p>I am emailing in full support of the plans to reduce the double yellow lines down Fisher Road and Ganges Road.</p> <p>Reduced double yellow lines in these areas would be greatly appreciated by myself and many other residents.</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2024.2137326 TRO Review 13. 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.</p>
<p>To whom it may concern I am emailing as a resident of Fisher Rd in Milehouse fully supporting</p>	<p>Standard Response sent:</p>

<p>your plans to remove sections of the double yellow lines to ease parking problems in the Road. Parking is a big problem on the street and added spaces would definitely ease these.</p>	<p>Thank you for your recent comments towards the proposals – 2024.2137326 TRO Review 13. 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.</p>
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There have been 15 representations relating to Maitland Drive and Kneele Gardens

Consultation	Comment
<p>Following the hopeful news of new yellow lines to be installed to both maitland drive and Kneele gardens. I would like to raise the importance for these needing to be installed.</p> <p>For years residents entering especially Maitland Drive have struggled to access the road due to vehicles parked overhanging the bend and causing drivers to navigate through a tight single width opening.</p> <p>For years drivers including myself have had numerous near misses, due to vehicles coming down or up on kneele gardens, with them not seeing myself or others and almost hitting our vehicles. For drivers exiting from maitland we have never had clear vision to see on-coming vehicles because residents, visitors and employees who work in the surrounding buildings, parked on kneele Gardens and on the bend of maitland obstructing view to see if safe to exit. With this we have drive into the road just to try and see clearance. By doing this also we have suffered abuse from drivers oncoming and blaming the driver exiting for no fault of their own.</p> <p>Several neighbours and I have reported to councilors how they /I have almost lost the front of our vehicles and why should it take for an accident to happen to then react on this.</p> <p>Please from the residents of Leighton Road and Maitland drive please install these yellow lines to enforce the no parking in these areas and allow us residents and visitors to exit and enter the road safely.</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2024.2137326 TRO Review 13. 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.</p>
<p>I would like to add my views for the yellow lines to be painted on the corners of maitland drive onto kneele gardens.</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2024.2137326 TRO Review 13.</p>

<p>As a resident of leighton road I have had many near misses due to being unable to view the road to pull out of mainland drive.</p> <p>It is near impossible to see anything due to cars / vans being parked right up the corners.</p> <p>I would like to suggest the yellow lines to be painted on the corners a good idea.</p> <p>This would help reduce the risk of near misses. It will also make it safer to cross the road.</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. You will be notified if and when the proposals will be implemented.</p>
<p>Please find this email in response to the double yellow lines proposal on maitland drive / kneele gardens. As a resident of Leighton Road this has been something I have been pushing for since buying my house 11 years ago.</p> <p>I now have two children of school age and having to edge out of maitland road daily actually scares me. Cars are always parked right to the corners and it is impossible to see either way of the road to pull out. I have lost count of how many near misses I have experienced with my children in the car.</p> <p>I am really hoping the double yellow lines go far enough up the road from the bend so the risk of a collision is no longer a daily occurrence.</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2024.2137326 TRO Review 13. 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.</p>
<p>I would like to show my support for the proposal of double yellow lines on the junction of Maitland Drive and Kneele Gardens.</p> <p>For quite some time it has been very difficult to exit Maitland Drive when vehicles are parked right on the corners, giving no visibility up and down Kneele Gardens until the front of your vehicle is stuck right out in the middle of the road, in my opinion an accident waiting to happen.</p> <p>After many discussions with local councillors over the years, I am glad to see this is about to happen.</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2024.2137326 TRO Review 13. 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.</p>
<p>As a resident of maitland drive I am in complete agreement with the yellow lines , having to edge out of the street with complete caution and drivers having near misses!</p> <p>This a big welcome from us .</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2024.2137326 TRO Review 13. 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>

	You will be notified if and when the proposals will be implemented.
<p>As a resident of Maitland drive this is fantastic news the junction is a disaster waiting to happen. I've been in contact with the previous counsellor Charlotte to get this is place, it's seems theres a lot of cars parked who don't live in the area and those who have drive way still park there knowing the danger!</p> <p>Hopefully the yellow lines will come into the entrance of maitland drive so the problem not just pushed intro another area?</p>	<p>Response sent: Thank you for your recent comments towards the proposals – 2024.2137326 TRO Review 13. I have attached plan for you to view. 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.</p>
<p>This is great news , as everyone who lives in maitland drive has been fighting for a safer way to exit the street I'm a new nervous driver that has had more then multiple near misses with other vehicles exiting the junction I am 100% happy for this to go forward.</p>	<p>Standard Response sent: Thank you for your recent comments towards the proposals – 2024.2137326 TRO Review 13. 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.</p>
<p>I wish to support the proposal for double yellow lines at the junctions of Maitland Drive and Kneele Gardens Hartley Vale.</p> <p>How the number 31 and 30 buses manage to avoid the parked cars at these junctions is amazing. The parked cars really make it difficult to manoeuvre a bus around these corners!</p> <p>I've sat on the bus and held my breath whilst the driver negotiated the corner and the parked cars. Please install the yellow lines asap before there is an accident.</p>	<p>Standard Response sent: Thank you for your recent comments towards the proposals – 2024.2137326 TRO Review 13. 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.</p>
<p>I am writing regarding the issue at the end on Maitland drive junction.</p> <p>The issue of the amount of cars not only parking on the edge of the junction causing it to be very dangerous to exit.</p> <p>Sometimes I find cars also block one side of the road.</p>	<p>Standard Response sent: Thank you for your recent comments towards the proposals – 2024.2137326 TRO Review 13. 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</p>

<p>I have had multiple near misses when trying to edge out which has knocked my confidence as a driver.</p> <p>I am in agreement with the having double yellow lines and would feel it would be very effective before a serious action occurs.</p>	<p>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.</p>
<p>The Highway Code section 140. states that "no parking within 10 meters (32 feet) of a junction" as a local resident we have had a couple of near misses as you cannot see traffic coming up or down the road.</p> <p>you have to creep halfway out into the road before you can see anything because of cars parking on the corners & causing an obstruction.</p> <p>we give consent to yellow lines being added to make the area safer.</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2024.2137326 TRO Review 13. 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.</p>
<p>I am writing to say how pleased my wife and I are to hear that double yellow lines will be put on the road outside the entrance to Maitland drive in Hartley vale, the parking of cars and sometimes large commercial vehicles right upto and sometimes almost overlapping the exit from the road has for many years caused problems exiting Maitland drive particularly if only the driver is in the vehicle as cars coming from both directions appear to regularly disregard the speed limit in place and consider traffic exiting Maitland drive to be a nuisance impeding their progress.also my understanding is that parking so close to the road exit is a contravention of the Highway Code. Therefore we are very much in favour of restrictions to parking imposed by double yellow lines.</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2024.2137326 TRO Review 13. 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.</p>
<p>As a resident in Maitland Drive. We would gladly welcome the proposal of double yellow lines at the junction of Maitland Drive to Kneele Gardens. It is so dangerous trying to pull out of the junction because of parked cars. It is an accident waiting to happen. Can't come quick enough. We are very happy to have double yellow lines put in place.</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2024.2137326 TRO Review 13. 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.</p>

<p>This is fantastic news, residents of Maitland Drive have been fighting for a safer way to exit this junction for many years.</p> <p>On numerous occasions we have nearly lost the front end of the car due to blocked view as people park right up to the junction.</p> <p>I am in complete favour of double yellow lines on this junction.</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2024.2137326 TRO Review 13. 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.</p>
<p>I am writing to say as a resident I am all for this to be put in place.</p> <p>This junction often has larger vehicles including vans parked right on the edge of the junction and you are unable to view on coming traffic. There have also been times where parking has been so bad on both left and right that it's a struggle to drive into the street.</p> <p>This junction as it stands is a danger to both drivers and pedestrians and I'm surprised more accidents haven't occurred as of yet.</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2024.2137326 TRO Review 13. 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.</p>
<p>These double yellow lines are very much needed on this junction. The junction is very dangerous, it is impossible to exit this junction clearly, the view both ways when exiting are blocked totally with parked cars. Sadly I feel it is an accident waiting to happen!! I am very much in support for this action to go ahead.</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2024.2137326 TRO Review 13. 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.</p>

There have been 2 representations relating to Ponsonby Road and De Lay Hay Avenue

Consultation	Comment
<p>May I offer the following points: Safety critical. The cars which park in the two bays to be removed will still require parking in the locality. Due to the shortage of parking this will inevitably increase the parking on the pavement on Ponsonby Road leading to the junction with De La</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2024.2137326 TRO Review 13. 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</p>

Hay Ave affected by the Order. It can already be difficult to walk on the pavement when the vans park on this narrow path, but it will only be exacerbated by additional vehicles searching for parking. Walking on the road will only increase the risk to pedestrians in distance and time in order to get past the additional vehicles.

Safety critical. Amd.2024.2137323 Mill Bridge Crossing Scheme has proposed creating a 20 mph zone. I made a request on 2 Aug in response to consultation to expand the zone to include Winfield due to the potential increase in vehicles trying to circumvent the zone in a road which has a high children footfall going to the neighbouring schools. Amd 2024.2137326 will only allow vehicles to drive even faster south along Ponsonby or south down De La Hay knowing there is little/no need to slow at the junction with Ponsonby/ De La Hay Ave. In light of this amendment, logic would suggest that the 20mph be expanded to not only include Winfield but also the entirety of De La Hay Ave and Ponsonby Road.

Safety critical. The vehicle which parks nearest the junction is a blue badge disability vehicle. The house to which it belongs has two blue badge vehicles and multiple children in wheelchairs. The community has taken upon themselves to ensure the space is always left for the car to park in this location as it ensures ease of loading/unloading of the wheelchairs and children, and ease of crossing. Whilst the blue badge will not exempt the vehicle can it be confirmed that a Disability Impact Assessment has been made?

Many thanks for the consideration of the above.

I am emailing to let you know I am against the proposed extending of the yellow lines at the junction of De La Hay Avenue and Ponsonby Road. This will reduce the available parking spaces by at least two spaces. The traffic is slow and light in the area and there is no problem at all with visibility at this junction. During the day there are usually clear spaces here as people are out at work. The roads are single track and at night headlights can be clearly seen coming. Traffic is very light. Parking in the area is very tight with all being full most evenings. Reducing this would cause problems with possible tension between neighbours and push more inappropriate parking practices to the areas around as a consequence. I do not see the point of it as approaching slowly at the corner to ensure nothing is coming is not a problem and in fact ensures cautious driving in the area.

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.

Standard Response sent:

Thank you for your recent comments towards the proposals – 2024.2137326 TRO Review 13. 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.

No-one speeds approaching this junction. There have never been any accidents here and doing this would cause more dangerous parking to occur.
Thank you.

There has been 1 representation relating to St Levan Road

Consultation	Comment
<p>Having seen your plans for improving traffic around St Levan Road and surrounding areas, I would like to bring some issues to your attention.</p> <p>1. Business around St Levan Road are parking cars for months on end on the main road, without moving them, causing residents stress when coming back from work as we barely have room to park our vehicles. Most of the residents around this area rely on being able to park close to our homes, but we are not able to do so due to the garage bringing cars and parking them on the road, taking up parking spaces. The car park from the Job Centre is not big enough to accommodate the traffic and people will often park on the main road when going for their appointments- not to mention that I have seen employees parking on the main road as well.</p> <p>2. People dumb their cars on the road - at least once a week, there is a new car with a "untaxed vehicle" sticker appearing on St Levan Road and surrounding streets.</p> <p>3. No place to park when Argyle plays at home - and if that is not bad enough, people drop rubbish on the pavement and as residents, we pick it up and clean after them - bins around the main road will be a good idea and help people think before littering!</p> <p>I am sure you will understand our frustration regarding parking - most of Mutley or Peverell have resident parking and I am confident that residents will be happy to pay for residents permits in order to secure a parking space around their homes; we have a mixture of families living around this area, from elderly and families with young children and I feel that we are being penalised for living on such a busy road! We should be able to come back from work and not have to worry that we will have a parking space, not having to walk our children from 2/3 streets after a long day or having to pick up someone else's rubbish!</p> <p>Although I appreciate that adding double yellow lines and red lines around St Levan Road will hopefully prevent any accidents, the reality is that any cars will be pushed towards the roundabout</p>	<p>Response sent: Thank you for your recent comments towards the proposals – 2024.2137326 TRO Review 13.</p> <p>In regards to permit parking, the parking manager is currently on leave but I have asked if this is an option that could be considered and I will contact you again with the outcome.</p> <p><i>Permit parking is not being considered as part of this TRO but comments have been sent to the parking team for future parking reviews.</i></p> <p>If vehicles are taxed and have an MOT and are not parked on any parking restrictions then unfortunately Plymouth City Council do not have the powers to request that the vehicle is moved.</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>

and you will be creating an issue on Bartholomew Road- the issue will be moved from one place to another!

I would appreciate if you can let us know if permit parking can be achieved as this will help the council with revenue and will make the residents feeling safer and happier knowing that people cannot just dump their cars on the road with no consequence. I have not attached any photos, but there are currently at least 6 vehicles on the St Levan Road that although have tax and MOT, they are not in a road worthy condition nor have they been moved for several months; we are unable to report said cars as they have tax and MOT, but I would like your opinion on how is this fair on the residents?

There have been 3 representations relating to Palmerston Street and Stuart Road

Consultation	Comment
<p>I.</p> <p>I have returned this evening to try and park in the vicinity of my home in Stuart Road to find that there are traffic cones out ready for works to commence tomorrow morning, I presume on the dropped curbs.. PCC have a 'consultation' deadline of 9th September on the 'proposed' double yellow lines to accompany the dropped curbs I suppose?</p> <p>1. The current difference between the official 'dropped' curbs and how the pavement is now will be negligible, where is the justification / rationale for the dropped curbs please?</p> <p>2. The 'consultation' about the double yellow lines is clearly a SHAM - the minute the dropped curbs are completed you will justify the double yellow lines as needing to be there for the dropped curbs.</p> <p>3. How many on-street parking spaces are the double yellow lines going to take away in an already very challenging part of the city to try and park. PCC once again have not thought about the practicalities of the day to day inconvenience for residents.</p> <p>4. Are you intending to install a permit system for residents, so that we have a fighting chance to - park near our own homes.</p> <p>5. Why is PCC allowing HMOs on this street if you intend to keep reducing the parking available to residents? HMOs might have dedicated space off road, but the residents hardly use them... favouring outside storage and space to get fresh air, HMOs / Flats / Stuart Road School staff / parents... it is like gold dust trying to come and go by car to carry out</p>	<p>Response sent:</p> <p>I.</p> <p>Thank you for your recent comments towards the proposals – 2024.2137326 TRO Review 13.</p> <p>A pedestrian dropped crossing, sometimes called a dropped kerb, is an 'uncontrolled' point at which pedestrians can cross a road. These crossing points comprise of an area where the footway is lowered down to the road surface and tactile paving is installed to aid visually impaired pedestrians in locating the crossing. Dropped kerbs are required for to make footways accessible for all road users, including those that are considered vulnerable. This junction is on a busy route to school and therefore is classed as a priority location to improve accessibility.</p> <p>Any new footways and footpaths Plymouth City Council put in place will be designed and built with accessibility in mind, making sure services and products are usable by as many individuals (including those with disabilities) as possible. Most pedestrian facilities within Plymouth were built a long time ago, before it became a priority to make them accessible. There is a limited road safety budget and too many locations to upgrade to modern accessibility standards all at once, so priority locations are identified through requests from residents that have difficulties or through local communities.</p>

daily tasks, you shop / go to a medical appointment or dentist - get back, cant park.

I estimate that the 'proposed' double yellow lines will take away yet another 20 spaces for parking. Can we please have a meeting as a matter of urgency with the person in charge of this proposal before the end of the consultation???... period.

Stuart Road has been favoured by people living on street in vans for a couple of years now, when approached to chat they state they have been told to park up here by the council....??? Large overbearing vehicles taking up 2 parking spaces for normal size family cars and we have multiple on street 'residents' now... Let's get all the issues on the table please before PCC cause even more of a pinch point.

How many spaces are the double yellow lines taking away - what is the estimate? Where is the justification for any of this?

Stuart Road has many large houses which are in flats or have up to 6 bedrooms with multi generations living together or families sharing one large home. You cant change that fact, so where are you proposing that residents park????

We have quietly observed the new traffic management in place around Stuart Road School, sucked up abuse from 'entitled' parents who claim they are allowed into the exclusion zones despite having no apparent reason...

You cant keep impacting on our quality of life... without some serious and meaningful consultation, in person would be preferable. We are not going to sleep walk into a situation where we are unable to live in harmony due to the competition for parking which is where this is heading.

I look forward to hearing from you with date and time for a meeting?

2.

Why have you bothered to call this a "consultation" ?

3.

What I feel is frustrating is that we don't get to hear how many "complaints" have been received... how many "accidents" have there been - what is the factual justification.

Here are some facts:

There are at least 25 staff at Stuart Road school.

There are HMOs on our street.

There are flats on our street.

There are large houses often occupied by multi generations of families.

The double yellow lines are not only proposed to protect the dropped kerbs, they are proposed to aid visibility, the team often receives complaints regarding visibility at this junction and having driven this route often I can understand residents' concerns.

A statutory consultation is currently taking place and comments can be received until 09th September, Plymouth City Council must follow a statutory process to implement a Traffic Regulation Order and must adhere to legislation set out in the Traffic Regulation Order Act 1984, therefore I can assure you that parking restrictions are not implemented without following the set procedure.

[Road Traffic Regulation Act 1984 \(legislation.gov.uk\)](http://legislation.gov.uk)

I would estimate the reduction of five parking spaces from the northern side of Stuart Road, you should not park within ten metres of a junction therefore the restrictions that are proposed to be placed on the junction of Palmerston Street with Stuart Road are not defined as a loss of parking spaces.

In regards to permit parking, the parking manager is currently on leave but I have asked if this is an option that could be considered and I will contact you again with the outcome.

Permit parking is not being considered as part of this TRO but comments have been sent to the parking team for future parking reviews.

If you have any queries regarding HMO's the contact details for the relevant team can be found by following the link below:

[Houses in Multiple Occupation \(HMO\) | PLYMOUTH.GOV.UK](http://PLYMOUTH.GOV.UK)

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>There is a regular “car boot” sale on Stuart Road which brings added parking pressure. People that work in the city centre or catch the train daily park in Stuart Road. The council have installed 8 electric car parking points on Stuart Road. So at the very least you estimate that there is now a loss of 5 spaces. That’s only if people park effectively with consideration which they don’t !!! The council have already taken out 8 spaces with the electric charging points. So in this is at the very least 13 less spaces - fact. We as residents know overall it’s nearer to 20 because you have already put in double yellows that take away 3 spaces. People are living on our street in vans !!!! Permanently parked here taking up 2 spaces at a time. Trees are vastly overgrown restricting parking. I know that I’m not the only RESIDENT” concerned. How many families live on the street here and at Palmerston Street??? Wilton Street ? How many spaces are needed for residents to be able to live practically in the area ????</p> <p>Who knows ?</p> <p>But this is the final straw - we must have permits for those of us that live here in houses, Not work here, not drop off to school here, not commute, not attend local businesses for services. Us the people who are struggling already with the cones and that is before the school comes back !!!</p>	<p>You will be notified if and when the proposals will be implemented.</p> <p>2.</p> <p>In regards to the proposal for double yellow lines, a statutory consultation is currently taking place and comments can be received until 09th September, Plymouth City Council must follow a statutory process to implement a Traffic Regulation Order and must adhere to legislation set out in the Traffic Regulation Order Act 1984, therefore I can assure you that parking restrictions are not implemented without following the set procedure which includes public consultation.</p>
<p>I am writing to express my objections to the proposed double yellow lines being installed along Stuart Road. I feel that the “consultation” is just a farce as you are already installing dropped kerbs at the junction with Palmerston St. Has anybody actually surveyed the location as the road and kerb level are so close to negate the need for the waste of tax payers money on new kerbs. Where is the justification for the new kerbs? Who asked for them? If you push through and install the double yellow lines the parking situation will become impossible. The road is being used for storage of camper vans and many people living in them full time, they say that the council advise them to use this road to park! Most houses on this street have multiple generations of the same family, flats or are HMO. The new lines will remove at least 20 parking spaces, where exactly do you expect these vehicles to go?</p>	<p>Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2024.2137326 TRO Review 13. A pedestrian dropped crossing, sometimes called a dropped kerb, is an 'uncontrolled' point at which pedestrians can cross a road. These crossing points comprise of an area where the footway is lowered down to the road surface and tactile paving is installed to aid visually impaired pedestrians in locating the crossing. Dropped kerbs are required for to make footways accessible for all road users, including those that are considered vulnerable. This junction is on a busy route to school and therefore is classed as a priority location to improve accessibility. Any new footways and footpaths Plymouth City Council put in place will be designed and built with accessibility in mind, making sure services and products are usable by as many individuals (including those with disabilities) as possible.</p>

There is no consideration given to the residents that actually live here, we are just expected to put up with heavy handed treatment by the council. As this affects directly the residents of Stuart Road how many objections must you get to stop the yellow lines?

Has the council considered a permit system? If not why not?

I think that a meeting with the local councillor would be the first step in this matter.

I look forward to hearing from you as a matter of urgency.

Most pedestrian facilities within Plymouth were built a long time ago, before it became a priority to make them accessible. There is a limited road safety budget and too many locations to upgrade to modern accessibility standards all at once, so priority locations are identified through requests from residents that have difficulties or through local communities.

The double yellow lines are not only proposed to protect the dropped kerbs, they are proposed to aid visibility, the team often receives complaints regarding visibility at this junction and having driven this route often I can understand residents' concerns.

A statutory consultation is currently taking place and comments can be received until 09th September, Plymouth City Council must follow a statutory process to implement a Traffic Regulation Order and must adhere to legislation set out in the Traffic Regulation Order Act 1984, therefore I can assure you that parking restrictions are not implemented without following the set procedure.

Road Traffic Regulation Act 1984
(legislation.gov.uk)

I would estimate the reduction of five parking spaces from the northern side of Stuart Road, you should not park within ten metres of a junction therefore the restrictions that are proposed to be placed on the junction of Palmerston Street with Stuart Road are not defined as a loss of parking spaces.

In regards to permit parking, the parking manager is currently on leave but I have asked if this is an option that could be considered and I will contact you again with the outcome.

Permit parking is not being considered as part of this TRO but comments have been sent to the parking team for future parking reviews.

If you have any queries regarding HMO's the contact details for the relevant team can be found by following the link below:

Houses in Multiple Occupation (HMO) |
PLYMOUTH.GOV.UK

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

	<p>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.</p>
<p>Whilst I agree with the need for pedestrian dropped crossings and appreciate that parking opposite or within 10 metres of a junction is to be avoided, I'd like to ask what provisions are being made to mitigate the loss of parking spaces once further parking restrictions have been introduced.</p> <p>Unfortunately, there is no getting away from the fact that vehicle numbers are increasing and the parking problem in the vicinity of Stuart Road and Palmerston Street is exacerbated by the need for safe pedestrian passage to and from Stuart Road Primary Academy. However, the two parking spaces previously removed from Palmerston Street have not been reinstated via the revocation of the double yellow lines introduced, despite the traffic restrictions during school drop-off pick-up times rendering them unnecessary. In addition, the Council continues to advise people living in their vehicles to park on Stuart Road, whilst refusing planning permission for dropped kerbs/off street parking. The houses along Stuart Road are quite large, with many occupied by more than one generation of a family and meaning increased vehicle ownership. Similarly, many have been turned into flats or HMOs. This can only mean that Stuart Road Academy teachers are no longer going to be able to park near the school once the new double yellow lines have been introduced to Stuart Road and Palmerston Street, whilst the number of residents forced to park overnight in the clearway outside the school will inevitably increase.</p> <p>Elsewhere in Plymouth, cars are parked on pavements, grass verges, and other particularly dangerous locations - such as the junction of The Elms with Osborne Road, where a collision between a car turning left out of Osborne Road and a car travelling along The Elms in a north easterly direction is made very likely by the cars parked opposite – without any enforcement action taken simply because there aren't any alternatives.</p> <p>It seems that the area is fast approaching parking saturation point and I would be very grateful to hear of the Council's plans, therefore.</p>	<p>Many thanks for sending this, I will add the comments to the reports.</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>

There have been 13 representations relating to Wanstead Grove

Consultation	Comment
<p>I would like to voice my support with the above proposal of yellow lines being added to the end of Lilford gardens on Wanstead Grove.</p> <p>Cars park on the pavement so that I cannot even walk, let alone get my pram down the pavement, without going into the road. It's also quite dangerous when we're in the car to try and turn down either side of the street, because you can not see anything coming and it's an accident waiting to happen.</p> <p>I hope you will agree with me as well as other residents as we are a very tight community and we value the safety around us.</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2024.2137326 TRO Review 13. 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.</p>
<p>I am writing in support of the proposed double yellow lines being implemented on Wanstead Road at the junction into Lilford Gardens.</p> <p>This area is very dangerous when exiting Lilford Gardens with no visibility of cars coming along and have found some do so at speed which could cause a bad accident.</p> <p>Cars often park a bit over the road too making it even more dangerous. Additionally more checks need to be done in the area to enforce no parking on double yellow lines as it is causing challenge trying to drive along.</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2024.2137326 TRO Review 13. 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.</p>
<p>I am writing to support the proposed changes as per document 2137326 TRO Review 13 with regard to putting yellow lines both sides outside the entrance to Lilford Gardens.</p> <p>I reside at Lilford Gardens and would like to raise concerns with regard to the unsafe junction between Wanstead Grove and Lilford Gardens. The residents of Wanstead Grove park cars and large vans right up to the entrance/exit of Lilford Gardens (left and right) causing many issues - The first being obstructing the view of residents exiting the site not being able to see oncoming traffic from either side which is an accident waiting to happen - also it's very difficult to manoeuvre a vehicle in/out of Lilford Gardens due to the narrow turning point and worry about emergency services! A fire engine would have absolutely no chance!</p> <p>Secondly, delivery vans/lorries particularly building merchants delivering materials find it extremely difficult to turn in/out of Lilford Gardens because of the obstructions and narrow road.</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2024.2137326 TRO Review 13. 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.</p>

<p>I understand from talking to the developers that this was an ongoing problem when building the site and many times the residents of Wanstead Grove were very reluctant to move their vehicles or not at home - causing no end of issues!</p> <p>I totally support the proposal of yellow lines to address the importance of the safety of the residents as well as all of the other issues stated. Surely prevention is better than cure? Because as it stands, its not a case of 'if' an accident will happen - it's a case of 'when' it will happen - Would the powers that be want this on their conscience? I know I wouldn't.</p>	
<p>We are residents and self-builders and would like to comment and support the proposal.</p> <p>We too are extremely concerned that the cars and vans which are constantly parked on the pavement on both sides of our exit point are obscuring our view to make it impossible to see oncoming traffic and for them to see us. We feel this is a road safety issue and a traffic accident waiting to happen, indeed, we ourselves have had a number of near missed collisions when making our exit from Lilford Gardens estate due to the reasons stated above.</p> <p>We understand this is under review and that there is a proposal for double yellow lines to be implemented.</p> <p>We support this action in order to reduce the risk of accidents happening in the future and for as soon as possible.</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2024.2137326 TRO Review 13. 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.</p>
<p>It has been a long term problem with my self build site that I bought. From the start access was always a problem, even when a delivery was trying to get into the site . The driver knocked on doors only to be told that it was not there car and went back to bed , only to find out it was there car. On another occasion I had to take my sister to hospital at 07.30 for an operation that day and could not get out of the entrance, as it was being abused buy someone in Wanstead grove.</p> <p>At times No emergency services would not be able to enter LILFORD GARDENS.</p> <p>Due to the 20 MPH. Speed limit which is exceeded every minute of the day as a RAT run. It is also a problem with young children as we all know they play on the roads ,and to be obscured buy a van or car that parks on the road and pavement , it is only time before someone has a accident or is injured.</p> <p>A view of an approaching car is all I am asking , I do NOT want to be another RTA statistic that would</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2024.2137326 TRO Review 13. 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.</p>

<p>in my view could likely be hit in the side by a speeding car and cause injury to my passenger or myself.</p> <p>Therefore I am waiting for the day we all can on this estate , enter and leave safely.</p> <p>I do think this will help with YELLOW LINES as you have in your plans.</p> <p>I do hope you appreciate my concern,I for one don't want anyone to be hurt or drive into someone else.</p>	
<p>I'm a resident in Lilford gardens and I ride a motorcycle, the junction is made unsafe by vehicles parking on the pavement and junction outside Lilford gardens.</p> <p>I feel something must be done within a timely manner to ensure the safety of other road users not just those in Lilford gardens.</p> <p>At some point there will be a collision as you can't see the main road when pulling out of the road.</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2024.2137326 TRO Review 13. 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.</p>
<p>I write in support of the above proposed permanent change to restrictions on parking at the junction of Lilford Gardens & Wanstead Grove. Currently vehicles park on the pavement at this junction thereby restricting access to & from Lilford Gardens and severely limiting site of any oncoming vehicles along Wanstead Grove. There have been numerous reports of near misses when exiting Lilford Gardens onto Wanstead Grove and I fear it is only a question of time before there is a collision. The fact that cars park on the pavement by the entrance to Lilford Gardens means that pedestrians are prevented from using the gate on the path and are forced to walk on the road creating a further hazard.</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2024.2137326 TRO Review 13. 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.</p>
<p>I strongly agree with the proposed yellow lines in light of inconsiderate and dangerous parking of the residents of Wanstead Grove. 100% of the time I am putting our lives at risk as we can not even see around the corner left or right for on coming traffic. Residents of Wanstead Grove deem it acceptable to even park across the junction so just the front tyre of their car if on the edge of the pavement and the rest of their vehicles over hang into the junction so only one side of the road on Lilford Gardens is useable.</p> <p>This is a danger for larger vehicles such as bin lorries entering the estate and emergency services.</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2024.2137326 TRO Review 13. 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 already submitted photographic evidence of this.</p>	<p>You will be notified if and when the proposals will be implemented.</p>
<p>I am a resident of Lilford Gardens and would like to raise my concerns, adding my voice to fellow residents of Lilford Gardens, regarding the safety of the junction between Wanstead Grove junction and Lilford Gardens.</p> <p>There are always multiple cars that are parked all along the turning between Wanstead Grove junction and Lilford Gardens which is representing a safety hazard to me as a resident of Lilford Gardens. The parked cars block the view completely on either side of the turning making it unsafe to drive into or out of Lilford Gardens without a high risk of a collision. Also, the parked cars that regularly include large vans or trucks make turning significantly narrow which restricts the entrance space to many cars. I had to call an ambulance 6 weeks ago and was blue-lighted to Derriford Hospital; I remember the paramedics making a comment that they found the turning tricky. This, I am sure you agree is an unacceptable risk to safety of residents of Lilford Gardens. I hope you find this communication supportive of the recommended changes as per document TRO Review 13 (2137326).</p>	<p>Standard Response sent: Thank you for your recent comments towards the proposals – 2024.2137326 TRO Review 13. 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.</p>
<p>I would like to inform you that we are homeowners of Lilford gardens and strongly agree to the double yellow lines proposed due to how dangerous the junction is and many near miss accidents occurring. People Park very dangerously on this road and sometimes it is impossible to see cars coming when pulling in or out of this junction. The cars on Wanstead grove constantly park dangerous on pavements meaning having to walk in the road, causing damage, narrowing junctions and road for emergency services. Cars parking on hard stands which aren't big enough for the cars so cars are hanging over, parking on double yellows even on dangerous corners. Cars not parking as the should of centre of road so blocking cars in. It's a total nightmare and something needs to be done before an accident happens!</p>	<p>Standard Response sent: Thank you for your recent comments towards the proposals – 2024.2137326 TRO Review 13. 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.</p>
<p>I am writing to confirm my endorsement and support to the above titled review. I am wholly in favour of the proposed yellows lines to be put in place at "Wanstead Grove, the north side from its junction with Lilford Gardens for a distance of 6 metres in an easterly & westerly direction". The vehicles parking here are not only causing both an impact in terms of access to our road, but</p>	<p>Standard Response sent: Thank you for your recent comments towards the proposals – 2024.2137326 TRO Review 13. 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</p>

<p>furthermore a health and safety risk for both ingress and egress to Lilford Gardens. I am sincerely concerned that should this matter not be addressed urgently there will be an accident and given close proximity to pavements this could be of severe consequence.</p> <p>I know some members of the estate have approached the local neighbours surrounding the parking of their vehicles as it is only certain individuals, of which unfortunately this has been met with resistance. I therefore hope that you not only ensure these lines are put in place but additionally enforced accordingly through the means of relevant policing of breaching via traffic officers.</p>	<p>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.</p>
<p>I would like to add comment to the above to which I am aware is currently in consultation stage. As the junction currently stands it's dangerous not only to vehicles, but also pedestrians. The cars park on the pavement either side blocking the view around to cross the road in order to access the pedestrian entrance to Lilford gardens and also by parking on the pavement blocking pedestrian access altogether.</p> <p>While I feel double yellow lines will be an improvement and a deterrent they will only work if the area is patrolled on a daily basis by enforcement which is understandably not viable. My thoughts would be pedestrian barriers along this junction to prevent parking altogether on the pavement.</p> <p>There are no parking issues on to warrant them parking on the junction at times leaving their vehicle there for days on end without movement. I look forward to seeing a resolve in this.</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2024.2137326 TRO Review 13. 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.</p>
<p>I am a retired Civil Engineer and have recently moved to Lilford Gardens PL52DP.</p> <p>I would like to add to comments on this traffic management proposal. I drive a classic car and motorcycle and find it very difficult turning out of Lilford Gardens onto Wanstead Avenue with cars and vans parked on the junction. Visibility is very poor and it is just waiting for an accident to happen.</p> <p>Double yellow lines and bollards are required on the junction to stop vehicles parking and avert an accident occurring.</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2024.2137326 TRO Review 13. 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.</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.

EQUALITY IMPACT ASSESSMENT – TRO REVIEW 13

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): The person completing the EIA template.	Holly Fitzgerald	Department and service:	Plymouth Highways, Traffic Management	Date of assessment:	10/09/2024
Lead Officer: Head of Service, Service Director, or Strategic Director.	Mike Artherton	Signature:	<i>M. Artherton</i>	Approval date:	10/10/2024
Overview:	<p>The proposal is for:</p> <p>Devon Terrace and College Road - Unrestricted parking to become limited waiting with an exemption for permit holders to allow more parking for residents.</p> <p>Inverdene – Add double yellow lines to protect entrance of the park and increase visibility.</p> <p>Elburton Road junction of Alexandra Close- To extend parking bay to create more parking and re -line to avoid confusion for road users. Double yellow lines to be added for junction protection and to prevent obstructive parking.</p> <p>Elburton Road near junction with Haye Road – Admin only so TRO will match what is on street.</p> <p>Elburton Road south side (near Reservoir Road) – Add double yellow lines to prevent obstruction of the cycle lane.</p> <p>Coltness Road – Add double yellow lines for junction protection.</p> <p>De La Hay Avenue – Extend double yellow lines and reduce permit parking for visibility.</p> <p>Stuart Road junction of De La Hay Avenue - Add double yellow lines for junction protection.</p> <p>Fisher Road and Ganges Road – Reduce double yellow lines to increase parking.</p> <p>St Barnabas Terrace - Admin only so TRO will match what is on street.</p> <p>St Levan Road (junction of Fisher Road and Sturdee Road) – Extend double yellow lines for junction protection.</p> <p>St Levan Road (junction of Pilgrim Church) - Add double yellow lines for junction protection and to prevent obstruction of Church parking area.</p> <p>St Levan Road (by the St Levan Inn) – Add double yellow lines to protect dropped kerb and traffic island.</p>				

	<p>Stuart Road and Palmerston Street – Add double yellow lines for junction protection and for visibility of pedestrian dropped crossings that will be installed.</p> <p>Valletort Road junction with Wilton Street – Reduce double yellow lines to increase on street parking.</p> <p>Elliott Road and Embankment Road – Add no loading restriction to prevent large vehicles parking on the corner and causing obstruction and visibility issues.</p> <p>Seymour Avenue and Southview Terrace – Add double yellow lines for junction protection and to allow access to rear lane for refuse vehicles.</p> <p>Flamborough Road – Disabled Bay requires a TRO to be enforceable.</p> <p>Granby Way – Admin only as double yellow lines were reduced when new crossing point was installed.</p> <p>Headland Park – Remove parking bay which is too small for a vehicle and extend double yellow lines to prevent obstruction.</p> <p>St Lawrence Road - Admin only so TRO will match what is on street.</p> <p>Maitland Drive & Kneele Gardens - Add double yellow lines for junction protection.</p> <p>North Prospect Rd and Lark Hill – Extend loading bay on Lark Hill to allow for larger vehicles and extend double yellow lines on North Prospect Road to prevent pavement and verge parking of delivery vehicles.</p> <p>Beacon Park Road junction of Wolseley Road – Extend double yellow lines to prevent obstruction of traffic and buses.</p> <p>Ham Drive – Extend double yellow lines and add no stopping on verge/ footway on north side to prevent damage to verges and allow safe passage for Children.</p> <p>Tavistock Road junction near William Prance Road – Admin only to make right turn ban enforceable (from lane that should go straight ahead).</p> <p>Wanstead Grove junction of Ilford Gardens - Add double yellow lines for junction protection.</p> <p>Wolverwood Lane, Yeomans Way - Add double yellow lines on bend to prevent difficulty for two way traffic and to increase visibility.</p> <p>Blandford Road – Extend double yellow lines past traffic island to prevent obstruction to buses.</p> <p>Bell Close – Add double yellow lines for junction protection</p> <p>Cliff Road – Admin Only to make Pay & Display At Any Time enforceable</p>
<p>Decision required:</p>	<p>THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2024.2137326 – TRO Review 13)</p>

	<p>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 TRO Review 13 TRO.</p> <p>The effect of the order shall be to;</p> <ol style="list-style-type: none"> Add/Amend Parking Restrictions on lengths of the following roads: Alexandra Close, Beacon Park Road, Bell Close, Blandford Road, Cliff Road, College View, Coltness Road, Devon Terrace, De-La-Hay Avenue, Elburton Road, Elliott Road, Embankment Road, Fisher Road, Flamborough Road, Ganges Road, Granby Way, Ham Drive, Headland Park, Inverdene, Kneele Gardens, Lark Hill, Maitland Drive, North Prospect Road, Palmerston Street, Seymour Avenue, South View Terrace, St Barnabas Terrace, St Barnabas Lane, St Barnabas Ope, St Lawrence Road, St Levan Road, Stuart Road, Stuart Road Lane, Sturdee Road Lane, Valletort Road, Wanstead Grove, Wolverwood Lane, Yeomans Way Add no right turn to Tavistock Road (Admin Only)
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SECTION TWO: EQUALITY IMPACT ASSESSMENT SCREENING TOOL

Potential external impacts: Does the proposal have the potential to negatively impact service users, communities or residents with protected characteristics?	Yes		No	√
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 three)	Yes		No	√
If you do not agree that a full equality impact assessment is required, please set out your justification for why not.	No adverse impact anticipated.			

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. • 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>(2021 Census)</p>	No adverse impact anticipated		

<p>Care experienced individuals (Note that as per the Independent Review of Children’s Social Care recommendations, Plymouth City Council is treating care experience as though it is a protected characteristic).</p>	<p>It is estimated that 26 per cent of the homeless population in the UK have care experience. In Plymouth there are currently 7 per cent of care leavers open to the service (6 per cent aged 18-20 and 12 per cent of those aged 21+) who are in unsuitable accommodation.</p> <p>The Care Review reported that 41 per cent of 19-21 year old care leavers are not in education, employment or training (NEET) compared to 12 per cent of all other young people in the same age group.</p> <p>In Plymouth there are currently 50 per cent of care leavers aged 18-21 Not in Education Training or Employment (54 per cent of all those care leavers aged 18-24 who are open to the service).</p> <p>There are currently 195 care leavers aged 18 to 20 (statutory service) and 58 aged 21 to 24 (extended offer). There are more care leavers aged 21 to 24 who could return for support from services if they wished to.</p>	<p>No adverse impact anticipated</p>		
<p>Disability</p>	<p>9.4 per cent of residents in Plymouth have their activities limited ‘a lot’ because of a physical or mental health problem.</p> <p>12.2 per cent of residents in Plymouth have their activities limited ‘a little’ because of a physical or mental health problem (2021 Census)</p>	<p>No adverse impact anticipated</p>		

<p>Gender reassignment</p>	<p>0.5 per cent of residents in Plymouth have a gender identity that is different from their sex registered at birth. 0.1 per cent of residents identify as a trans man, 0.1 per cent identify as non-binary and, 0.1 per cent identify as a trans women (2021 Census).</p>	<p>No adverse impact anticipated</p>		
<p>Marriage and civil partnership</p>	<p>40.1 per cent of residents have never married and never registered a civil partnership. 10 per cent are divorced, 6 percent are widowed, with 2.5 per cent are separated but still married.</p> <p>0.49 per cent of residents are, or were, married or in a civil partnerships of the same sex. 0.06 per cent of residents are in a civil partnerships with the opposite sex (2021 Census).</p>	<p>No adverse impact anticipated</p>		
<p>Pregnancy and maternity</p>	<p>The total fertility rate (TFR) for England was 1.62 children per woman in 2021. The total fertility rate (TFR) for Plymouth in 2021 was 1.5.</p>	<p>No adverse impact anticipated</p>		

<p>Race</p>	<p>In 2021, 94.9 per cent of Plymouth’s population identified their ethnicity as White, 2.3 per cent as Asian and 1.1 per cent as Black (2021 Census)</p> <p>People with a mixed ethnic background comprised 1.8 per cent of the population. 1 per cent of the population use a different term to describe their ethnicity (2021 Census)</p> <p>92.7 per cent of residents speak English as their main language. 2021 Census data shows that after English, Polish, Romanian, Chinese, Portuguese, and Arabic are the most spoken languages in Plymouth (2021 Census).</p>	<p>No adverse impact anticipated</p>		
<p>Religion or belief</p>	<p>48.9 per cent of the Plymouth population stated they had no religion. 42.5 per cent of the population identified as Christian (2021 Census).</p> <p>Those who identified as Muslim account for 1.3 per cent of Plymouth’s population while Hindu, Buddhist, Jewish or Sikh combined totalled less than 1 per cent (2021 Census).</p>	<p>No adverse impact anticipated</p>		
<p>Sex</p>	<p>51 per cent of our population are women and 49 per cent are men (2021 Census).</p>	<p>No adverse impact anticipated</p>		
<p>Sexual orientation</p>	<p>88.95 per cent of residents aged 16 years and over in Plymouth describe their sexual orientation as straight or heterosexual. 2.06 per cent describe their sexuality as bisexual, 1.97 per cent of people describe their sexual orientation as gay or lesbian. 0.42 per cent of residents describe their sexual orientation using a different term (2021 Census).</p>	<p>No adverse impact anticipated</p>		

SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

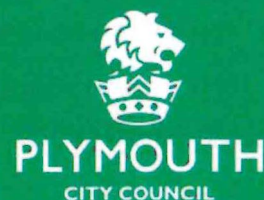
Human Rights	Implications	Mitigation Actions	Timescale and responsible department
	No adverse impact anticipated		

SECTION FIVE: OUR EQUALITY OBJECTIVES

Equality objectives	Implications	Mitigation Actions	Timescale and responsible department
<p>Work together in partnership to:</p> <ul style="list-style-type: none"> ▪ promote equality, diversity and inclusion ▪ facilitate community cohesion ▪ support people with different backgrounds and lived experiences to get on well together 	No adverse impact anticipated		
<p>Give specific consideration to care experienced people to improve their life outcomes, including access to training, employment and housing.</p>	No adverse impact anticipated		
<p>Build and develop a diverse workforce that represents the community and citizens it serves.</p>	No adverse impact anticipated		
<p>Support diverse communities to feel confident to report crime and anti-social behaviour, including hate crime and hate incidents, and work with partners to ensure Plymouth is a city where everybody feels safe and welcome.</p>	No adverse impact anticipated		

EXECUTIVE DECISION

made by a Cabinet Member



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

Executive Decision Reference Number – SPT10 24/25

Decision

- 1 **Title of decisions:** THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2024.2137318 CITY CENTRE CHANGES) ORDER &
THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (TAXI RANKS) (AMENDMENT ORDER NO 2024.2137318 CITY CENTRE PARKING CHANGES) ORDER
- 2 **Decision maker:** Councillor Mark Coker, Cabinet Member for Strategic Planning and Infrastructure
- 3 **Report author and contact details:** Amy Neale, Road Safety Engineer, email: trafficmanagementinbox@plymouth.gov.uk
- 4 **Decision to be taken:**
To implement the following amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004 & The City of Plymouth (Traffic Regulation Orders) (Taxi Ranks) (Consolidation) Order 2022.
The effect of the order shall be to:

Add/Amend Parking Restrictions on lengths of the following roads:
Access Road to Marks and Spencers Car Park, Armada Way, Cornwall Street, Market Avenue, Marks and Spencers Car Park, Mayflower Street, & New George Street.
- 5 **Reasons for decision:**
The proposals set out in this report are aimed at supporting shoppers, visitors and businesses through providing more choice and enabling longer stays in On Street pay and display bays alongside changes to loading bays for the servicing of local businesses.
- 6 **Alternative options considered and rejected:**
Not to deliver these proposals would fail to take the opportunity to provide further support to shoppers, visitors and local businesses.
- 7 **Financial implications and risks:**
The cost to deliver these changes is £5k, which includes the Traffic Regulation Orders (TRO's) and associated works, which will be funded through the On Street general fund.
Aside from the cost to implement these changes, the amendments are not anticipated to have any financial implications as the rates for parking are not changing; this is purely about giving people more choice.

8	<p>Is the decision a Key Decision? (please contact Democratic Support for further advice)</p>	Yes	No	<p>Per the Constitution, a key decision is one which:</p> <p style="padding-left: 20px;">x 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> <p style="padding-left: 20px;">x in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1million</p> <p style="padding-left: 20px;">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.</p>
	<p>If yes, date of publication of the notice in the <u>Forward Plan of Key Decisions</u></p>			

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)

None.

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)

12 Reason for urgency:

a

12	Scrutiny Chair Signature:	Date	
b	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	
		No	x If yes, please discuss with the Monitoring Officer
15	Which Corporate Management Team member has been consulted?	Name	Karime Hassan
		Job title	Strategic Director for Growth
		Date consulted	04/10/2024
Sign-off			
16	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS62 24/25
		Finance (mandatory)	DJN.24.25.102
		Legal (mandatory)	LS/2960(21)/JP/081024.
		Human Resources (if applicable)	N/A
		Corporate property (if applicable)	N/A
		Procurement (if applicable)	N/A
Appendices			
17	R	Title of appendix	
	.		
	A	Briefing report for publication	
	B	Equalities Impact Assessment	
Confidential/exempt information			
18a		Yes	If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not

Do you need to include any confidential/exempt information?	No <input checked="" type="checkbox"/>	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)
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		Exemption Paragraph Number						
		1	2	3	4	5	6	7
18b	Confidential/exempt briefing report title:							

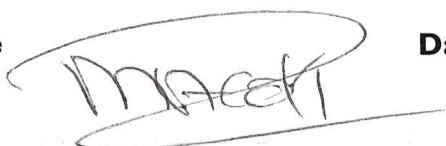
Background Papers

19 Please list all unpublished, background papers relevant to the decision in the table below.
 Background papers are unpublished 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.

Title of background paper(s)		Exemption Paragraph Number						
		1	2	3	4	5	6	7

Cabinet Member Signature

20 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.

Signature  **Date of decision** 23-10-2024

Print Name Councillor Mark Coker



CITY CENTRE CHANGES

I. INTRODUCTION

- 1.1. 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 Regulation Orders) (Taxi Ranks) (Consolidation) Order 2022 in association with the City Centre Changes.
- 1.2. The proposals set out in this report are aimed at supporting shoppers, visitors and businesses through providing more choice and enabling longer stays in On Street pay and display bays alongside changes to loading bays for the servicing of local businesses.

2. STATUTORY CONSULTATION

- 2.1. The proposals for the City Centre Parking Changes were advertised on street, in the Herald and on the Plymouth City Council website on 16th August 2024. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 12th August 2024. No representations or objections were during the statutory consultation.

3. TRAFFIC REGULATION ORDERS REQUIRED

- 3.1. The changes to be implemented, through the Traffic Regulation Order, are as follows:

No Waiting At Any Time

- (i) Access Road To Marks and Spencer's Car Park, both sides from its junction with Cornwall Street to its junction with the Marks and Spencers Car Park
- (ii) Armada Way, the east & south side from a point 50 metres north of its junction with Mayflower Street to its northern extent
- (iii) Armada Way, the east side from its junction with Mayflower Street for a distance of 26 metres in a northerly direction
- (iv) Armada Way, the east side from a point 36 metres north of its junction with Mayflower Street for a distance of 5 metres in a northerly direction
- (v) Armada Way, the north & west side from its junction with Mayflower Street to the northern extent, including the closed end.
- (vi) Cornwall Street, the north side from its junction with Market Way for a distance of 10 metres in a westerly direction
- (vii) Cornwall Street, the north side from a point 16.5 metres west of its junction with Market Way for a distance of 2 metres in a westerly direction
- (viii) Cornwall Street, the north side from a point 25.5 metres west of its junction with Market Way for a distance of 2 metres in a westerly direction
- (ix) Cornwall Street, the north side from a point 34.5 metres west of its junction with Market Way for a distance of 11.5 metres in a westerly direction
- (x) Cornwall Street, the north side from a point 53 metres west of its junction with

- Market Way westwards to its junction with Market Avenue
- (xi) Cornwall Street, the north side from its junction with Market Way for a distance of 21.5 metres in an easterly direction
 - (xii) Cornwall Street, the north side from a point 82.5 metres east of its junction with Market Way for a distance of 12 metres in an easterly direction
 - (xiii) Cornwall Street, the south side from its junction with Cornwall Street East car park for a distance of 20.5 metres in a westerly direction
 - (xiv) Cornwall Street, the south side from a point 48.5 metres west of its junction with Cornwall Street East car park to its junction with Cornwall Street West car park
 - (xv) Cornwall Street, the south side from its junction with Cornwall Street West car park for a distance of 18 metres in a westerly direction
 - (xvi) Cornwall Street, the south side from a point 33 metres west of its junction with Cornwall Street West car park to its junction with City Market car park
 - (xvii) Cornwall Street, the south side from its junction with City Market car park for a distance of 4 metres in a westerly direction
 - (xviii) Cornwall Street, the south side from a point 11 metres west of its junction with City Market car park for a distance of 3 metres in a westerly direction
 - (xix) Cornwall Street, the south side from a point 21 metres west of its junction with City Market car park for a distance of 2 metres in westerly direction
 - (xx) Cornwall Street, the south side from a point 30 metres west of its junction with City Market car park for a distance of 2 metres in a westerly direction
 - (xxi) Cornwall Street, the south side from a point 39 metres west of its junction with City Market car park for a distance of 12 metres in a westerly direction
 - (xxii) Cornwall Street, the south side from a point 57 metres west of its junction with City Market car park for a distance of 11 metres in a westerly direction
 - (xxiii) Cornwall Street, the south side from a point 75 metres west of its junction with City Market car park for a distance of 2 metres in a westerly direction
 - (xxiv) Cornwall Street, the south side from a point 84 metres west of its junction with City Market car park westwards to its junction with Market Avenue
 - (xxv) Cornwall Street, the north side from a point 143.5 metres east of its junction with Market Way to its junction with Cornwall Street East car park
 - (xxvi) Market Avenue, the east side from its junction with New George Street for a distance of 9 metres in a northerly direction
 - (xxvii) Market Avenue, the east side from a point 34 metres north of its junction with New George Street for a distance of 1 metre in a northerly direction
 - (xxviii) Market Avenue, the east side from a point 43 metres north of its junction with New George Street for a distance of 14 metres in a northerly direction
 - (xxix) Market Avenue, the east side from a point 66 metres north of its junction with New

- George Street for a distance of 1 metre in a northerly direction
- (xxx) Market Avenue, the east side from a point 91 metres north of its junction with New George Street northwards to its junction with Cornwall Street
 - (xxxii) Market Avenue, the west side from its junction with Colin Campbell Court car park for a distance of 3 metres in a southerly direction
 - (xxxiii) Market Avenue, the west side from a point 13 metres south of its junction with Colin Campbell Court car park southwards, to its junction with New George Street
 - (xxxiv) Market Avenue, the west side from its junction with Colin Campbell Court car park for a distance of 7.5 metres in a northerly direction
 - (xxxv) Market Avenue, the west side from a point 14.5 metres north of its junction with Colin Campbell Court car park for a distance of 35 metres in a northerly direction
 - (xxxvi) Market Avenue, the west side from a point 55.5 metres north of its junction with Colin Campbell Court car park for a distance of 1.5 metres in a northerly direction
 - (xxxvii) Market Avenue, the west side from a point 65 metres north of its junction with Colin Campbell Court car park for a distance of 1.5 metres in a northerly direction
 - (xxxviii) Market Avenue, the west side from a point 73.5 metres north of its junction with Colin Campbell Court car park for a distance of 2 metres in a northerly direction
 - (xxxix) Market Avenue, the west side from a point 87.5 metres north of its junction with Colin Campbell Court car park northwards to its junction with Cornwall Street
 - (xl) Marks And Spencers Car Park, The inner perimeter, for its entirety
 - (xli) Marks And Spencers Car Park, the east side for its entirety (section by 27 Old Town Street)
 - (xlii) Marks And Spencers Car Park, the north side from its junction with The Access Road to Marks and Spencers Car Park for a distance of 1 metre in an easterly direction and 2 metres in a westerly direction
 - (xliii) Marks And Spencers Car Park, the north side from its most easterly extent (section by 27 Old Town Street) for a distance of 6 metres in a westerly direction
 - (xliv) Marks And Spencers Car Park, the south side from a point 109 metres west of its most easterly extent westwards to its most westerly extent
 - (xlv) New George Street, the north side from the junction with Market Avenue to the junction with Courtenay Street
 - (xlvi) New George Street, the south side from its junction with Courtenay Street for a distance of 10 metres in a westerly direction
 - (xlvii) New George Street, the south side from a point 13.5 metres west of its junction with Courtenay Street for a distance of 1.5 metres in a westerly direction
 - (xlviii) New George Street, the south side from a point 23 metres west of its junction with Courtenay Street for a distance of 1.5 metres in a westerly direction
 - (xlviii) New George Street, the south side from a point 32 metres west of its junction with

- Courtenay Street for a distance of 1 metre in a westerly direction
- (xlix) New George Street, the south side from a point 41 metres west of its junction with Courtenay Street for a distance of 10 metres in a westerly direction
 - (l) New George Street, the south side from a point 59 metres west of its junction with Courtenay Street for a distance of 1.5 metres in a westerly direction
 - (li) New George Street, the south side from a point 68.5 metres west of its junction with Courtenay Street westwards to its junction with Raleigh Street
 - (lii) New George Street, the south side from its junction with Raleigh Street to a point 3 metres west of its boundary between 102 & 104 New George Street
 - (liii) New George Street, the south side to a point 11 metres west of its boundary between 102 & 104 New George Street for a distance of 1 metre in a westerly direction
 - (liv) New George Street, the south side to a point 17 metres west of its boundary between 102 & 104 New George Street for a distance of 9 metres in a westerly direction
 - (lv) New George Street, the south side to a point 33 metres west of its boundary between 102 & 104 New George Street for a distance of 1 metre in a westerly direction
 - (lvi) New George Street, the south side to a point 44 metres west of its boundary between 102 & 104 New George Street for a distance of 1 metre in a westerly direction
 - (lvii) New George Street, the south side to a point 50.5 metres west of its boundary between 102 & 104 New George Street for a distance of 1 metre in a westerly direction
 - (lviii) New George Street, the south side to a point 63.5 metres west of its boundary between 102 & 104 New George Street westwards to its closed end

Pay And Display at Any Time (Maximum Stay 3 Hours No Return Within 1 Hour 9am-9pm)

- (i) Armada Way, the east side from a point 26 metres north of its junction with Mayflower Street northwards for a distance of 10 metres.
- (ii) Armada Way, the east side from a point 41 metres north of its junction with Mayflower Street northwards for a distance of 9 metres.
- (iii) Cornwall Street, the north side from a point 10 metres west of its junction with Market Way for a distance of 6.5 metres in a westerly direction
- (iv) Cornwall Street, the north side from a point 18.5 metres west of its junction with Market Way for a distance of 7 metres in a westerly direction
- (v) Cornwall Street, the north side from a point 27.5 metres west of its junction with Market Way for a distance of 7 metres in a westerly direction
- (vi) Cornwall Street, the north side from a point 46 metres west of its junction with Market Way for a distance of 7 metres in a westerly direction
- (vii) Cornwall Street, the north side from a point 21.5 metres east of its junction with Market Way for a distance of 61 metres in an easterly direction
- (viii) Cornwall Street, the north side from a point 94.5 metres east of its junction with Market Way for a distance of 21 metres in an easterly direction

- (ix) Cornwall Street, the south side from a point 20.5 metres west of its junction with Cornwall Street East car park for a distance of 28 metres in a westerly direction
- (x) Cornwall Street, the south side from a point 4 metres west of its junction with City Market car park for a distance of 7 metres in a westerly direction
- (xi) Cornwall Street, the south side from a point 14 metres west of its junction with City Market car park for a distance of 7 metres in a westerly direction
- (xii) Cornwall Street, the south side from a point 32 metres west of its junction with City Market car park for a distance of 7 metres in a westerly direction
- (xiii) Cornwall Street, the south side from a point 51 metres west of its junction with City Market car park for a distance of 6 metres in a westerly direction
- (xiv) Cornwall Street, the south side from a point 68 metres west of its junction with City Market car park for a distance of 7 metres in a westerly direction
- (xv) Cornwall Street, the south side from a point 77 metres west of its junction with City Market car park for a distance of 7 metres in a westerly direction
- (xvi) Market Avenue, the east side from a point 35 metres north of its junction with New George Street for a distance of 8 metres in a northerly direction
- (xvii) Market Avenue, the east side from a point 57 metres north of its junction with New George Street for a distance of 9 metres in a northerly direction
- (xviii) Market Avenue, the west side from a point 3 metres south of its junction with Colin Campbell Court car park for a distance of 10 metres in a southerly direction
- (xix) Market Avenue, the west side from a point 7.5 metres north of its junction with Colin Campbell Court car park for a distance of 7 metres in a northerly direction
- (xx) Market Avenue, the west side from a point 49.5 metres north of its junction with Colin Campbell Court car park for a distance of 6 metres in a northerly direction
- (xxi) Market Avenue, the west side from a point 57 metres north of its junction with Colin Campbell Court car park for a distance of 8 metres in a northerly direction
- (xxii) Market Avenue, the west side from a point 66.5 metres north of its junction with Colin Campbell Court car park for a distance of 7 metres in a northerly direction
- (xxiii) Market Avenue, the west side from a point 75.5 metres north of its junction with Colin Campbell Court car park for a distance of 12 metres in a northerly direction
- (xxiv) Mayflower Street, the north side from a point 44 metres west of its junction with the Western Arm of Armada Way for a distance of 28.5 metres in an westerly direction
- (xxv) New George Street, the south side from a point 15 metres west of its junction with Courtenay Street for a distance of 8 metres in a westerly direction
- (xxvi) New George Street, the south side from a point 24.5 metres west of its junction with Courtenay Street for a distance of 7.5 metres in a westerly direction
- (xxvii) New George Street, the south side from a point 33 metres west of its junction with

- Courtenay Street for a distance of 8 metres in a westerly direction
- (xxviii) New George Street, the south side from a point 51 metres west of its junction with Courtenay Street for a distance of 8 metres in a westerly direction
 - (xxix) New George Street, the south side from a point 60.5 metres west of its junction with Courtenay Street for a distance of 8 metres in a westerly direction
 - (xxx) New George Street, the south side from a point 3 metres west of its boundary between 102 & 104 New George Street for a distance of 8 metres in a westerly direction
 - (xxxii) New George Street, the south side to a point 12 metres west of its boundary between 102 & 104 New George Street for a distance of 5 metres in a westerly direction
 - (xxxiii) New George Street, the south side to a point 26 metres west of its boundary between 102 & 104 New George Street for a distance of 7 metres in a westerly direction
 - (xxxiv) New George Street, the south side to a point 34 metres west of its boundary between 102 & 104 New George Street for a distance of 5 metres in a westerly direction
 - (xxxv) New George Street, the south side to a point 45 metres west of its boundary between 102 & 104 New George Street for a distance of 5.5 metres in a westerly direction
 - (xxxvi) New George Street, the south side to a point 51.5 metres west of its boundary between 102 & 104 New George Street for a distance of 12 metres in a westerly direction

**Pay & Display At Any Time (Max Stay 3 Hours No return within 1 Hour 9am-9pm)-
Electric Vehicles Only**

Mayflower Street, the north side from a point 35.5 metres west of its junction with the western arm with Armada Way for a distance of 8.5 metres in a westerly direction

Goods Loading Bay At Any Time

- (i) Cornwall Street, the south side from a point 18 metres west of its junction with Cornwall Street West car park for a distance of 15 metres in a westerly direction
- (ii) Market Avenue, the east side from a point 67 metres north of its junction with New George Street for a distance of 24 metres in a northerly direction
- (iii) Market Avenue, the east side from a point 9 metres north of its junction with New George Street for a distance of 25 metres in a northerly direction
- (iv) Marks And Spencers Car Park, the east & north side from a point 1 metre east of The Access Road to Marks and Spencers Car Park for a distance of 40 metres in an easterly and southerly direction
- (v) Marks And Spencers Car Park, the north side from a point 2 metres west of The Access Road to Marks and Spencers Car Park to its most westerly extent
- (vi) Marks And Spencers Car Park, the south side from its most easterly extent for a distance of 109 metres in a westerly direction
- (vii) Marks And Spencers Car Park - Westerly Arm, the north side for its entirety.

Disabled Driver Only Parking Bay At Any Time

- (i) Cornwall Street, the south side from a point 23 metres west of its junction with City Market car park for a distance of 7 metres in a westerly direction
- (ii) New George Street, the south side to a point 39 metres west of its boundary between 102 & 104 New George Street for a distance of 5 metres in a westerly direction
- (iii) New George Street, the south side from a point 10 metres west of its junction with Courtenay Street for a distance of 3.5 metres in a westerly direction

Disabled Driver Only Parking Bay Maximum Stay 2 Hours No Return Within 2 Hours

Cornwall Street, the north side from a point 115.5 metres east of its junction with Market Way for a distance of 28 metres in an easterly direction

Business short stay permits only

Marks & Spencers Car Park, the west side for its entirety.

No Loading/Unloading At Any Time

- (i) Armada Way, the east & south side from a point 50 metres north of its junction with Mayflower Street to its northern extent
- (ii) Armada Way, the east side from its junction with Mayflower Street for a distance of 26 metres in a northerly direction
- (iii) Armada Way, the east side from a point 36 metres north of its junction with Mayflower Street for a distance of 5 metres in a northerly direction
- (iv) Armada Way, the north & west side from its junction with Mayflower Street to the northern extent, including the closed end.
- (v) Cornwall Street, the north side from its junction with Market Way for a distance of 10 metres in a westerly direction
- (vi) Cornwall Street, the north side from a point 16.5 metres west of its junction with Market Way for a distance of 2 metres in a westerly direction
- (vii) Cornwall Street, the north side from a point 25.5 metres west of its junction with Market Way for a distance of 2 metres in a westerly direction
- (viii) Cornwall Street, the north side from a point 34.5 metres west of its junction with Market Way for a distance of 11.5 metres in a westerly direction
- (ix) Cornwall Street, the north side from a point 53 metres west of its junction with Market Way westwards to its junction with Market Avenue
- (x) Cornwall Street, the north side from its junction with Market Way for a distance of 21.5 metres in an easterly direction

- (xi) Cornwall Street, the north side from a point 82.5 metres east of its junction with Market Way for a distance of 12 metres in an easterly direction
- (xii) Cornwall Street, the south side from its junction with Cornwall Street East car park for a distance of 20.5 metres in a westerly direction
- (xiii) Cornwall Street, the south side from a point 48.5 metres west of its junction with Cornwall Street East car park to its junction with Cornwall Street West car park
- (xiv) Cornwall Street, the south side from its junction with Cornwall Street West car park for a distance of 18 metres in a westerly direction
- (xv) Cornwall Street, the south side from a point 33 metres west of its junction with Cornwall Street West car park to its junction with City Market car park
- (xvi) Cornwall Street, the south side from its junction with City Market car park for a distance of 4 metres in a westerly direction
- (xvii) Cornwall Street, the south side from a point 11 metres west of its junction with City Market car park for a distance of 3 metres in a westerly direction
- (xviii) Cornwall Street, the south side from a point 21 metres west of its junction with City Market car park for a distance of 2 metres in a westerly direction
- (xix) Cornwall Street, the south side from a point 30 metres west of its junction with City Market car park for a distance of 2 metres in a westerly direction
- (xx) Cornwall Street, the south side from a point 39 metres west of its junction with City Market car park for a distance of 12 metres in a westerly direction
- (xxi) Cornwall Street, the south side from a point 57 metres west of its junction with City Market car park for a distance of 11 metres in a westerly direction
- (xxii) Cornwall Street, the south side from a point 75 metres west of its junction with City Market car park for a distance of 2 metres in a westerly direction
- (xxiii) Cornwall Street, the south side from a point 84 metres west of its junction with City Market car park westwards to its junction with Market Avenue
- (xxiv) Cornwall Street, the north side from a point 143.5 metres east of the junction with Market Way to its junction with Cornwall Street East car park
- (xxv) Market Avenue, the east side from its junction with New George Street for a distance of 9 metres in a northerly direction
- (xxvi) Market Avenue, the east side from a point 34 metres north of its junction with New George Street for a distance of 1 metre in a northerly direction
- (xxvii) Market Avenue, the east side from a point 43 metres north of its junction with New George Street for a distance of 14 metres in a northerly direction
- (xxviii) Market Avenue, the east side from a point 66 metres north of its junction with New George Street for a distance of 1 metre in a northerly direction
- (xxix) Market Avenue, the east side from a point 91 metres north of its junction with New George Street northwards to its junction with Cornwall Street

- (xxx) Market Avenue, the west side from its junction with Colin Campbell Court car park for a distance of 3 metres in a southerly direction
- (xxxi) Market Avenue, the west side from a point 13 metres south of its junction with Colin Campbell Court car park southwards, to its junction with New George Street
- (xxxii) Market Avenue, the west side from its junction with Colin Campbell Court car park for a distance of 7.5 metres in a northerly direction
- (xxxiii) Market Avenue, the west side from a point 14.5 metres north of its junction with Colin Campbell Court car park for a distance of 35 metres in a northerly direction
- (xxxiv) Market Avenue, the west side from a point 55.5 metres north of its junction with Colin Campbell Court car park for a distance of 1.5 metres in a northerly direction
- (xxxv) Market Avenue, the west side from a point 65 metres north of its junction with Colin Campbell Court car park for a distance of 1.5 metres in a northerly direction
- (xxxvi) Market Avenue, the west side from a point 73.5 metres north of its junction with Colin Campbell Court car park for a distance of 2 metres in a northerly direction
- (xxxvii) Market Avenue, the west side from a point 87.5 metres north of its junction with Colin Campbell Court car park northwards to its junction with Cornwall Street
- (xxxviii) New George Street, the north side from the junction with Market Avenue to the junction with Courtenay Street
- (xxxix) New George Street, the south side from its junction with Courtenay Street for a distance of 10 metres in a westerly direction
- (xl) New George Street, the south side from a point 13.5 metres west of its junction with Courtenay Street for a distance of 1.5 metres in a westerly direction
- (xli) New George Street, the south side from a point 23 metres west of its junction with Courtenay Street for a distance of 1.5 metres in a westerly direction
- (xlii) New George Street, the south side from a point 32 metres west of its junction with Courtenay Street for a distance of 1 metre in a westerly direction
- (xliii) New George Street, the south side from a point 41 metres west of its junction with Courtenay Street for a distance of 10 metres in a westerly direction
- (xliv) New George Street, the south side from a point 59 metres west of its junction with Courtenay Street for a distance of 1.5 metres in a westerly direction
- (xlv) New George Street, the south side from a point 68.5 metres west of its junction with Courtenay Street westwards to its junction with Raleigh Street
- (xlvi) New George Street, the south side from its junction with Raleigh Street to a point 3 metres west of its boundary between 102 & 104 New George Street
- (xlvii) New George Street, the south side to a point 11 metres west of its boundary between 102 & 104 New George Street for a distance of 1 metre in a westerly direction
- (xlviii) New George Street, the south side to a point 17 metres west of its boundary between 102 & 104 New George Street for a distance of 9 metres in a westerly direction

- (xlix) New George Street, the south side to a point 33 metres west of its boundary between 102 & 104 New George Street for a distance of 1 metre in a westerly direction
- (l) New George Street, the south side to a point 44 metres west of its boundary between 102 & 104 New George Street for a distance of 1 metre in a westerly direction
- (li) New George Street, the south side to a point 50.5 metres west of its boundary between 102 & 104 New George Street for a distance of 1 metre in a westerly direction
- (lii) New George Street, the south side to a point 63.5 metres west of its boundary between 102 & 104 New George Street westwards to its closed end

REVOCATIONS

Taxi Rank – removal on Cornwall Street

Items to be revoked from:

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

No Waiting At Any Time

- (i) Armada Way, both sides, from its junction with Mayflower Street to the northern extent
- (ii) Cornwall Street (city Centre), the north side, from a point 77 metres east of its junction with Market Way for a distance of 21 metres in an easterly direction
- (iii) Cornwall Street (city Centre), the north side, from a point 143 metres east of its junction with Market Way to its junction with the access road to Woolworths East rear court access road
- (iv) Cornwall Street (city Centre), the south side, from the junction with Woolworths East rear court access road for a distance of 16 metres in a westerly direction

Disabled Driver Only Parking Bay Maximum Stay 2 Hours No Return Within 2 Hours

- (i) Cornwall Street (city Centre), the north side, from a point 115 metres east of the junction with Market Way for a distance of 28 metres in an easterly direction
- (ii) Market Avenue, the west side, from the junction with Cornwall Street for a distance of 12 metres in a southerly direction

No Loading/Unloading At Any Time

- (i) Armada Way, both sides, from its junction with Mayflower Street to the northern extent
- (ii) Cornwall Street (city Centre), the north side, from a point 143 metres east of the

- junction with Market Way to the junction with Woolworths East rear court access road
- (iii) Cornwall Street (city Centre), the north side, from a point 77 metres east of its junction with Market Way for a distance of 21 metres in an easterly direction
 - (iv) Cornwall Street (city Centre), the south side, from a point 16 metres east to a point 17 metres west of the Woolworth West rear court access road
 - (v) Cornwall Street (city Centre), the south side, from the junction with the Woolworths East rear court access road for a distance of 16 metres in a westerly direction

Items to be revoked from:

THE CITY OF PLYMOUTH (TRAFFIC REGULATION AND STREET PARKING PLACES) (AMENDMENT NO. 2004.09-DRAKE CIRCUS AREA) ORDER 2004

Goods Loading Bays Mon-Sat 8am-6pm

Cornwall Street, the south side, from a point 17 metres east of its junction with Market Square Rear Court Access Road to a point 39 metres west of its junction with Woolworth West Rear Court Access Road

Items to be revoked from:

THE CITY OF PLYMOUTH (TRAFFIC REGULATION AND STREET PARKING PLACES) (AMENDMENT NO 2004.03A/06A - VARIOUS ROADS) ORDER 2005

Motor Cycle Parking Bay

Cornwall Street, the south side, from a point 8 metres west to a point 4 metres east of the extended western kerbline of Market Way

Items to be revoked from:

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

No Waiting At Any Time

- (i) Access Road And Perimeter Road To Marks And Spencer Court Car Park, both sides, for the entire length

Items to be revoked from:

THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT NO.

2014.1450301 (2) - TAXI RANKS) ORDER 2014

No Waiting At Any Time

- (ii) Cornwall Street, the south side, from its junction with Woolworths west rear court access for a distance of 18 metres in a westerly direction and a distance of 16 metres in an easterly direction
- (iii) Cornwall Street, the south side, from its junction with Market Square for a distance of 17 metres in an easterly direction

Goods Loading Bays Mon-Sat 8am-6pm

Cornwall Street, the south side, from a point 18 metres west of its junction with Woolworths west rear court access for a distance of 21 metres in a westerly direction

Items to be revoked from:**THE CITY OF PLYMOUTH (TRAFFIC REGULATION AND STREET PARKING PLACES) (AMENDMENT NO. 2013.1860370A) ORDER 2014****No Waiting At Any Time**

- (i) Cornwall Street, the north side, from its junction with Market Way for a distance of 32 metres in an easterly direction
- (ii) Cornwall Street, the north side, from its junction with Market Way for a distance of 13 metres in a westerly direction
- (iii) Cornwall Street, the north side, from a point 20 metres west of the junction with Market Way for a distance of 2 metres in a westerly direction
- (iv) Cornwall Street, the north side, from a point 29 metres west of the junction with Market Way for a distance of 2 metres in a westerly direction
- (v) Cornwall Street, the north side, from a point 38 metres west of the junction with Market Way for a distance of 9 metres in a westerly direction
- (vi) Cornwall Street, the north side, from a point 56 metres west of the junction with Market Way westwards to its junction with Market Avenue
- (vii) Cornwall Street, the south side, from the extended western kerb line of Market Way westwards for a distance of 1 metre
- (viii) Cornwall Street, the south side, from a point 8 metres west of the extended western kerb line of Market Way for a distance of 2 metres in a westerly direction
- (ix) Cornwall Street, the south side, from a point 17 metres west of the extended western kerb line of Market Way for a distance of 11 metres in a westerly direction
- (x) Cornwall Street, the south side, from a point 35 metres west of the extended western kerb line of Market Way for a distance of 11 metres in a westerly direction

- (xi) Cornwall Street, the south side, from a point 53 metres west of the extended western kerb line of Market Way for a distance of 2 metres in a westerly direction
- (xii) Cornwall Street, the south side, from a point 62 metres west of the extended western kerb line of Market Way westwards to the junction with Market Avenue
- (xiii) Cornwall Street, the south side, from a point 8 metres east of the extended western kerb line of Market Way eastwards to the junction with Market Square Car Park Access and Perimeter Road
- (xiv) Market Avenue, the east side, from the junction with Cornwall Street southwards to a point 18 metres south of the northern kerb line of Cornwall Street
- (xv) Market Avenue, the east side, from a point 41 metres south of the northern kerb line with Cornwall Street for a distance of 35 metres
- (xvi) Market Avenue, the east side, from a point 101 metres south of the northern kerb line with Cornwall Street southwards to its junction with New George Street
- (xvii) Market Avenue, the west side, from the northern kerb line of Cornwall Street for a distance of 3 metres in a southerly direction
- (xviii) Market Avenue, the west side, from a point 10 metres south of the northern kerb line of Cornwall Street for a distance of 9 metres in a southerly direction
- (xix) Market Avenue, the west side, from a point 22 metres south of the northern kerb line of Cornwall Street for a distance of 2 metres in a southerly direction
- (xx) Market Avenue, the west side, from a point 31 metres south of the northern kerb line of Cornwall Street for a distance of 3 metres in a southerly direction
- (xxi) Market Avenue, the west side, from a point 41 metres south of the northern kerb line of Cornwall Street southwards to the southern kerb line of New George Street
- (xxii) New George Street, the north side, from the junction with Market Avenue to the junction with Courtenay Street
- (xxiii) New George Street, the south side, from the eastern kerb line of Courtenay Street for a distance of 13 metres in a westerly direction
- (xxiv) New George Street, the south side, from the extended western kerb line of Raleigh Street for a distance of 16 metres in a westerly direction
- (xxv) New George Street, the south side, from a point 24 metres west of the extended western kerb line of Raleigh Street for a distance of 1 metre in a westerly direction
- (xxvi) New George Street, the south side, from a point 30 metres west of the extended western kerb line of Raleigh Street for a distance of 9 metres in a westerly direction
- (xxvii) New George Street, the south side, from a point 47 metres west of the extended western kerb line of Raleigh Street for a distance of 1 metre in a westerly direction
- (xxviii) New George Street, the south side, from a point 53 metres west of the extended western kerb line of Raleigh Street for a distance of 1 metre in a westerly direction

- (xxix) New George Street, the south side, from a point 57 metres west of the extended western kerb line of Raleigh Street for a distance of 2 metres in a westerly direction
- (xxx) New George Street, the south side, from a point 64 metres west of the extended western kerb line of Raleigh Street westwards to its junction with Market Avenue
- (xxxi) New George Street, the south side, from a point 16 metres west of the eastern kerb line of Courtenay Street for a distance of 2 metres in a westerly direction
- (xxxii) New George Street, the south side, from a point 26 metres west of the eastern kerb line of Courtenay Street for a distance of 1 metre in a westerly direction
- (xxxiii) New George Street, the south side, from a point 35 metres west of the eastern kerb line of Courtenay Street for a distance of 1 metre in a westerly direction
- (xxxiv) New George Street, the south side, from a point 44 metres west of the eastern kerb line of Courtenay Street for a distance of 10 metres in a westerly direction
- (xxxv) New George Street, the south side, from a point 62 metres west of the eastern kerb line of Courtenay Street for a distance of 1 metre in a westerly direction
- (xxxvi) New George Street, the south side, from a point 71 metres west of the eastern kerb line of Courtenay Street westwards to its junction with Raleigh Street

Pay And Display Parking Places

Cornwall Street, the north side, from a point 31 metres west of the junction with Market Way for a distance of 7 metres in a westerly direction

Pay And Display Parking Places 8am-10pm Max stay 1 hr 8am-6pm (no return within 2 hrs) and max stay of 4 hrs 6pm-10pm

- (i) Cornwall Street, the north side, from a point 32 metres east of its junction with Market Way for a distance of 45 metres in an easterly direction
- (ii) Cornwall Street, the north side, from a point 98 metres east of the junction with Market Way for a distance of 17 metres in an easterly direction
- (iii) Cornwall Street, the north side, from a point 13 metres west of the junction with Market Way for a distance of 7 metres in a westerly direction
- (iv) Cornwall Street, the north side, from a point 22 metres west of the junction with Market Way for a distance of 7 metres in a westerly direction
- (v) Cornwall Street, the north side, from a point 49 metres west of the junction with Market Way for a distance of 7 metres in a westerly direction
- (vi) Cornwall Street, the south side, from a point 10 metres west of the extended western kerb line of Market Way for a distance of 7 metres in a westerly direction
- (vii) Cornwall Street, the south side, from a point 28 metres west of the extended western kerb line of Market Way for a distance of 7 metres in a westerly direction
- (viii) Cornwall Street, the south side, from a point 46 metres west of the extended western

kerb line of Market Way for a distance of 7 metres in a westerly direction

- (ix) Cornwall Street, the south side, from a point 55 metres west of the extended western kerb line of Market Way for a distance of 7 metres in a westerly direction
- (x) Cornwall Street, the south side, from a point 1 metre east of the extended western kerb line of Market Way for a distance of 7 metres in an easterly direction
- (xi) Cornwall Street, the south side, from a point 16 metres east of its junction with Woolworths West rear court access road to a point 16 metres west of its junction with Woolworths East rear court access road
- (xii) New George Street, the south side, from a point 18 metres west of the eastern kerb line of Courtenay Street for a distance of 8 metres in a westerly direction
- (xiii) New George Street, the south side, from a point 27 metres west of the eastern kerb line of Courtenay Street for a distance of 8 metres in a westerly direction
- (xiv) New George Street, the south side, from a point 36 metres west of the eastern kerb line of Courtenay Street for a distance of 8 metres in a westerly direction
- (xv) New George Street, the south side, from a point 54 metres west of the eastern kerb line of Courtenay Street for a distance of 8 metres in a westerly direction
- (xvi) New George Street, the south side, from a point 63 metres west of the eastern kerb line of Courtenay Street for a distance of 8 metres in a westerly direction
- (xvii) New George Street, the south side, from a point 16 metres west of the extended western kerb line of Raleigh Street for a distance of 8 metres in a westerly direction
- (xviii) New George Street, the south side, from a point 25 metres west of the extended western kerb line of Raleigh Street for a distance of 5 metres in a westerly direction
- (xix) New George Street, the south side, from a point 39 metres west of the extended western kerb line of Raleigh Street for a distance of 8 metres in a westerly direction
- (xx) New George Street, the south side, from a point 48 metres west of the extended western kerb line of Raleigh Street for a distance of 5 metres in a westerly direction
- (xxi) New George Street, the south side, from a point 59 metres west of the extended western kerb line of Raleigh Street for a distance of 5 metres in a westerly direction

Goods Loading Bay At Any Time

- (i) Market Avenue, the east side, from a point 18 metres south of the northern kerb line of Cornwall Street for a distance of 23 metres in a southerly direction
- (ii) Market Avenue, the east side, from a point 76 metres south of the northern kerb line of Cornwall Street for a distance of 25 metres in a southerly direction

Disabled Driver Only Parking Bay At Any Time

- (i) Cornwall Street, the south side, from a point 1 metre west of the extended western kerb

line of Market Way for a distance of 7 metres in a westerly direction

- (ii) New George Street, the south side, from a point 13 metres west of the eastern kerb line of Courtenay Street for a distance of 3 metres in a westerly direction
- (iii) New George Street, the south side, from a point 54 metres west of the extended western kerb line of Raleigh Street for a distance of 3 metres in a westerly direction

No Loading/Unloading At Any Time

- (i) Cornwall Street, the north side, from the junction with Market Way for a distance of 32 metres in an easterly direction
- (ii) Cornwall Street, the north side, from the junction with Market Way for a distance of 13 metres in a westerly direction
- (iii) Cornwall Street, the north side, from a point 20 metres west of the junction with Market Way for a distance of 2 metres in a westerly direction
- (iv) Cornwall Street, the north side, from a point 29 metres west of the junction with Market Way for a distance of 2 metres in a westerly direction
- (v) Cornwall Street, the north side, from a point 38 metres west of the junction with Market Way for a distance of 9 metres in a westerly direction
- (vi) Cornwall Street, the north side, from a point 56 metres west of the junction with Market Way westwards to its junction with Market Avenue
- (vii) Cornwall Street, the south side, from the extended western kerb line of Market Way westwards for a distance of 1 metre
- (viii) Cornwall Street, the south side, from a point 8 metres west of the extended western kerb line of Market Way for a distance of 2 metres in a westerly direction
- (ix) Cornwall Street, the south side, from a point 17 metres west of the extended western kerb line of Market Way for a distance of 11 metres in a westerly direction
- (x) Cornwall Street, the south side, from a point 35 metres west of the extended western kerb line of Market Way for a distance of 11 metres in a westerly direction
- (xi) Cornwall Street, the south side, from a point 53 metres west of the extended western kerb line of Market Way for a distance of 2 metres in a westerly direction
- (xii) Cornwall Street, the south side, from a point 62 metres west of the extended western kerb line of Market Way westwards to the junction with Market Avenue
- (xiii) Cornwall Street, the south side, From a point 8 metres east of the extended western kerb line of Market Way eastwards to the junction with Market Square Car Park Access and Perimeter Road
- (xiv) Market Avenue, the east side, from the junction with Cornwall Street southwards to a point 18 metres south of the northern kerb line of Cornwall Street

- (xv) Market Avenue, the east side, from a point 41 metres south of the northern kerb line with Cornwall Street for a distance of 35 metres
- (xvi) Market Avenue, the east side, from a point 101 metres south of the northern kerb line with Cornwall Street southwards to its junction with New George Street
- (xvii) Market Avenue, the west side, from the northern kerb line of Cornwall Street for a distance of 3 metres in a southerly direction
- (xviii) Market Avenue, the west side, from a point 10 metres south of the northern kerb line of Cornwall Street for a distance of 9 metres in a southerly direction
- (xix) Market Avenue, the west side, from a point 22 metres south of the northern kerb line of Cornwall Street for a distance of 2 metres in a southerly direction
- (xx) Market Avenue, the west side, from a point 31 metres south of the northern kerb line of Cornwall Street for a distance of 3 metres in a southerly direction
- (xxi) Market Avenue, the west side, from a point 41 metres south of the northern kerb line of Cornwall Street southwards to the southern kerb line of Cornwall Street
- (xxii) New George Street, the north side, from the junction with Market Avenue to the junction with Courtenay Street
- (xxiii) New George Street, the south side, from the eastern kerb line of Courtenay Street for a distance of 13 metres in a westerly direction
- (xxiv) New George Street, the south side, from a point 16 metres west of the eastern kerb line of Courtenay Street for a distance of 2 metres in a westerly direction
- (xxv) New George Street, the south side, from a point 26 metres west of the eastern kerb line of Courtenay Street for a distance of 1 metre in a westerly direction
- (xxvi) New George Street, the south side, from a point 35 metres west of the eastern kerb line of Courtenay Street for a distance of 1 metre in a westerly direction
- (xxvii) New George Street, the south side, from a point 44 metres west of the eastern kerb line of Courtenay Street for a distance of 10 metres in a westerly direction
- (xxviii) New George Street, the south side, from a point 62 metres west of the eastern kerb line of Courtenay Street for a distance of 1 metre in a westerly direction
- (xxix) New George Street, the south side, from a point 71 metres west of the eastern kerb line of Courtenay Street westwards to its junction with Raleigh Street
- (xxx) New George Street, the south side, from the extended western kerb line of Raleigh Street for a distance of 16 metres in a westerly direction
- (xxxi) New George Street, the south side, from a point 24 metres west of the extended western kerb line of Raleigh Street for a distance of 1 metre in a westerly direction
- (xxxii) New George Street, the south side, from a point 30 metres west of the extended western kerb line of Raleigh Street for a distance of 9 metres in a westerly direction

- (xxxiii) New George Street, the south side, from a point 47 metres west of the extended western kerb line of Raleigh Street for a distance of 1 metre in a westerly direction
- (xxxiv) New George Street, the south side, from a point 53 metres west of the extended western kerb line of Raleigh Street for a distance of 1 metre in a westerly direction
- (xxxv) New George Street, the south side, from a point 57 metres west of the extended western kerb line of Raleigh Street for a distance of 2 metres in a westerly direction
- (xxxvi) New George Street, the south side, from a point 64 metres west of the extended western kerb line of Raleigh Street westwards to its junction with Market Avenue

Items to be revoked from:

**THE CITY OF PLYMOUTH (MOVING TRAFFIC REGULATION ORDERS)
(AMENDMENT No. 2017.2135117- PARKING MODERNISATION) ORDER 2017**

Pay And Display At Any Time (8am-5:59pm Maximum Stay 1 Hour No Return Within 1 Hour)

- (i) Cornwall Street, the north side from a point 32 metres east of the junction with Market Way for a distance of 45 metres in an easterly direction
- (ii) Cornwall Street, the north side from a point 98 metres east of the junction with Market Way for a distance of 17 metres in an easterly direction
- (iii) Cornwall Street, the north side from a point 13 metres west of the junction with Market Way for a distance of 7 metres in a westerly direction
- (iv) Cornwall Street, the north side from a point 22 metres west of the junction with Market Way for a distance of 7 metres in a westerly direction
- (v) Cornwall Street, the north side from a point 31 metres west of the junction with Market Way for a distance of 7 metres in a westerly direction
- (vi) Cornwall Street, the north side from a point 49 metres west of the junction with Market Way for a distance of 7 metres in a westerly direction
- (vii) Cornwall Street, the south side from a point 10 metres west of the extended western kerb line of Market Way for a distance of 7 metres in a westerly direction
- (viii) Cornwall Street, the south side from a point 28 metres west of the extended western kerb line of Market Way for a distance of 7 metres in a westerly direction
- (ix) Cornwall Street, the south side from a point 46 metres west of the extended western kerb line of Market Way for a distance of 7 metres in a westerly direction
- (x) Cornwall Street, the south side from a point 55 metres west of the extended western kerb line of Market Way for a distance of 7 metres in a westerly direction
- (xi) Cornwall Street, the south side from a point 1 metre east of the extended western kerb line of Market Way for a distance of 7 metres in an easterly direction
- (xii) Cornwall Street, the south side from a point 16 metres east of its junction with Woolworths West rear court access road to a point 16 metres west of its junction with Woolworths East rear court access road
- (xiii) New George Street, the south side from a point 18 metres west of the eastern kerb line of Courtenay Street for a distance of 8 metres in a westerly direction
- (xiv) New George Street, the south side from a point 27 metres west of the eastern kerb line of Courtenay Street for a distance of 8 metres in a westerly direction
- (xv) New George Street, the south side from a point 36 metres west of the eastern kerb line of Courtenay Street for a distance of 8 metres in a westerly direction

- (xvi) New George Street, the south side from a point 54 metres west of the eastern kerb line of Courtenay Street for a distance of 8 metres in a westerly direction
- (xvii) New George Street, the south side from a point 63 metres west of the eastern kerb line of Courtenay Street for a distance of 8 metres in a westerly direction
- (xviii) New George Street, the south side from a point 16 metres west of the extended western kerb line of Raleigh Street for a distance of 8 metres in a westerly direction
- (xix) New George Street, the south side from a point 25 metres west of the extended western kerb line of Raleigh Street for a distance of 5 metres in a westerly direction
- (xx) New George Street, the south side from a point 39 metres west of the extended western kerb line of Raleigh Street for a distance of 8 metres in a westerly direction
- (xxi) New George Street, the south side from a point 48 metres west of the extended western kerb line of Raleigh Street for a distance of 5 metres in a westerly direction
- (xxii) New George Street, the south side from a point 59 metres west of the extended western kerb line of Raleigh Street for a distance of 5 metres in a westerly direction

Items to be revoked from:

THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER

No. 2022.2137287– PARKING MODERNISATION) ORDER 2022

Pay And Display At Any Time

- (i) Armada Way, the east side, the east side from a point 26 metres north of its junction with Mayflower Street northwards for a distance of 10 metres.
- (ii) Armada Way, the east side, the east side from a point 41 metres north of its junction with Mayflower Street northwards for a distance of 9 metres.

Items to be revoked from:

THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2023.2137291 MAYFLOWER STREET AND WEST HOE ROAD) ORDER 2023

Pay And Display At Any Time (Maximum Stay 1hr No return within 1hr 9am-9pm) - Electric Vehicles Only

Mayflower Street, the north side, from a point 35.5 metres west of its junction with the western arm with Armada Way for a distance of 8.5 metres in a westerly direction

Pay And Display At Any Time (Maximum Stay 1hr No return within 1hr 9am-9pm)

Mayflower Street, the north side, from a point 44 metres west of its junction with the Western Arm of Armada Way for a distance of 28.5 metres in an westerly direction

4. FINANCIAL IMPLICATIONS

- 4.1. The cost to implement these changes is £5k, which includes the Traffic Regulation Orders (TRO's) and associated works, which will be funded through the On Street general fund.
- 4.2. Implementation costs aside, these amendments are not anticipated to have any adverse financial implications as the rates for parking are not changing; this is purely about giving people more choice.

5. RECOMMENDATION


- 5.1. It is recommended that the proposals are implemented as advertised so that shoppers, visitors and businesses can benefit from these changes.

6. LEGAL CONSIDERATIONS

- 6.1. The lawful implications and consequences of the proposal have been considered and factored into the preparation of this report.
- 6.2. 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.

EQUALITY IMPACT ASSESSMENT – ON STREET PARKING AMENDMENT OCT24

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): The person completing the EIA template.	Zoe Anning	Department and service:	Plymouth Highways, Street Services	Date of assessment:	30/09/24
Lead Officer: Head of Service, Service Director, or Strategic Director.	Mike Artherton	Signature:		Approval date:	01/10/24
Overview:	To implement a number of amendments to On Street parking in Plymouth City Centre that aim to support visitors, shoppers and businesses through changes to how long you can park On Street and the provision of loading facilities for local businesses.				
Decision required:	To implement the following amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004 & The City of Plymouth (Traffic Regulation Orders) (Taxi Ranks) (Consolidation) Order 2022. The effect of the order shall be to: Add/Amend Parking Restrictions on lengths of the following roads: Access Road to Marks and Spencers Car Park, Armada Way, Cornwall Street, Market Avenue, Marks and Spencers Car Park, Mayflower Street, & New George Street.				

SECTION TWO: EQUALITY IMPACT ASSESSMENT SCREENING TOOL

Potential external impacts: Does the proposal have the potential to negatively impact service users, communities or residents with protected characteristics?	Yes		No	X
Potential internal impacts: Does the proposal have the potential to negatively impact Plymouth City Council employees?	Yes		No	X

<p>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 three)</p>	<p>Yes</p>		<p>No</p>	<p>X</p>
<p>If you do not agree that a full equality impact assessment is required, please set out your justification for why not.</p>	<p>No representations were received during the statutory consultation period. The proposals are centred at supporting local businesses, shoppers and visitors to the city centre.</p>			

SECTION THREE: FULL EQUALITY IMPACT ASSESSMENT

<p>Protected characteristics (Equality Act, 2010)</p>	<p>Evidence and information (e.g. data and consultation feedback)</p>	<p>Adverse impact</p>	<p>Mitigation activities</p>	<p>Timescale and responsible department</p>
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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. • 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>(2021 Census)</p>			
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<p>Care experienced individuals (Note that as per the Independent Review of Children’s Social Care recommendations, Plymouth City Council is treating care experience as though it is a protected characteristic).</p>	<p>It is estimated that 26 per cent of the homeless population in the UK have care experience. In Plymouth there are currently 7 per cent of care leavers open to the service (6 per cent aged 18-20 and 12 per cent of those aged 21+) who are in unsuitable accommodation.</p> <p>The Care Review reported that 41 per cent of 19-21 year old care leavers are not in education, employment or training (NEET) compared to 12 per cent of all other young people in the same age group.</p> <p>In Plymouth there are currently 50 per cent of care leavers aged 18-21 Not in Education Training or Employment (54 per cent of all those care leavers aged 18-24 who are open to the service).</p> <p>There are currently 195 care leavers aged 18 to 20 (statutory service) and 58 aged 21 to 24 (extended offer). There are more care leavers aged 21 to 24 who could return for support from services if they wished to.</p>			
<p>Disability</p>	<p>9.4 per cent of residents in Plymouth have their activities limited ‘a lot’ because of a physical or mental health problem.</p> <p>12.2 per cent of residents in Plymouth have their activities limited ‘a little’ because of a physical or mental health problem (2021 Census)</p>			

<p>Gender reassignment</p>	<p>0.5 per cent of residents in Plymouth have a gender identity that is different from their sex registered at birth. 0.1 per cent of residents identify as a trans man, 0.1 per cent identify as non-binary and, 0.1 per cent identify as a trans women (2021 Census).</p>			
<p>Marriage and civil partnership</p>	<p>40.1 per cent of residents have never married and never registered a civil partnership. 10 per cent are divorced, 6 percent are widowed, with 2.5 per cent are separated but still married.</p> <p>0.49 per cent of residents are, or were, married or in a civil partnerships of the same sex. 0.06 per cent of residents are in a civil partnerships with the opposite sex (2021 Census).</p>			
<p>Pregnancy and maternity</p>	<p>The total fertility rate (TFR) for England was 1.62 children per woman in 2021. The total fertility rate (TFR) for Plymouth in 2021 was 1.5.</p>			

<p>Race</p>	<p>In 2021, 94.9 per cent of Plymouth’s population identified their ethnicity as White, 2.3 per cent as Asian and 1.1 per cent as Black (2021 Census)</p> <p>People with a mixed ethnic background comprised 1.8 per cent of the population. 1 per cent of the population use a different term to describe their ethnicity (2021 Census)</p> <p>92.7 per cent of residents speak English as their main language. 2021 Census data shows that after English, Polish, Romanian, Chinese, Portuguese, and Arabic are the most spoken languages in Plymouth (2021 Census).</p>			
<p>Religion or belief</p>	<p>48.9 per cent of the Plymouth population stated they had no religion. 42.5 per cent of the population identified as Christian (2021 Census).</p> <p>Those who identified as Muslim account for 1.3 per cent of Plymouth’s population while Hindu, Buddhist, Jewish or Sikh combined totalled less than 1 per cent (2021 Census).</p>			
<p>Sex</p>	<p>51 per cent of our population are women and 49 per cent are men (2021 Census).</p>			
<p>Sexual orientation</p>	<p>88.95 per cent of residents aged 16 years and over in Plymouth describe their sexual orientation as straight or heterosexual. 2.06 per cent describe their sexuality as bisexual, 1.97 per cent of people describe their sexual orientation as gay or lesbian. 0.42 per cent of residents describe their sexual orientation using a different term (2021 Census).</p>			

SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

Human Rights	Implications	Mitigation Actions	Timescale and responsible department

SECTION FIVE: OUR EQUALITY OBJECTIVES

Equality objectives	Implications	Mitigation Actions	Timescale and responsible department
<p>Work together in partnership to:</p> <ul style="list-style-type: none"> ▪ promote equality, diversity and inclusion ▪ facilitate community cohesion ▪ support people with different backgrounds and lived experiences to get on well together 			
<p>Give specific consideration to care experienced people to improve their life outcomes, including access to training, employment and housing.</p>			
<p>Build and develop a diverse workforce that represents the community and citizens it serves.</p>			
<p>Support diverse communities to feel confident to report crime and anti-social behaviour, including hate crime and hate incidents, and work with partners to ensure Plymouth is a city where everybody feels safe and welcome.</p>			

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