



**Oversight and Governance**

Chief Executive's Department  
Plymouth City Council  
Ballard House  
Plymouth PL1 3BJ

Please ask for Helen Prendergast,  
Democratic Support Officer  
T 01752 668000  
E [helen.prendergast@plymouth.gov.uk](mailto:helen.prendergast@plymouth.gov.uk)  
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Published 19 October 2018

## **Performance, Finance and Customer Focus Overview and Scrutiny Committee: Call In**

Wednesday 31 October 2018

3.30 pm

Warspite Room, Council House (Next to the former Civic Centre)

**Members:**

Councillor Ball, Chair

Councillor Winter, Vice Chair

Councillors Darcy, Derrick, Kelly, Singh, Rebecca Smith, Kate Taylor and Vincent.

Members are invited to attend the above meeting to consider the items of business overleaf.

For further information on attending Council meetings and how to engage in the democratic process please follow this link - [Get Involved](#)

**Tracey Lee**

Chief Executive

# Performance, Finance and Customer Focus Overview and Scrutiny Committee

## 1. Apologies

To receive apologies for non-attendance submitted by Councillors.

## 2. Declarations of Interest

Councillors will be asked to make any declarations of interest in respect of items on the agenda.

## 3. Chair's Urgent Business

To receive reports on business which in the opinion of the Chair, should be brought forward for urgent consideration.

4. **Call-In: Decision Reference ES05 18/19 (The City of Plymouth (Traffic Regulation Orders) (Amendment No. 2018.2137185 - Connaught Avenue, College Avenue, Mannamead Road, Mutley Plain and Torr Lane) Order, a decision which is in support of the B3350 Mannamead Road Junctions Improvement Scheme (Decision Ref: SDPI 01 18/19), part of the Northern Corridor Transport Scheme (Decisions Ref: L14 15/16)** (Pages 1 - 26)

The Committee will consider the decision called in by Councillors Ball, Johnson and Kelly.

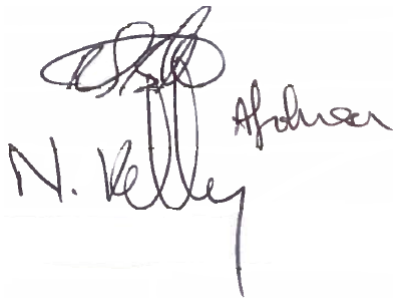
# CALL-IN REQUEST FORM



<b>Decision to be called in</b>	
<b>Decision made by:</b> (Delete the choices which do not apply)	<input type="checkbox"/> <del>The Cabinet or</del> <input type="checkbox"/> A Cabinet Member or <input type="checkbox"/> <del>Executive decision made under joint arrangements</del>
<b>Date decision was made</b>	10 October 2018
<b>Are you calling the decision in because you believe it to be outside of the Budget or Policy Framework</b>	No (If Yes, state the reasons why you believe it to be outside the Budget or Policy Framework in the reasons section below)
<b>Reasons for the Call-In</b> <ol style="list-style-type: none"> <li>1. the process was deficient in some way (e.g. the decision maker did not consult people who should have been consulted)</li> <li>2. the decision maker did not consider alternative courses of action</li> <li>3. the decision taker did not take into account relevant factors</li> <li>4. the decision was wrong in law or fact. The caller in must state why it was wrong in law or fact</li> </ol>	<p><b>The decision maker did not take into account relevant factors</b></p> <ul style="list-style-type: none"> <li>• The traffic flow into Mutley Plain from the North is high in the early morning and diminishes through the day - negating the proposal's reasons for a complete removal of the parking spaces.</li> <li>• Congestion which restricts traffic flow on Mutley Plain will not be changed by removal of these parking spaces - they are the result of other physical restrictions which were articulated by objectors during the consultation.</li> </ul> <p><b>The decision maker did not consider alternative course of action</b></p> <ul style="list-style-type: none"> <li>• Enforcement of the parking spaces can be improved by the installation of metering.</li> </ul>
<p>To be valid <b>THREE</b> Councillors must support the request. All three Councillors should sign the form <i>OR</i> all three Councillors should e mail the Democratic Support Section (<a href="mailto:democratic.support@plymouth.gov.uk">democratic.support@plymouth.gov.uk</a>) expressing their support for the call-in. In this case, the form should be completed and attached to all of the e-mails.</p>	

cont .....

**Signatures of THREE Councillors:**

Name	Signature
Councillor Ball	
Councillor Johnson	
Councillor Kelly	

Contact Details:	
<p><b>Email:</b></p>	<p><a href="mailto:Richard.ball@plymouth.gov.uk">Richard.ball@plymouth.gov.uk</a> 07876333740</p>

**Notice of call-in for non-urgent decisions -**

**(i) must be received in the Democratic Support Unit by 4.30 p.m. on the fifth working day after Councillors have been notified that the decision has been made;**

**(ii) can be submitted to the Democratic Support Unit or by using the on-line form which should be e-mailed to [democratic.support@plymouth.gov.uk](mailto:democratic.support@plymouth.gov.uk)**

# Scrutiny Call-In

Call In – Procedure to be Followed in the Meeting



1. Once the Chair has opened the meeting and any previous business on the agenda been dealt with, the Members who called in the decision will be asked to explain why they have done so and what they feel should be reviewed.

**The Members making the call-in shall be allowed up to 15 minutes in total to present their case.** It shall be up to them to determine how they wish to use their time, they may ask one speaker to speak or share the time among members who made the call in as they see fit.

2. **15 minutes shall be allowed to respond on behalf of the decision maker(s).** It shall be up to them to decide how to use this allocation. The relevant Cabinet Member, or a senior officer, may make the presentation or dividing the time as they see fit.
3. **After each presentation, Members of the Committee may ask questions to clarify any points made by the speakers** (although the speakers will not have an opportunity to cross-examine one another).
4. The Committee will then discuss the matter. **Members may ask further questions of the Members making the call in or the decision maker(s) during the debate. The Members making the call in and the decision maker will not normally speak during the debate, except to answer questions.**
5. When the Chair considers that the matter has been debated for a reasonable length of time, the decision maker will be offered the opportunity to make any final comments on the matter. **One of the Members making the call in will also be offered the opportunity to sum up. Each side will be allowed five minutes for this purpose.**

6. **The matter will then move to the vote –**

- 6.1 The first issue to consider is whether to confirm that the decision should be implemented (the decision can then be acted on immediately) –

**If Members vote YES at this stage, the call in is ended (the matter will not be referred back).**

- 6.2 The second issue to consider is whether the matter is within or outside of the policy framework and budget –

**If the decision is not outside of the policy framework and budget, the Committee can decide to –**

- support the decision which can then be acted on immediately, or
- send the decision back with its comments to the Cabinet or Cabinet member, who will take a final decision.

**If the decision is outside of the policy framework and budget, it will go as a recommendation to the next ordinary meeting of the Council, along with any comments from the relevant Overview and Scrutiny Committee (if two Cabinet Members want earlier action, an extra ordinary meeting of the Council can be held, see Council Procedure Rule 6).**

**Council is able to –**

- **ask the Cabinet to reconsider, or**
- **change the policy framework and budget so that the decision is within it – the decision can then be acted on immediately.**

6.3 If Members vote in favour of referring the matter for reconsideration, they must vote on where to refer the matter.

The Chair will ask Members to vote in favour of –

- **recommend that the decision maker should reconsider the decision in light of the comments expressed by the Committee**
- **refer the decision to Council to consider the call in**
- **(send comments to Council on any decision that recommends changing the policy framework and budget).**

If referred back to the decision maker(s), the Chair will confirm the Committee's comments for the referral back to Cabinet.

**EXECUTIVE DECISION**

made by a Cabinet Member


**PLYMOUTH**  
CITY COUNCIL

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

Executive Decision Reference Number – ES05 18/19

Decision	
1	<b>Title of decision:</b> THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT No. 2018.2137185 – CONNAUGHT AVENUE, COLLEGE AVENUE, MANNAMEAD ROAD, MUTLEY PLAIN AND TORR LANE) ORDER
2	<b>Decision maker (Cabinet Member):</b> Councillor Dann, Cabinet Member for Environment and Street Scene
3	<b>Report author and contact details:</b> Robin Bevan, Transport Planning Officer, email: <a href="mailto:robin.bevan@plymouth.gov.uk">robin.bevan@plymouth.gov.uk</a> Tel: 01752 307799 Holly Curtis, Highways Administrator, email: <a href="mailto:holly.curtis@plymouth.gov.uk">holly.curtis@plymouth.gov.uk</a> Tel: 01752 304010
4	<b>Decision to be taken:</b> To implement the following amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004 (as amended): <b><u>To Add</u></b> <b><u>No Waiting At Any Time on lengths of:</u></b> College Avenue, Connaught Avenue, Mannamead Road and Mutley Plain <b><u>No Waiting Mon-Sat 8am-9.15am and 4.30pm-6pm on a length of:</u></b> College Avenue <b><u>Limited Waiting To 1 Hour No Return For 3 Hours 8am-8pm on lengths of:</u></b> Connaught Avenue and Mutley Plain <b><u>Limited Waiting To 1 Hour No Return For 3 Hours Mon-Sat 9.15am-4.30pm on a length of:</u></b> College Avenue <b><u>No Loading/Unloading At Any Time on lengths of:</u></b> College Avenue and Connaught Avenue <b><u>No Loading/Unloading Mon-Sat 8am-9.15am on a length of:</u></b> Mannamead Road <b><u>No Loading/Unloading Mon-Sat 8am-9.15am and 3.45pm-6pm on lengths of:</u></b> Mutley Plain <b><u>No Loading/Unloading Mon-Sat 8am-9.15am and 4.30pm-6pm on a length of:</u></b> College Ave

**To Remove**

**No Waiting At Any Time on lengths of:**

College Avenue, Connaught Avenue and Mutley Plain

**Limited Waiting To 2 Hours No Return For 2 Hours Mon-Sat 9.15am-5pm on a length of:**

Mannamead Road

**Limited Waiting To 1 Hour No Return For 3 Hours Mon-Sat 9.15am-5pm on a length of:**

Mannamead Road

**Limited Waiting To 1 Hour No Return For 3 Hours Mon-Sat 9.15am-3.45pm on a length of:**

Mutley Plain

**Goods Loading Bays Mon-Sat 8am-6pm on a length of:**

Connaught Avenue

**No Loading/Unloading At Any Time on lengths of:**

College Avenue and Connaught Avenue

**No Loading/Unloading Mon-Sat 8am-9.15am and 3.45pm-6pm on lengths of:**

Mutley Plain

**No Waiting Mon-Sat 8am-9.15am on lengths of:**

Mannamead Road

*(As set out in the Briefing Report)*

**5 Reasons for decision:**

To support delivery of the B3250 Mannamead Road Junction Improvements Scheme, part of the Northern Corridor Junction Improvements Programme. The Scheme includes the following improvements:

1. New cycleway / footway to the west side of Mannamead Road between Manadon Roundabout and Torr Lane junction
2. Torr Lane Junction – modification of junction layout, improved cycle & pedestrian crossing facilities, new traffic signals
3. Higher Compton Road junction – new traffic signals, junction adjusted to provide right turn lane
4. Thornhill Road junction – new traffic signals, improvements to pedestrian crossings and red light camera works
5. Egguckland Road & Higher Compton Road – new traffic signal controllers and associated signal duct works
6. Seymour Road junction – new traffic signals, improved pedestrian crossing facilities
7. College Avenue – new signs and road markings / on-street parking bays
8. Western College Road junction to Mutley Plain – Modifications to on-street car parking

**6 Alternative options considered and rejected:**

Not implementing the amendments to The Order would result in the B3250 Mannamead Road Junction Improvements Scheme not achieving the objectives and delivering the outputs set out in the Final Business Case approved by the Heart of the South West Local Enterprise Partnership Local Transport Board as follows:

**Scheme objectives**

Provide additional transport Capacity to support growth along the Northern Corridor and in the City Centre.

Encourage more travel by active modes.



	<p>Improve journey times and reliability for all modes on the Northern Corridor.</p> <p><u>Scheme outputs</u></p> <p>Support delivery of by 2021 of 350 jobs, 120 new homes and 5,680 square metres of commercial floor space.</p>																				
7	<p><b>Financial implications:</b></p> <p>The Traffic Regulation Order (TRO) and associated works have been commissioned by the Strategic Planning and Infrastructure Service. They are funded by the Northern Corridor Junction Improvements Programme which is a project on the Council's Capital Programme funded by the Council, the Heart of the South West Local Enterprise Partnership and developer contributions.</p>																				
8	<table border="1"> <thead> <tr> <th>Is the decision a Key Decision? (Contact 304469 for further advice)</th> <th>Yes</th> <th>No</th> <th>No</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td>X</td> <td>results in the Council spending or raising annual income by more than £500,000 (or more than £2,000,000 if that is the total cost of a contract award)?</td> </tr> <tr> <td></td> <td></td> <td>X</td> <td>results in the Council saving more than £1,000,000?</td> </tr> <tr> <td></td> <td></td> <td>X</td> <td>results in the Council saving less than £1,000,000 and the saving will have a material impact upon service provision such as a significant change or a cessation of service delivery and associated staff redundancies or a significant impact on customers?</td> </tr> <tr> <td></td> <td></td> <td>X</td> <td>has a significant impact on communities living or working in two or more wards?</td> </tr> </tbody> </table>	Is the decision a Key Decision? (Contact 304469 for further advice)	Yes	No	No			X	results in the Council spending or raising annual income by more than £500,000 (or more than £2,000,000 if that is the total cost of a contract award)?			X	results in the Council saving more than £1,000,000?			X	results in the Council saving less than £1,000,000 and the saving will have a material impact upon service provision such as a significant change or a cessation of service delivery and associated staff redundancies or a significant impact on customers?			X	has a significant impact on communities living or working in two or more wards?
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		X	has a significant impact on communities living or working in two or more wards?																		
	<p>If yes, date of publication of the notice in the Forward Plan</p>																				
9	<p>Please specify how this decision is linked to the Council's corporate plan and/or the policy framework and/or the revenue/capital budget:</p> <p>The decision will support the delivery of the B3250 Mannamead Road Junction Improvements Scheme, part of the Northern Corridor Junction Improvements Programme. This scheme is identified as strategic infrastructure required to support delivery of the Derriford and Northern Corridor Growth Area as identified in the Plymouth and South West Devon Joint Local Plan 2014-2034. The scheme supports the following Corporate Plan priorities.</p> <p><b><u>Growing Plymouth</u></b></p> <p><b>Quality jobs and valuable skills</b></p> <p>This project will improve the key infrastructure required to support new jobs planned for both the City Centre and Waterfront and Derriford and Northern Corridor Growth Areas, as identified in the Plymouth &amp; South West Devon Joint Local Plan. This project is principally concerned with providing improved transport links to help give confidence to developers and therefore contributes to creating the right conditions for</p>																				

growth.

The development and construction of the project requires input from a range of technical and specialist disciplines and thus directly supports the city and wider south west construction industry.

#### **Broad range of homes**

This project provides new and improved infrastructure that is critical to the delivery of new homes planned within the city over the coming years, thus helping to give confidence to developers and creating the conditions for growth that will enable a mix of homes to be built.

#### **Increased levels of investment**

Good connectivity supports the effective functioning of our economy, enabling residents to access employment opportunities and linking businesses to skill, customer and supply chain markets. The Heart of the South West Local Enterprise Partnership has recognised the value of this investment to the city and the wider regional economy by allocating funding to this scheme.

Delivery of the scheme will support growth in the north of the city and the city centre, helping to ensure that additional travel demand generated by future developments can be accommodated.

#### **Meeting future infrastructure needs**

To support the city's population increasing to 300,000 the city's infrastructure will need to be upgraded including its roads and transport systems.

This project complements and maximises the benefits from other major projects such as the Derriford Transport Scheme by reducing the likelihood of traffic signal failure and improving the efficiency of junctions along the Northern Corridor. The resilience and vulnerability of the city's road network will be improved with capacity and sustainable travel enhancements also being provided where possible.

#### **Confident Plymouth**

##### **Setting the direction for the south west**

The successful delivery of this project will give confidence to national and regional funding decision makers that Plymouth is able to deliver large scale investment projects that make a real difference in driving forward growth and the local economy.

Being able to cite examples such as the Marjon Link Road Bus Priority Scheme and the Derriford Hospital Bus Interchange Scheme has been crucial in instilling confidence for Growth Deal and other funding bids. The successful implementation of this project will further enhance the Council's reputation for delivery when seeking funding for other major transport projects.

10	Is the decision urgent and to be implemented immediately in the interests of the Council or the public?	Yes		(If yes, the Lead Scrutiny Officer must be consulted before approaching the Chair of the Overview and Scrutiny Committee. Ensure that the Chair signs the report at section 11a and that section 11b is completed <u>after</u> the sign off codes in Section 17 are completed)
		No	X	(If no, go to section 12)
11a	Signature		Date	
	Print Name			
11b	Reason for urgency:			
<b>Consultation</b>				
12	Are any other Cabinet members' portfolios affected by the decision?	Yes	x	(If yes, go to sections 13 and 14)
		No		
13	Which other Cabinet member's portfolio is affected by the decision?	Councillor Mark Coker, Cabinet Member for Strategic Planning and Infrastructure		
14	Please confirm that you have consulted this Cabinet member	Yes		
15	Has any Cabinet member declared a conflict of interest?	Yes		Need a note of dispensation granted by the Council's Monitoring Officer
		No	X	
16	Which Corporate Management Team member has been consulted?	Name and title	Anthony Payne, Strategic Director for Place	
17	Please include the sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DSO29 18/19	
		Finance (mandatory)	pl.18.19.91	
		Legal (mandatory)	31243/AC/18/9/18	
		Human Resources		
		Assets		
		IT		
		Procurement		
<b>Other Information</b>				
18	An Equalities Impact Assessment should be attached to the report	Yes	X	(Please attach the EIA to this report)

Briefing report										
19	Is the briefing report attached?	Yes	X	(No is not an option)						
	List (and include a hyper link to) <u>published</u> work/information used to prepare the report.	Northern Corridor Junction Improvements Programme – Mannamead Road Public Consultation Report:  <a href="http://www.plymouth.gov.uk/parkingandtravel/transportplansandprojects/mannameadroadjunctionimprovementsscheme">www.plymouth.gov.uk/parkingandtravel/transportplansandprojects/mannameadroadjunctionimprovementsscheme</a>								
	Do you need to include any confidential/exempt information?	If yes, prepare a second, Part II, 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.  (Remember to keep as much information as possible in the briefing report that will be in the public domain)								
<b>Exemption Paragraph Number</b>										
		1	2	3	4	5	6	7		
<b>Confidential/exempt briefing report title</b>										
Background Papers										
20	Please list all 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. A folder or a file should not be cited as a background paper, though individual items within the folder or file may be. 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	Part I	Part II	Exemption Paragraph Number						
				1	2	3	4	5	6	7
Cabinet Member Signature										
21	I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan or Budget.									

<b>Signature</b>	<i>Sue Dann.</i>	<b>Date of decision</b>	08/10.
<b>Print Name</b>	SUE DANN.		



**CONNAUGHT AVENUE, COLLEGE AVENUE,  
MANNAMEAD ROAD, MUTLEY PLAIN AND TORR LANE**

**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 CONNAUGHT AVENUE, COLLEGE AVENUE, MANNAMEAD ROAD, MUTLEY PLAIN AND TORR LANE Traffic Regulation Order.

**2. TRAFFIC REGULATION ORDERS REQUIRED**

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

**To Add:**

**No Waiting at Any Time**

**College Avenue**

- the south side from its junction with Mannamead Road for a distance of 14 metres in an easterly direction

**Connaught Avenue**

- the north side from the junction with Mutley Plain for a distance of 6 metres in an easterly direction

**Mannamead Road**

- the south-east side from a point 11 metres south-west of its junction with Western College Road for a distance of 44 metres in a south-westerly direction
- the south-east side from a point 9 metres south-west of its junction with College Avenue for a distance of 35 metres in a south-westerly direction

**Mutley Plain**

- the east side from a point 69 metres south of its junction with Connaught Avenue to the junction with Alexandra Road

**No Waiting Mon-Sat 8am-9.15am and 4.30pm-6pm**

**College Avenue**

- the south side from a point 14 metres east of its junction with Mannamead Road for a distance of 25 metres in an easterly direction

**Limited Waiting To 1 Hour No Return For 3 Hours 8am-8pm**

**Connaught Avenue**

- the north side from a point 6 metres east of its junction with Mutley Plain for a distance of 24 metres in an easterly direction

**Mutley Plain**

- the east side from a point 17 metres south of its junction with Connaught Avenue for a distance of 28 metres in a southerly direction

**Limited Waiting To 1 Hour No Return For 3 Hours Mon-Sat 9.15am-4.30pm**

**College Avenue**

- the south side from a point 14 metres east of its junction with Mannamead Road for a distance of 25 metres in an easterly direction

**No Loading/Unloading At Any Time**

**College Avenue**

- the south side from its junction with Mannamead Road for a distance of 14 metres in an easterly direction

**Connaught Avenue**

- the north side from the junction with Mutley Plain for a distance of 6 metres in an easterly direction

**No Loading/Unloading Mon-Sat 8am-9.15am**

**Mannamead Road**

- the east side from a point 7 metres south of the junction with College Avenue to a point 15 metres south of the junction with College Avenue

**No Loading/Unloading Mon-Sat 8am-9.15am and 3.45pm-6pm**

**Mutley Plain**

- the east side from its junction with Mannamead Road to a point 17 metres south of the junction with Connaught Avenue
- the east side from a point 69 metres south of its junction with Connaught Avenue to its junction with Belgrave Road

**No Loading/Unloading Mon-Sat 8am-9.15am and 4.30pm-6pm**

**College Avenue**

- the south side from a point 14 metres east of its junction with Mannamead Road for a distance of 25 metres in an easterly direction



**To Remove:**

**No Waiting At Any Time**

**College Avenue**

- the south side from the junction with Mannamead Road for a distance of 39 metres

**Connaught Avenue**

- the north side from the junction with Mutley Plain for a distance of 7 metres

**Mutley Plain**

- the east side from a point 42 metres south of the junction with Connaught Avenue to the junction with Alexandra Road

**Limited Waiting To 2 Hours No Return For 2 Hours Mon-Sat 9.15am-5pm**

**Mannamead Road**

- the east side from a point 11 metres south of the junction with Western College Road for a distance of 44 metres in a southerly direction

**Limited Waiting To 1 Hour No Return For 3 Hours Mon-Sat 9.15am-5pm**

**Mannamead Road**

- the east side from a point 9 metres south of its junction with College Avenue for a distance of 35 metres in a southerly direction

**Limited Waiting To 1 Hour No Return For 3 Hours Mon-Sat 9.15am-3.45pm**

**Mutley Plain**

- the east side from a point 17 metres south of its junction with Connaught Avenue for a distance of 24 metres in a southerly direction

**Goods Loading Bays Mon-Sat 8am-6pm**

**Connaught Avenue**

- the north side from a point 7 metres east of the junction with Mutley Plain for a distance of 23 metres in an easterly direction

**No Loading/Unloading At Any Time**

**College Avenue**

- the south side from the junction with Mannamead Road for a distance of 20 metres

**Connaught Avenue**

- the north side from the junction with Mannamead Road for a distance of 12 metres

**No Loading/Unloading Mon-Sat 8am-9.15am and 3.45pm-6pm**

**Mutley Plain**

- the east side from a point 28 metres south of the junction with Connaught Avenue to the junction with Hyde Park Road
- the east side from a point 28 metres south of the junction with Connaught Avenue for a distance of 24 metres in a southerly direction
- the east side from the junction with Belgrave Road to a point 52 metres south of the junction with Connaught Road

**No Waiting Mon-Sat 8am-9.15am**

**Mannamead Road**

- the east side from a point 11 metres south of the junction with Western College Road for a distance of 44 metres in a southerly direction
- the east side from a point 9 metres south of its junction with College Avenue for a distance of 35 metres in a southerly direction

### 3. STATUTORY CONSULTATION

#### Proposals

The proposals were advertised on street, in the Herald and on the Plymouth City Council website on 21/08/2018. It was sent to the Councillors representing the affected ward and statutory consultees on 20/08/2018.

There have been 16 representations relating to the Traffic Regulation Order proposals. 11 of these were from businesses (estate agents and financial services businesses) and the remainder were from members of the public.

TRO Comment	Comment/Response
<p>I am writing to you to object the removal of the thirteen parking spaces you wish to remove between Western College Road and Connaught Avenue.</p> <p>We feel this would jeopardise our business hugely and would damage the Mutley Plain eco-system.</p>	<p><i>A number of similar comments were received that focussed on the impact on businesses. For brevity, a generic response is provided below and referred to throughout this table of responses.</i></p> <p><b>Proposed mitigation for the potential impact on businesses / provision of alternative parking</b></p> <p>The current on-street parking on the approach to Mutley Plain reduces the capacity of the road at the Hyde Park junction, adding to localised congestion southbound on Mannamead Road. Traffic modelling has demonstrated a significant benefit to traffic flow would result from its removal. The Mannamead Road Scheme (which the TROs enable delivery of) includes proposals to mitigate the potential impact on businesses by providing additional space for approximately eight cars to park on College Avenue and Connaught Avenue (for one hour), meaning the net loss of spaces in very close proximity will be limited to approximately only five spaces. The proposals also include a relaxation of restrictions in the parking bay on Mutley Plain near Tesco Express, allowing vehicles to park for one hour from 8am until 8pm instead of only between 9.15am and 3.45pm.</p> <p>To further offset any potential impact on businesses Mutley Barracks public car park has now been made free for the public to use for one hour during the day and from 8pm until 8am the following morning. As part of the mitigation for the scheme, new signage will also be installed directing shoppers to the car park, which is very close to the existing parking spaces on Mannamead Road.</p> <p>Limited waiting bays are not intended for use by staff of local businesses / commuters. The Mutley area is well-served by public transport and any businesses that require the use of a vehicle throughout the day may apply for a business parking permit. For commuters who do not need their vehicles for work purposes there are a number of pay and display spaces as well as two public off-street car parks nearby.</p>
<p>Please take this email as an objection to the spaces on Mannamead road being removed. This will drastically effect the company I work for and other businesses around the area.</p>	
<p>I wish to object to the removal of the parking spaces between Western College Road and Connaught Avenue Plymouth, this will cause loss of business to us, these spaces are invaluable for the periods in which clients come in to sign documents, and collect keys etc. especially to the elderly</p>	
<p>I am writing to you to object the removal of the thirteen parking spaces you wish to remove between Western College Road and Connaught Avenue. We feel quite strongly this would damage our business.</p>	
<p>This will affect my business and business alike I object to these changes.</p>	
<p>I am writing on behalf of my colleagues to vehemently object to the above. The limited parking availability at the front of our office is invaluable for the high volume of customers that we have on a daily basis. Plus, parking is difficult around here as it is largely "permit parking".</p>	
<p>I feel it would be detrimental to the businesses, community and traffic flow if you were to eliminate the 13 spaces outside the solicitors and estate agents.</p> <p>As it is, all members off staff and clients have to park in Seymore Avenue in the morning as the 13 spaces have restricted (no parking) until 9:15am even from that time onwards we can only park for one hour(no return). We have had notes on our cars as it stands from residents living in the non-permit locations raising the issues of how busy it gets, and when/where we park. Unfortunately we don't have much of a choice!</p> <p>Parking is extremely restricted as it stands and I feel it would be a thoughtless move, one which will effect locals severely if you were to detract those spaces.</p>	
<p>I write to you as a tenant of one of the offices on Mannamead Road.</p>	

<p>We are a mortgage brokerage and we deal primarily with the older generation, many of whom are unable to walk long distances. The proposed removal of the parking spaces outside our office will impact directly on those clients we are here to assist.</p> <p>I understand the safety issues here and the way that the spaces impact the flow of traffic at certain times of day. However one client has made an excellent suggestion to me and that is that outside the row of shops at the lower end of Mannamead Road there is a very deep pavement area (which cyclists love to ride down at speed) which surely it would be possible to reduce the depth of that to incorporate the parking spaces so that they don't affect the flow of traffic. This way it would be possible to actually increase the number of parking spaces without affecting the loading bay on Connaught Road.</p> <p>Mutley Plain is an area in decline and any reduction in the user's ability to park easily and cheaply will only exacerbate the rate of decline.</p> <p>I would be grateful if you could consider other options rather than the blanket removal of the parking spaces.</p>	<p><b>'Proposed mitigation for the potential impact on businesses / provision of alternative parking'.</b></p> <p>The potential relocation of the existing parking bays into new bays within the existing footway was explored during the feasibility design stage for the Mannamead Road Scheme. It was rejected on the basis that the large cost of relocating utilities within the existing footway would be prohibitive. Furthermore, the land to the east of the bollards is not Council-owned and has cellars underneath, prohibiting the use of the existing footway for parking.</p>
<p>I object to the removal of the x13 parking spaces and relocation of the parking to Connaught Avenue &amp; College Avenue on the following basis.</p> <ol style="list-style-type: none"> <li>1. Loss of custom to my Business as the vast majority of my Vendors, Landlords, Tenants, Buyers &amp; Contractors use those spaces. If these spaces are removed the convenience of access to my Branch will be greatly affected, reducing my custom and resulting in lower revenue.</li> <li>2. Removal of the Loading Bay will have a detrimental effect to my business plus all the other Estate/Lettings Agents and other business types along that section of Mutley Plain. The loss of the frequently used Loading Bay will mean the high volume of commercial traffic having nowhere nearby to park safely and with ease. This will force the numerous lorries and contractor vans further down nearby streets causing increased congestion as they attempt to continually park. This will create the problem of blocking roads in the process which defeats the object of improving traffic flow! A further hazard will come from these vehicles then protruding out into the narrow roads, which on a road like Connaught Avenue with parking either side would present a hazard to other road users. Currently there is no parking on the opposite side of the Loading Bay which reduces any risk to other road users.</li> <li>3. Access turning left out of College Avenue will be made more difficult. By moving the parking closer to the junction will increase traffic tail backs as the road will be narrowed by parked vehicles. This is simply moves the traffic flow issue elsewhere.</li> </ol>	<p>Please see previous comments under heading <b>'Proposed mitigation for the potential impact on businesses / provision of alternative parking'.</b></p> <p>There is evidence that the loading bay on Connaught Avenue is under-utilised and of vehicles using it illegally during restricted times of day. Converting it to a limited waiting bay is considered a more effective use of this space. There is a service lane at the rear of properties at the lower end of Mannamead Road and Mutley Plain which businesses can use to load goods from. The proposals also include the relaxation of loading restrictions in the bay on Mutley Plain outside Tesco Express to allow loading at any time. The proposals do not affect the loading restrictions on Mannamead Road.</p> <p>Although it is accepted that the new parking bays on College Avenue will lead to a small increase in queuing traffic on College Avenue, the proposals restrict parking at the busiest times (8am – 9.15am and 4.30pm – 6pm Monday to Saturday) and the impact is therefore minimal.</p>
<p>I write to voice our concern over the proposed removal of 13 car parking spaces from Western College Road to Connaught Avenue.</p> <p>We are a well-established Mortgage business on Mutley Plain and our visiting clients regularly use these car parking spaces. Facilities to park on or near Mutley Plain currently are extremely poor and I fail to see how removing the aforementioned 13 much need car parking spaces can offer any improvement!</p> <p>Several premises on Mutley Plain are empty - all of the high street banks have left – what businesses that do remain need the council to consider their requirements in order to continue doing business - being able to park near to the business you intend to use is key.</p>	<p>Please see previous comments under heading <b>'Proposed mitigation for the potential impact on businesses / provision of alternative parking'.</b></p> <p>The current on-street parking on the approach to Mutley Plain reduces the capacity of the road at the Hyde Park junction, adding to localised congestion southbound on Mannamead Road. Traffic modelling has demonstrated a significant benefit to traffic flow would result from its removal.</p> <p>It is considered that any increase in traffic on College Avenue as a result of the new parking would be</p>

<p>The increase in persons begging in particularly outside the Tesco cash point machine – do not help the delicate balance of running a business and wishing to keep the traffic flowing and keep commerce ticking over.</p> <p>Whilst on the subject of a real improvement to Mutley Plain - would be the removal of the steel cabins that pass for public toilets – these need to be replaced with a more aesthetically pleasing building.</p> <p>Increasing road capacity at the cost of losing the 13 car parking spaces will not significantly improve traffic - the plan to mitigate these losses by additional parking on the immediate side roads will only add to the congestion in College Avenue and remove a well-used vehicle loading spaces in Connaught Avenue.</p>	<p>minimal.</p> <p>There is evidence that the loading bay on Connaught Avenue is under-utilised and of vehicles using it illegally during restricted times of day.</p> <p>The comments on begging and public toilets are noted but considered not relevant as grounds in relation to the consultation on the proposed Traffic Regulation Order.</p>
<p>I am concerned about the effect of the above proposal to remove 13 parking spaces on Mannamead Road between Western College Rd and Western Ave. The consequences of those lost spaces will be severe to a business area like Mutley Plain and I am already concerned that there has been a steady decline in business in recent years in Mutley Plain.</p> <p>The Plain already suffers 20 empty shops and businesses. All the high street banks have closed along with other traditional high street businesses such as butchers, pharmacies and delicatessens.</p> <p>Increasing road capacity at the cost of losing the 13 spaces will not significantly improve traffic flow.</p> <p>The plan to mitigate these losses by additional parking on the immediate side roads will add to congestion in College Avenue and remove a well-used vehicle loading space in Connaught Avenue.</p> <p>What is needed in Mutley Plain to help traffic flow is a longer lane for vehicles wishing to turn right into Ford Park Road, sensible management of the large vehicles who unload during peak traffic times and an improvement in the signal periods at the Alexander Rd/Greenbank/North Hill junction.</p> <p>The recent free parking one hour in the Barracks Car Park and £5 all day parking at the Ermington Terrace Car Park is welcome but to improve the visitor footfall more free parking on the Plain itself is required – certainly the removal what is existing and well used.</p> <p>The traffic flow from Mutley Plain up towards the Seymour Road junction is fast in the outside lane and used mostly by overtaking vehicles not those intending to eventually turn right – the Improvement Scheme would be better served if road safety is studied and controlled in this section.</p> <p>There is now a structured movement by Ward Councillors and local business people to turn Mutley Plain around: we want the police to deal with crime and disorder, the council to invest in projects that will make the area friendly to shoppers and visitors and for that the Plain needs good access, free parking and a better environment.</p> <p>I trust these comments will be taken into account during your consultations.</p>	<p>Please see previous comments under heading <b>‘Proposed mitigation for the potential impact on businesses / provision of alternative parking’</b>.</p> <p>Traffic modelling has demonstrated a significant benefit to traffic flow would result from the removal of on-street parking on Mannamead Road.</p> <p>It is considered that any increase in traffic on College Avenue as a result of the new parking would be minimal.</p> <p>There is evidence that the loading bay on Connaught Avenue is under-utilised and of vehicles using it illegally during restricted times of day.</p> <p>The comments about Mutley Plain including those in relation to the empty shops, traffic flow / signals, vehicle unloading, Ermington Terrace Car Park, safety and crime and disorder are noted but considered not relevant as grounds in relation to the consultation on the proposed Traffic Regulation Order.</p>
<p>I am resident of College Avenue and I am very concerned by the prospect of the removal of the parking bays on Mannamead Road, with new proposed parking bays relocated to College Avenue and Connaught Avenue.</p> <p>Like many streets, in inner city Plymouth the parking is very</p>	<p>Please see previous comments under heading <b>‘Proposed mitigation for the potential impact on businesses / provision of alternative parking’</b>. Therefore it is not anticipated that there will be a significant impact on the availability of on-street parking for residents.</p>

<p>pressured. Even though residents are covered up to 1000am by resident permits, at 0950 I watch a stream of car manoeuvre into available spaces, where they clog the road for the remainder of the day, making it hard for residents to park near their houses when they return from work or come and go from their resident during the day.</p> <p>The majority of these cars belong to personnel who work at the estate agents/businesses at the top of the road and why would they use alternative parking facilities when there is free parking round the corner.</p> <p>The removal of the parking bays on Mutley Plain/Mannamead Road is going to further compound this problem as I imagine the majority of the people using those bays are indeed visiting the businesses along that stretch, including Totem and the pub.</p> <p>People already speed along College Avenue to reach the traffic lights at the end so I'm also concerned about increased volume of traffic on the road to access the proposed parking spaces.</p> <p>I have recently moved from Waterloo Street Stoke to College Avenue. Students from City College parked around the surrounding area and made it very difficult for local residents. I voted in a democratic process for a resident parking scheme and the council threw it out the window in favour of protecting businesses.</p> <p>Here I am again witnessing proposals that will impact on myself as a resident and businesses.</p> <p>I don't think the traffic will ever flow freely along there due to the roundabout.</p> <p>A radical suggestion but how about making College Avenue a no through road which could mean that the traffic lights letting traffic out of College Avenue could be removed and the traffic lights on Mannamead Road just before College Avenue could be removed. Parking could be created all along the road on both sides and the traffic would flow a lot more freely before approaching the roundabout.</p>	<p>Since the availability of on-street parking in the area is limited the Council must aim to strike a balance between the needs of residents, businesses, shoppers and the need to keep traffic flowing.</p> <p>It is considered that any increase in traffic on College Avenue as a result of the new parking would be minimal.</p> <p>Traffic modelling has demonstrated a significant benefit to traffic flow would result from the removal of on-street parking on Mannamead Road.</p> <p>The comments about the resident parking scheme in Stoke and the suggestion to make College Avenue one-way are noted but considered not relevant as grounds in relation to the consultation on the proposed Traffic Regulation Order.</p>
<p>In regards, to the above road improvement scheme my main concern is sequencing of the traffic lights which would improve the flow of traffic in and out of the City.</p> <p>There are numerous occasions when leaving the City lights at Compton Park Rd go green and immediately the lights at Egguckland Rd go red. Or the reverse will happen when going the other way.</p> <p>This is also similar at Higher Compton Rd and Torr Lane but is far worse as it seems often that these minor roads have priority over the Tavistock Rd.</p> <p>There are many cities around the world that ensure that the traffic lights on the main roads are sequenced to improve the flow of traffic. It would be appropriate if Plymouth could follow their model.</p>	<p>The comments are noted but considered not relevant as grounds in relation to the consultation on the proposed Traffic Regulation Order.</p>
<p>1. Clearly the removal of short term parking spaces on lower Mannamead Road will have a further detrimental effect on Mutley Plain businesses, which are in real trouble at the moment. I'd like councillors to take this into account.</p> <p>2. It's good that a 1 hour free parking period in the Mutley Barracks car park has been implemented. But LARGE signs are needed much further up Mannamead Road to give drivers advance notice of this -</p>	<p>Please see previous comments under heading <b>'Proposed mitigation for the potential impact on businesses / provision of alternative parking'</b>.</p> <p>As part of the Mannamead Road Scheme new signage will be installed directing shoppers to the Mutley Barracks car park where the first hour's parking is now free.</p>

<p>and instructions about how to access the car park over the railway line.</p> <p><b>3. As a resident of College Avenue I have two concerns.</b> College Avenue has recently become a very busy rat-run and queues often build up at the traffic lights at the Mannamead Rd junction. I understand that a few more parking spaces are to be allocated at the end of College Avenue just before the lights - but this will reduce the length of two-lane road for drivers to use for turning right or left. It will create an even greater queue of cars backing up along College Avenue. So I strongly object to the addition of these extra parking spaces - we need plenty of two-lane space at the end of the road.</p> <p>4. At the same junction, there are often cars queuing on Mannamead Road when the lights turn green for the College Avenue cars - preventing them turning into the main road. (Some drivers ignore the yellow hatched area and block our exit too.) We need the traffic lights to be better co-ordinated so that traffic from College Avenue can actually get out onto Mannamead Road when the lights are green.</p>	<p>Although it is accepted that the new parking bays on College Avenue will lead to a small increase in the length of the traffic queue on College Avenue, the proposals restrict parking at the busiest times (8am – 9.15am and 4.30pm – 6pm Monday to Saturday) and the impact is therefore minimal.</p> <p>The comments regarding the sequencing of traffic signals and blocking of the yellow box junction at College Avenue are noted but considered not relevant as grounds in relation to the consultation on the proposed Traffic Regulation Order.</p>
<p>We have a van which collects furniture and then delivers it to the shop, due to the nature of limited parking spaces on the plain, and restricted parking times, we need to use the loading bay at the top of Connaught Avenue, to drop off our furniture to the shop. Items of furniture are heavy and the bay is the closest we can get to the shop to deliver. I believe there is consideration to take away the loading bay. If the loading bay was taken away, this would leave us nowhere to park, to unload and deliver to the shop, causing us great issues.</p> <p>Many companies use the loading bay, to deliver to the businesses on Mutley plain, and I fail to understand where they will be able to stop, if you remove the loading bay.</p> <p>Customers also stop in the loading bay, to collect items that they have purchased from the shop, if this bay was taken away, this would affect our business badly.</p> <p>I would therefore ask you to re consider taking the loading bay away.</p>	<p>There is evidence that the loading bay on Connaught Avenue is under-utilised and of vehicles using it illegally during restricted times of day. Converting it to a limited waiting bay is considered a more effective use of this space. There is a service lane at the rear of properties at the lower end of Mannamead Road and Mutley Plain which businesses can use to load goods from. The proposals also include the relaxation of loading restrictions in the bay on Mutley Plain outside Tesco Express to allow loading at any time. The proposals do not affect the loading restrictions on Mannamead Road.</p>
<p>I have looked at the proposed parking alterations. I can only see these changes being detrimental to the residents in College Avenue, with minimal gain, if at any at all, for traffic on route to town.</p> <p>Parking in the road at present is horrendous when the business are open on Mutley plain, and the Hyde park school is open. To remove the spaces from Mannamead road is only going to make the problem worse. Since the Hyde Park pub has become very successful those space are always full of an evening with their visiting patrons. They also will start to park in our road after the proposed changes.</p> <p>I am not trained in traffic flow management, but it seems to me that the main problem to traffic flow in the area, is caused by having two pelican crossings so close to each other. The crossing outside the old GT Motorcycle building causes a lot of disruption to the flow in heavy traffic. People using this crossing on route to the Hyde park pub then cut between the traffic across the part of the road which has no crossing at all. I would propose removing that crossing completely and only have the crossing to the north which is in alignment with the traffic flow.</p> <p>My proposal to help the resident if the spaces are lost are as follows: Allow free parking in the car park to start earlier.</p>	<p>Please see previous comments under heading <b>‘Proposed mitigation for the potential impact on businesses / provision of alternative parking’</b>.</p> <p>Traffic modelling has demonstrated a significant benefit to traffic flow would result from the removal of on-street parking on Mannamead Road.</p> <p>The Mutley Barracks Car Park is now free from 8pm until 8am (as well as being free for the first hour during the daytime).</p> <p>If the proposals go ahead the Parking Operations Team will monitor on-street parking in the area and determine if there is a need to review times of operation of controlled (resident) parking zones.</p> <p>The comments regarding the pedestrian crossings and questioning the need to increase traffic flow are noted but considered not relevant as grounds in relation to the consultation on the proposed Traffic Regulation Order.</p>

<p>Introduce another time slot in the late afternoon for permit holders only.</p>	
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<p>I must also question why you are increasing traffic flow at all. I would it would have been better in encourage people to head down Outland Road or the Embankment when entering the City?</p>	
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#### **4. RECOMMENDATION**

It is recommended to proceed with the Traffic Regulation Order 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

Traffic Regulation Order Amendment (2018.213785): Mannamead Road, Connaught Avenue, College Avenue, Mutley Plain and Torr Lane



## STAGE 1: WHAT IS BEING ASSESSED AND BY WHOM?

What is being assessed - including a brief description of aims and objectives?

To implement the following amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004 (as amended):

**To Add**

**No Waiting At Any Time on lengths of:**

- College Avenue, Connaught Avenue, Mannamead Road and Mutley Plain

**No Waiting Mon-Sat 8am-9.15am and 4.30pm-6pm on a length of:**

- College Avenue

**Limited Waiting To 1 Hour No Return For 3 Hours 8am-8pm on lengths of:**

- Connaught Avenue and Mutley Plain

**Limited Waiting To 1 Hour No Return For 3 Hours Mon-Sat 9.15am-4.30pm on a length of:**

- College Avenue

**No Loading/Unloading At Any Time on lengths of:**

- College Avenue and Connaught Avenue

**No Loading/Unloading Mon-Sat 8am-9.15am on a length of:**

- Mannamead Road

**No Loading/Unloading Mon-Sat 8am-9.15am and 3.45pm-6pm on lengths of:**

- Mutley Plain

**No Loading/Unloading Mon-Sat 8am-9.15am and 4.30pm-6pm on a length of:**

- College Ave

	<p><b><u>To Remove</u></b></p> <ul style="list-style-type: none"> <li>• <b><u>No Waiting At Any Time on lengths of:</u></b> College Avenue, Connaught Avenue and Mutley Plain</li> <li>• <b><u>Limited Waiting To 2 Hours No Return For 2 Hours Mon-Sat 9.15am-5pm on a length of:</u></b> Mannamead Road</li> <li>• <b><u>Limited Waiting To 1 Hour No Return For 3 Hours Mon-Sat 9.15am-5pm on a length of:</u></b> Mannamead Road</li> <li>• <b><u>Limited Waiting To 1 Hour No Return For 3 Hours Mon-Sat 9.15am-3.45pm on a length of:</u></b> Mutley Plain</li> <li>• <b><u>Goods Loading Bays Mon-Sat 8am-6pm on a length of:</u></b> Connaught Avenue</li> <li>• <b><u>No Loading/Unloading At Any Time on lengths of:</u></b> College Avenue and Connaught Avenue</li> <li>• <b><u>No Loading/Unloading Mon-Sat 8am-9.15am and 3.45pm-6pm on lengths of:</u></b> Mutley Plain</li> <li>• <b><u>No Waiting Mon-Sat 8am-9.15am on lengths of:</u></b> Mannamead Road</li> <li>•</li> </ul>
	<p>Robin Bevan</p>
<p><b>Department and service</b></p>	<p>Strategic Planning and Infrastructure, Department of Place</p>
<p><b>Date of assessment</b></p>	<p>13<sup>th</sup> September 2018</p>

**STAGE 2: EVIDENCE AND IMPACT**

Protected characteristics (Equality Act)	Evidence and information (eg data and feedback)	Any adverse impact <small>See guidance on how to make judgement</small>	Actions	Timescale and who is responsible
Age	No issues raised in consultation	No adverse impact anticipated		
Disability	No issues raised in consultation	No adverse impact anticipated		
Faith/religion or belief	No issues raised in consultation	No adverse impact anticipated		
Gender - including marriage, pregnancy and maternity	No issues raised in consultation	No adverse impact anticipated		
Gender reassignment	No issues raised in consultation	No adverse impact anticipated		
Race	No issues raised in consultation	No adverse impact anticipated		
Sexual orientation -including civil partnership	No issues raised in consultation	No adverse impact anticipated		

**STAGE 3: ARE THERE ANY IMPLICATIONS FOR THE FOLLOWING? IF SO, PLEASE RECORD ACTIONS TO BE TAKEN**

Local priorities	Implications	Timescale and who is responsible
Reduce the inequality gap, particularly in health between communities.	No adverse impact has been identified.	
Good relations between different communities (community cohesion)	No adverse impact has been identified.	
Human rights <small>Please refer to guidance</small>	No adverse impact on Human Rights has been identified or anticipated.	
Principles of fairness <small>Please refer to guidance</small>	No adverse impact has been identified.	

**STAGE 4: PUBLICATION**



Responsible Officer

Director, Assistant Director or Head of Service

Date

14/9/2018