

**Oversight and Governance**

Chief Executive's Department

Plymouth City Council

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Delegated Decisions

Delegated Executive/Officer Decisions

Notice of call-in for non-urgent decisions must be given to the Democratic Support Team by 4.30 pm on 06 February 2026. 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/3hwmppzp>

The decision detailed below may be implemented on 09 February 2026 if it is not called in.

Delegated Decisions

I. Councillor John Stephens (Cabinet Member for Strategic Planning and Transport):

- I.a. SPT11 25/26 - THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2025.2137331 – ELECTRIC VEHICLE REVIEW 1) ORDER 2025 **(Pages 1 - 28)**

EXECUTIVE DECISION

made by a Cabinet Member



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

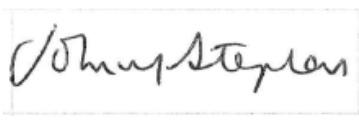
Executive Decision Reference Number – SPT11 25/26

Decision	
1	Title of decisions: THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2025.2137331 – ELECTRIC VEHICLE REVIEW 1) ORDER 2025
2	Decision maker: Councillor John Stephens (Cabinet Member for Strategic Planning and Transport)
3	Report author and contact details: Holly Fitzgerald, Traffic Management Technician, email: trafficmanagementinbox@plymouth.gov.uk
4	<p>Decision to be taken:</p> <p>To implement the following amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004.</p> <p>The effect of the order shall be to:</p> <p>I. Add/Amend Parking Restrictions on lengths of the following roads:</p> <p>Carmarthen Road, Coleridge Road, Fore Street, Hartley Avenue, Hornchurch Road, Lipson Road, May Terrace, Parkside, Rydal Close, Stuart Road, Theatre Ope, Wilton Road.</p> <p>Following public consultation, it is recommended that the proposals for Coleridge Road and Camarthen Road are abandoned.</p> <p>It is recommended that all other proposals are implemented as advertised.</p>
5	<p>Reasons for decision:</p> <p>Hartley Avenue – Revoke Car Club bay that is currently not used and change the bay to Electric Vehicle only.</p> <p>Theatre Ope - Create two enforceable Electric Vehicle Only bays</p> <p>Parkside - Create two enforceable Electric Vehicle Only bays</p> <p>Fore Street - Create two enforceable Electric Vehicle Only bays</p> <p>Wilton Road - Create two enforceable Electric Vehicle Only bays</p> <p>Stuart Road - Create two enforceable Electric Vehicle Only bays</p> <p>May Terrace - Create two enforceable Electric Vehicle Only bays</p>

	<p>Lipson Road - Revoke Car Club bay that is currently not used and change the bay to Electric Vehicle only.</p> <p>Rydal Close - Create two enforceable Electric Vehicle Only bays</p> <p>Hornchurch Road - Create two enforceable Electric Vehicle Only bays</p> <p>A City-wide review of historic Electric Vehicle charging points that currently do not have a Traffic Regulation Order (TRO) has been conducted.</p> <p>Plymouth City Council propose to make two bays at each location stated above enforceable with a Traffic Regulation Order and will monitor usage.</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.</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 budget.</p>			
8	<p>Legal Implications:</p> <p>The relevant legal considerations have been taken into account as set out in the Briefing report along with other possible legal implications.</p>			
9a	<p>Is the decision a Key Decision? (please contact Democratic Support for further advice)</p>	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.
	<p>If yes, date of publication of the notice in the Forward Plan of Key Decisions</p>	N/A		
10	<p>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>	<p>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.</p>		
11	<p>Please specify any direct environmental implications of the decision (carbon impact)</p>	None.		

Urgent decisions				
12	Is the decision urgent and to be implemented immediately in the interests of the Council or the public?	Yes		(If yes, please contact Democratic Support (democraticsupport@plymouth.gov.uk) for advice)
		No	x	(If no, go to section 13a)
12a	Reason for urgency:			
12b	Scrutiny Chair Signature:		Date	
	Scrutiny Committee name:			
	Print Name:			
Consultation				
13a	Are any other Cabinet members' portfolios affected by the decision?	Yes		
		No	x	(If no go to section 14)
13b	Which other Cabinet member's portfolio is affected by the decision?	N/A		
13c	Date Cabinet member consulted	N/A		
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	Glenn Caplin-Gray	
		Job title	Strategic Director for Growth	
		Date consulted	14/10/2025	
Sign-off				
16	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	JS43 25/26	
		Finance (mandatory)	ITG.25.26.070	

		Legal (mandatory)	LS/2960(69)/JP/2711 25					
		Human Resources (if applicable)	N/A					
		Corporate property (if applicable)	N/A					
		Procurement (if applicable)	N/A					
Appendices								
17	Ref.	Title of appendix						
	A	Briefing report for publication						
	B	Equalities Impact Assessment						
	C	Climate 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	15/12/2026
Print Name	Councillor John Stephens (Cabinet Member for Strategic Planning and Transport)		

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ELECTRIC VEHICLE REVIEW I

I. INTRODUCTION

This report seeks delegated authority to implement amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004 in association with the Electric Vehicle Review I 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

Wilton Road, the north side from its junction with Valletort Lane for a distance of 2 metres in a westerly direction

Permit Parking Mon-Fri 10am-11am

May Terrace, the west side from a point 22.5 metres south of its junction with Lipson Road to a point 2 metres north of its junction with Lipson Road Lane South

Electric Vehicle Recharging Point At Any Time

- (i) Carmarthen Road, the west side from its junction with Beaumont Road for a distance of 11 metres in a southerly direction
- (ii) Coleridge Road, the south side from a point 6.5 metres west of the boundary of Nos. 39/41 Coleridge Road for a distance of 11 metres in an easterly direction
- (iii) Fore Street, the north side from a point 27 metres west of its junction with St Nazaire Approach for a distance of 11 metres in a westerly direction
- (iv) Hartley Avenue, the north side from a point 6 metres east of its junction with Egguckland Road for a distance of 5.5 metres in an easterly direction
- (v) Hornchurch Road, the south side from a point 6 metres west of the centre line of West Malling Avenue for a distance of 11 metres in an easterly direction
- (vi) Lipson Road, the south-east side from a point 16 metres north-east of its junction with Pentyre Terrace for a distance of 13 metres in a north-easterly direction

- (vii) May Terrace, the west side from a point 11.5 metres south of its junction with Lipson Road for a distance of 11 metres in a southerly direction
- (viii) Parkside, the north side from a point 11 metres west of the western property boundary of 130 Parkside for a distance of 11 metres in a westerly direction
- (ix) Rydal Close, the north-east side from a point 5 metres south-east of the boundary of Nos. 22/23 Rydal Close for a distance of 11 metres in a south-easterly direction
- (x) Stuart Road, the north side from a point 2 metres west of the boundary of Nos. 207/209 Stuart Road for a distance of 11 metres in an easterly direction
- (xi) Theatre Ope, the north side from a point 28 metres east of its junction with George Street for a distance of 11 metres in an easterly direction
- (xii) Wilton Road, the north side from a point 2 metres west of its junction with Valletort Lane for a distance of 11 metres in a westerly direction

REVOCATIONS

Electric Vehicle Recharging Point At Any Time

Lipson Road, the south-east side, from a point 21.5 metres north-east of its junction with Pentyre Terrace for a distance of 7.5 metres in a north-easterly direction

Car Club Vehicles Only At Any Time

- (i) Hartley Avenue, the north side, from a point 6 metres east of its junction with Eggbuckland Road for a distance of 5.5 metres in an easterly direction
- (ii) Lipson Road, the south-east side, from a point 16 metres north-east of its junction with Pentyre Terrace for a distance of 5.5 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

3. STATUTORY CONSULTATION

Proposals

The proposals for the Electric Review 1 were advertised on street, in the Herald and on the Plymouth City Council website on 23rd May 2025. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 12th March 2025.

There have been 13 representations received relating to the proposals included in the Traffic Regulation Order.

Consultation	Comment
<p>I am a resident (home owner) of Beaumont Rd (adjacent to Carmarthen Rd).</p> <p>I wish to register my challenge to the proposed order for electric vehicle only parking bays on Carmarthen Rd.</p> <p>Having lived in my property for 3 years parking has always been extremely challenging. Parking restrictions through permitting is needed due to the high volume of none residents parking in this area (hospital, police station staff)</p> <p>I require the council to respond to my challenge justifying why no consultation with residents has taken place? If the council had originally consulted with residents before forcing these charging points on the area, we could have recommended through local experience, that lanhydrock road would have been a perfect implementation area; not Carmarthen road.</p> <p>Consultation before implementation must occur before you make it more difficult for residents.</p>	<p>Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137331 EV Review 1.</p> <p>The proposal for Camarthen Road is to have two of the charging bays in situ Electric Vehicles only. There are a slowly growing number of residents within Plymouth who have electric vehicles, some of whom do not have access to off-street parking. Nearly 40 per cent of Plymouth households do not have access to off-street parking and it is important that they are not disadvantaged by being unable to charge an electric vehicle near to their homes. Over the past three years, since these charge points were installed, there has been an increase in the number of electric vehicles in Plymouth. There are four electric vehicle charge points on Camarthen Road and only two of these will be restricted for use by electric vehicles that are charging. Moreover, it will remain possible for all types of vehicles to park in the bays next to the other two electric vehicle charge points on this 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.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>I am writing to you to register my protest and concern over the amendment to the street parking on Carmarthen road in St Jude's (reference AMD.2025.2137331 Electric Vehicle Review).</p>	<p>Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137331 EV Review 1.</p> <p>The proposal for Carmarthen road is to have two of the charging bays in situ Electric Vehicles only.</p>

<p>My grounds for this, specified as 'required' by the reference above, is my residency in St Jude's on Beaumont Road adjacent the junction of Carmarthen road for some four years now. Parking in this neighbourhood is already incredibly difficult with the granting of so many HMO houses in this area. The reduction further by even so few a number of two spaces will have a dramatic effect on residents in this area. Particularly that no consultation with residents for an unasked for and unwanted charging point in the first place, for electric vehicles that the majority of residents cannot afford.</p> <p>Had a consultation been made with residents, locals would have indicated that the road at the bottom of St Jude's (adjacent tot hill park) would have been a perfect location for a charging point with ample spare parking. Instead of forcing this into an already congested neighbourhood.</p> <p>I also note that actually two sets of two bays have had signage erected on Carmarthen Road, in contradiction/contravention to the above referenced amendment (reference AMD.2025.2137331 Electric Vehicle Review) which specifies only one set of bays? Can you please explain how this error and building of a second restricted parking area has occurred? I require a response to the notification of mistaken building ahead of the 14th June deadline specified by the council on how they are to rectify this issue.</p> <p>Further, I ask what options the residents here have to get these harsh parking restrictions lifted?</p>	<p>There are a slowly growing number of residents within Plymouth who have electric vehicles, some of whom do not have access to off-street parking. Nearly 40 per cent of Plymouth households do not have access to off-street parking and it is important that they are not disadvantaged by being unable to charge an electric vehicle near to their homes. Over the past three years, since these charge points were installed, there has been an increase in the number of electric vehicles in Plymouth. There are four electric vehicle charge points on Carmarthen road and only two of these are proposed to be restricted for use by electric vehicles that are charging.</p> <p>Residents can respond to this consultation if they wish to object/comment on the proposals.</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>The reduction of parking spaces on Carmarthen Road will result in further difficulties for residents. This reduction in parking will encourage residents to park in the alley ways behind houses and reduce access for first aid/fire safety vehicles. This is already happening. Aside from taxis, very few residents in this area have electric vehicles. Furthermore residents were not consulted when four charging points were installed and would have objected in considerable numbers if they had realised parking restrictions would be put into place. As there are no other restrictions in place there are increasing numbers of cars being parked that do not belong to residents in this area contributing to an already scarcity of available parking places.</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137331 EV Review 1.</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>

Having read the review here are my reasons that this should not happen at Carmarthen Road, St Judes.

1. As far as I can ascertain the EV charging bays were installed without planning permission, this included the provision of five pieces of street furniture despite some months earlier all other street signs and furniture being removed supposedly for safety reasons. Because of the possible provision without planning permission the bays should be suspended immediately until permission is sought in a proper manner with public consultation.
2. Over the years the council has allowed almost unrestricted conversion of properties in the area to multiple flats and HMO's. This has added to the already bad parking problems in the high density residential housing area. Having car parking spaces that can only be used for EV charging will compound this problem especially overnight when the parking is most needed. Anyone living in the area would be stupid to buy an EV without having a charging point on their own property.
3. I also have concerns about SAFETY. There are four schools within a 0.75 mile radius and we get many hundreds of children passing by and in any other situation or industry it would not be allowed to have high voltage cables accessible to the general populous. I have seen how some drivers do not take care with how they leave their charging cables.
4. Also on SAFETY the chargers are placed about 2 metres from property walls not just the boundaries of the properties. There is almost daily reports in the press of fires whilst EV's are charging and these properties are at great risk especially 222 Beaumont Road which has a bay window on the first floor which projects over the pavement where the charger is, about 3 meters above the charger.
5. I am not against chargers but the positioning of these particular ones seem to be ill conceived when there is an ideal site not 100 meters away near Lanhydrock

Standard response sent:

Thank you for your recent comments towards the proposals – 2025.2137331 EV Review 1.

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>Park well away from houses but still able to serve the area.</p> <p>Thank you for reading about my concerns</p>	
<p>Comment 1:</p> <p>Objection to Restricting Electric Vehicle Charging Bays to EVs Only on Coleridge Road.</p> <p>We are writing as concerned residents of Coleridge Road regarding the council's proposal to designate two existing electric vehicle charging bays on our road as electric vehicle-only parking spaces.</p> <p>While we understand and support some of the broader transition to more sustainable transport solutions, this change will significantly impact the already limited parking available to residents. Currently, these bays are accessible to all vehicles, and they serve as essential overflow parking due to the extremely high demand for parking spaces on our road.</p> <p>The street suffers from a chronic lack of residential parking, and removing even two spaces from general use will exacerbate this issue. One clear example of the real-life impact involves a neighbour, who works irregular shifts at care home. She often returns home in the early hours, only to find there are no nearby parking spots available. On several occasions, she has been forced to park far from her home and walk a considerable distance alone at night—something no resident should have to do, especially given the personal safety risks involved during those hours.</p> <p>Furthermore, the council must consider the financial reality for many residents who quite simply cannot currently afford to switch to electric vehicles, whether new or second-hand. For these residents, access to local parking is vital, and further restrictions only create additional stress and inequality.</p> <p>We urge the council to delay or reconsider this move. A more balanced approach might be to ensure the bays remain shared use—available for EV charging when needed, but open to all residents otherwise. This would allow flexibility while still supporting the gradual shift to electric transport.</p>	<p>Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137331 EV Review 1.</p> <p>The proposal for Coleridge Road is to have two of the charging bays in situ Electric Vehicles only. There are a slowly growing number of residents within Plymouth who have electric vehicles, some of whom do not have access to off-street parking. Nearly 40 per cent of Plymouth households do not have access to off-street parking and it is important that they are not disadvantaged by being unable to charge an electric vehicle near to their homes. Over the past three years, since these charge points were installed, there has been an increase in the number of electric vehicles in Plymouth. There are six electric vehicle charge points on Colebridge Road and only two of these will be restricted for use by electric vehicles that are charging. Moreover, it will remain possible for all types of vehicles to park in the bays next to the other four electric vehicle charge points on this 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.</p> <p>You will be notified if and when the proposals will be implemented.</p>

We respectfully request that the voices of residents are taken into account when making decisions that affect our daily lives and well-being.

In addition, we would welcome the opportunity to arrange a meeting on our street with councillors so they can see first-hand the severe parking challenges we face and better understand the practical impact this change would have on the community

Thank you for your attention to this matter.

Comment 2:

Thank you for your reply and for outlining the intent behind the proposals. However, I'd like to raise several important questions and concerns that I believe have not yet been adequately addressed:

1. How many of the 40% of Plymouth households without access to off-street parking live on or near Coleridge Road, and how many of them own vehicles?
The figure of 40% refers to Plymouth as a whole, not to this specific area. Coleridge Road and the surrounding streets already suffer from chronic parking shortages, with residents regularly having to park far from their homes. Introducing EV-only bays in such a heavily congested residential area — without clear, localized data — risks making an already difficult situation worse. It's essential to understand whether this street, in particular, contains a significant proportion of the 40% referenced, and whether there is actual demand from local EV owners. Otherwise, the policy is based on a general citywide figure that may not reflect local realities.
2. How many current residents on Coleridge Road own electric vehicles?
If uptake among Coleridge Road residents remains extremely low, then designating spaces for EVs only – especially in a high-demand residential parking area – seems disproportionate and premature.
3. Have socioeconomic factors been considered?
Many of the residents on Coleridge Road are not in a financial position to afford

<p>electric vehicles. Has an equality or accessibility impact assessment been carried out to determine whether these proposals serve the actual community that lives here — or only a small, more affluent minority?</p> <p>4. Why were residents originally assured by the council that these bays would remain available to all? If previous guarantees were made during the installation of the charge points, residents deserve clarity on why that position has now changed — and on what grounds.</p> <p>5. Parking is already extremely limited on Coleridge Road. Reducing general-use parking bays – even just two – will further strain an already overburdened parking situation for residents, delivery drivers, carers, and tradespeople. The majority of residents are struggling to park, and this proposal adds more pressure without clear benefit to most of the community.</p> <p>At its heart, this proposal reinforces the growing concern that the council is not listening to or prioritising the needs of long-standing residents. It feels as though decisions are being made without genuine engagement or regard for how they affect daily life for people who already feel overlooked. Supporting sustainable transport should not come at the expense of fairness, accessibility, and common sense in areas already under parking stress.</p> <p>We would also like to request a meeting with someone from the Transport Department to discuss our concerns in person and allow you to see firsthand the challenges residents face. Ideally, this meeting could be held during an evening or weekend, as that is when parking issues are at their worst and when most residents are available to attend.</p> <p>We hope the final decision reflects the real needs of this community, and we urge the council to back up its position with transparent, localised data — not just citywide statistics.</p>	
<p>Parking on Coleridge Road is already incredibly difficult for residents. We are the first road after the park without permit parking, so visitors park on our street. The street becomes so busy that</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137331 EV Review 1.</p>

<p>people park in dangerous places, making it sometimes impossible for cars (or emergency vehicles) to get through.</p> <p>I support the electric spaces, and have an electric vehicle myself. But if those spaces are going to be held for electric vehicles only, then there will simply not be enough space on the rest of the road. I would only support the restriction of the electric spaces if the rest of the street becomes resident permit parking. That would ensure that residents are able to park on their own street.</p>	<p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>I'm disappointed to see that PCC intend to make bays in Coleridge Road EV charging bays only. The initial placement of these bays was done with no consultation to those living in the road. Residents complained when they were installed and were assured they would not be for EV vehicles only, but clearly PCC it seems have either done a U-turn on this, or always intended to change it in the future.</p> <p>Coleridge Road has awful parking issues already without losing further spaces. There are very few cars using the bays to charge EVs, very few in the road anyway !</p> <p>Coleridge Road being one of the few roads locally that isn't permit parking due to the narrow road, and the need for one side of the road already using the pavement to park. I understand this is in the property deeds for the lower side properties.</p> <p>People already park inappropriately in the road, sometimes very unsafely, and this will just add to the issue. We see an upturn in this when students return, as many large HMOs and student houses, have little or no parking, and they park in Coleridge Road to avoid buying permits.</p> <p>I would ask that this plan is reconsidered to not add to the already difficult parking issues. And the promise that there was no plan to make the spaces EV charging only, is maintained. This was made alongside apologies for not consulting with residents regarding their installation.</p>	<p>Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137331 EV Review 1.</p> <p>The proposal for Coleridge Road is to have two of the charging bays in situ Electric Vehicles only. There are a slowly growing number of residents within Plymouth who have electric vehicles, some of whom do not have access to off-street parking. Nearly 40 per cent of Plymouth households do not have access to off-street parking and it is important that they are not disadvantaged by being unable to charge an electric vehicle near to their homes. Over the past three years, since these charge points were installed, there has been an increase in the number of electric vehicles in Plymouth. There are six electric vehicle charge points on Colebridge Road and only two of these will be restricted for use by electric vehicles that are charging. Moreover, it will remain possible for all types of vehicles to park in the bays next to the other four electric vehicle charge points on this 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.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>I am writing about the order to add/amend parking restrictions on the length of the following road, Hartley Avenue.</p> <p>The introduction of electrical parking bays has significantly reduced the amount of parking</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137331 EV Review 1.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision</p>

<p>available in the immediate area and has contributed to restricting parking for users of local amenities such as Compton School, Mannamead Surgery, and the local shops. The visual obstructions are already on the triangle, cycle stands, a bench, and an electricity junction box, the junction between Gleneagle Road and Hartley Avenue (a no-through road with many residents and vehicles). These visual obstructions make it difficult for vehicles to turn onto Eggbuckland Road when traffic is moving at speed over the brow of a hill. See the photograph attached when vehicles are parked on this length of road. No waiting at any time is also added to the Eggbuckland side of the triangle, which is drawn in yellow on the road map attached. The area indicated in green is currently used for free on-road parking for commercial vehicles that rarely move for months on end; see the attached photo. This parking area is, therefore, not available for use by residents, their visitors, or the many car users of local amenities. Many residents on Gleneagles Road, Brandrenth Road, Reservoir Road, and Hartley Avenue do not have their own off-road parking space and rely on this area for parking. Over the last few months, I have provided photographic evidence of this to my local councillor, Angela Penrose. To facilitate the continuous availability of parking in this area and to enable the flow of available parking so that the community can access and, therefore, support local amenities, I recommend restrictive parking, such as has already been implemented near the local shops Monday through Saturday, 8 am—6 pm 3 hours, no return within 2 Hours, is introduced. I have indicated on the green map where restrictive parking should be introduced for this to take place. Please contact me if you require clarification or expansion on the issues I have raised in my email. Thank you for considering my amendments.</p>	<p>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>The residents of the terrace houses comprise 6 owner occupied houses and 6 houses divided into 3 and 4 flats. So parking spaces are required for at least 34 vehicles belonging to these residents day and night.</p> <p>May I suggest that the present arrangement is allowed to continue, with limited charging bays left for the few who require them and just about enough space left for the residents mentioned above.</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137331 EV Review 1.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to</p>

<p>On good authority I understand that the chargers are very slow which might explain why they are so little used. At most one, occasionally two chargers per day are used, eight in use is a "joke" The need has been grossly over estimated. So putting a restriction on these 8 parking bays is ludicrous and grossly unfair to us all who are residents.</p> <p>My correspondence refers to parking in Stuart Road.</p>	<p>proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will implemented.</p>
<p>With regard to the electric only parking bays you plan to put up I would like to challenge the amendment and vote against these waste of taxpayers money.these spaces are enebling the rich to have priority parking ,they take up much more room that a normal vehicle parking space and deletes a normal space that anyone can use.</p> <p>The roads planned are already packed with vehicles and due to bad planning in the past by the council this is already chaos without deleting carparking spaces.</p> <p>I imagine the government are pushing grants for theses incentives and I'd be interested into how much Plymouth city council have received for more electric cars chargers more cycle lanes and more 20mph speed cameras .</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137331 EV Review 1.</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 implemented.</p>
<p>I wish to comment on the above plans. Parking is at an absolute premium in Plymouth, and proposal to limit this in any areas where residents do not have their own parking is unfortunate.</p> <p>Have you got any record of the number of electric vehicles in these roads where you are putting in the bays? Can you guarantee that these bays will be used? These are areas where people are less likely to have electric vehicles, because without having your own parking on your property there's nowhere to install a charging point. Having charging points available is a good idea, however doing this at the expense of parking spaces is not.</p> <p>Our permit price has increased year on year, we pay to use these spaces. If the spaces are reduced, will you be reducing the price of the permit?</p> <p>Are you going to limit the amount of HMOs and flats permitted, to ensure that there aren't 5 cars per household?</p> <p>I'm afraid any plan that reduces the number of parking spaces cannot be supported by residents,</p>	<p>Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137331 EV Review 1.</p> <p>Plymouth City Council does not have a record of the number of electric vehicles on specific roads. At present, in areas of the city where there are large numbers of homes that do not have off-street parking, if there are no public electric vehicle charge points or an opportunity to use a pavement channel, the option for residents to choose an electric vehicle is severely impaired. This issue is anticipated to gradually affect more and more people. Overall there will be no loss of parking spaces.</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>because it's already such a challenge and a contentious issue.</p>	<p>You will be notified if and when the proposals will be implemented.</p>
<p>I have had an EV car for almost three years</p> <p>I regularly use the chargers two -four times/mth, normally overnight taking about 7 hours, max time is 10 hours at full rate.</p> <p>I always park as close to our house as possible and only use the charging spaces for charging</p> <p>In almost three years I have only not been able to use a charger ONCE and had to use the ones near the Millbridge Inn on that occasion.</p> <p>My thoughts on the change to having two designated EV charging only.</p> <p>I am delighted you have elected to only limit it to two. It is very rare that three cars are plugged in. Please do not increase it above two, parking is already a nightmare (6/7 bedroom houses and many are multiple occupancy) and a lot of bad feeling would be created by overzealous Orders.</p> <p>One extra change that would make it much better without being so heavy handed would be to state that all cars MUST be parked within one of the 8 bays. It is very rare 8 cars can park in the 8 bays as large cars eg Discovery seem to only park bang in the middle of two bays. If two drivers park like that which is quite common we drop to 6 cars max. Have you considered this?</p> <p>I am concerned though about having our car parked in one of the two bays and what the stipulations will be-</p> <p>a) Does it have to be plugged in?</p> <p>b) If it is plugged in does it have to be charging?</p> <p>I assume it does have to be plugged in if in one of the two designated bays but worry that once fully charged you may consider it infringing the order? There needs to be some leeway on this but there is nothing in the order explaining the charging expectations. I could do a workaround but it would be a ridiculous thing to do. I could lower the charging rate on the EV car and take a lot longer to charge.</p> <p>Please explain what you intend.</p>	<p>Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137331 EV Review 1.</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>In regards to enforcement the Order states:</p> <p>“Charging place” means a parking place where electric vehicles must be connected to a recharging point.</p> <p>If the vehicle is connected and has been charging at some point there will not be a traffic enforcement penalty. However, it is possible that the EV chargepoint operator will take an overstay payment, which will be clear in the terms and conditions for charging.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>I contacted my local councillor in February of 2022 when unannounced contractors turned up and installed the EV points on Wilton Road. I had not received the letter that should have been sent</p>	<p>Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137331 EV Review 1.</p>

to all households affected which I thought unusual as my house is the only one in the Postcode. I had seen the media announcement on the third of Feb which is why I contacted her as I wanted to know the rationale behind choosing this particular location as the criteria from OZEV for grant award was to meet the needs of residents who are unable to charge at home due to a lack of street parking. Councillor Laing kindly obtained a copy of the letter I should have received and I was relieved to note that it specifically said in bold print that there would be no loss of parking, parking bays will remain available to all vehicles and there are no plans to restrict these to electric vehicles only. Councillor Laing also received a response providing the same assurance. I contacted the council myself following this assurance to query why the location was chosen and what criteria was used as the area is a mix of commercial and resident buildings and that parking was already an issue on Wilton road, the council could only say that they sent a google map as part of the application with no explanation of the criteria used and were unable to provide a copy of the application.

This location has a tidy sum of issues with parking with local commercial outlets, car wash, Devonport High School and several HMO,s in the immediate area. From three to four o'clock in the afternoon the zone around the EV chargers has cars triple parked with engines running collecting students despite the addition of two double yellow lined areas on the corner and end of Fellowes place, installed since the chargers were put in place. Bay markings stating electric charging bay were completed on some of the twenty installations announced but not in Wilton Road or Fore Street despite notices being posted to move vehicles pending the painting which never happened, result of this was that cars now park across a raised kerb as there is no defined bay so the few electric cars that do use the chargers not only block the raised kerb but also trail leads across the access. A signpost was installed by the chargers in Wilton Road after several months an actual sign was added to it ,it is however not visible due to an overhanging tree obscuring it from the public ,a council request to trim it back was not acknowledged. Fore Street has no defined marking bays and may have similar problems.

It is proposed that two of the charging points in each location will be made enforceable, with a Traffic Order, correct lining and signage. The remaining bays will remain for all types of vehicles to park in whilst Plymouth City Council monitors usage.

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.

My question would be who is going to enforce this new initiative as the current parking restrictions are ignored and not enforced. Plymouth meanwhile has the dubious honour of still having one of the lowest take up of electric vehicles in the country Your review states that they must be Electric Vehicles only that is your decision and is an option not a mandated requirement. There has been an increase in parking in this area due to a loss of parking at Millbridge ,taxis waiting and a large increase in students at DHS parking their own cars and motorbikes. Whilst I appreciate that consultations are not mandatory I can't help thinking that in this instance they would produce a better result and increase confidence and trust in the administration.

The location selection was a poor choice the limited communications misled the public and I believe this proposal will produce more problems whilst not improving take up in the short to medium term.

4. RECOMMENDATION

Following public consultation, it is recommended that the proposals for Coleridge Road and Camarthen Road are abandoned.

It is recommended that all other 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 – [ELECTRIC VEHICLE REVIEW I]

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:	14/10/2025
Lead Officer: Head of Service, Service Director, or Strategic Director.	Mike Artherton	Signature:	<i>M. Artherton</i>	Approval date:	27/11/2025
Overview:	<p>The proposal is for:</p> <p>Reasons for decision:</p> <p>Hartley Avenue – Revoke Car Club bay that is currently not used and change the bay to Electric Vehicle only.</p> <p>Theatre Ope - Create two enforceable Electric Vehicle Only bays</p> <p>Parkside - Create two enforceable Electric Vehicle Only bays</p> <p>Fore Street - Create two enforceable Electric Vehicle Only bays</p> <p>Wilton Road - Create two enforceable Electric Vehicle Only bays</p> <p>Stuart Road - Create two enforceable Electric Vehicle Only bays</p> <p>Coleridge Road - Create two enforceable Electric Vehicle Only bays (Abandoned)</p> <p>May Terrace - Create two enforceable Electric Vehicle Only bays</p> <p>Carmarthen Road - Create two enforceable Electric Vehicle Only bays (Abandoned)</p> <p>Lipson Road - Revoke Car Club bay that is currently not used and change the bay to Electric Vehicle only.</p> <p>Rydal Close - Create two enforceable Electric Vehicle Only bays</p> <p>Hornchurch Road - Create two enforceable Electric Vehicle Only bays</p> <p>A City-wide review of historic Electric Vehicle charging points that currently do not have a Traffic Regulation Order (TRO) has been conducted.</p>				

	<p>Plymouth City Council propose to make two bays at each location stated above enforceable with a Traffic Regulation Order and will monitor usage.</p> <p>Following public consultation, it is recommended that the proposals for Coleridge Road and Camarthen Road are abandoned.</p> <p>It is recommended that all other proposals are implemented as advertised.</p>
Decision required:	<p>THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2025.2137331 – TRO ELECTRIC VEHICLE REVIEW I)</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 Electric Vehicle Review I Traffic Regulation Order.</p> <p>The effect of the order shall be to;</p> <p>I. Add/Amend Parking Restrictions on lengths of the following roads:</p> <p> Carmarthen Road, Coleridge Road, Fore Street, Hartley Avenue, Hornchurch Road, Lipson Road, May Terrace, Parkside, Rydal Close, Stuart Road, Theatre Ope, Wilton Road.</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.			

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</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>	No adverse impact anticipated		
<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>	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 percent 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		

Race	<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>	No adverse impact anticipated		
Religion or belief	<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>	No adverse impact anticipated		
Sex	<p>51 per cent of our population are women and 49 per cent are men (2021 Census).</p>	No adverse impact anticipated		
Sexual orientation	<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>	No adverse impact anticipated		

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
Work together in partnership to: <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		
Give specific consideration to care experienced people to improve their life outcomes, including access to training, employment and housing.	No adverse impact anticipated		
Build and develop a diverse workforce that represents the community and citizens it serves.	No adverse impact anticipated		
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.	No adverse impact anticipated		

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