



**Oversight and Governance**

Chief Executive's Department

Plymouth City Council

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## Delegated Decisions

### Delegated Executive/Officer Decisions

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

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

Notice of call-in for non-urgent decisions must be given to the Democratic Support Unit by 4.30 pm on Wednesday 14 July 2021. Please note – urgent decisions and non-key Council Officer decisions cannot be called in. Copies of the decisions together with background reports are available for viewing as follows:

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

The decisions detailed below may be implemented on Thursday 15 July 2021 if they are not called-in.

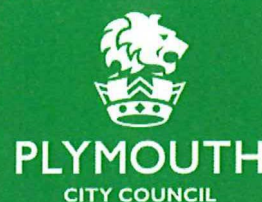
## **Delegated Decisions**

### **1. Councillor Kelly (The Leader)**

- 1.1. Update Contract Award for Letting of Construction with Kier Construction Limited for Oceansgate Enterprise Zone Phase 2 **(Pages 1 - 16)**

### **2. Councillor Dreaan (Cabinet Member for Transport)**

- 2.1. The City of Plymouth (Traffic Regulation Orders) (Amendment Order No. 2021.2137249 TRO Review.6) Order **(Pages 17 - 60)**

**EXECUTIVE DECISION**made by a **Cabinet Member****REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY BY AN INDIVIDUAL CABINET MEMBER**

Executive Decision Reference Number – L6 21/22

Decision				
1	<b>Title of decision:</b> Update Contract Award for letting of construction with Kier Construction Limited for Oceansgate Enterprise Zone Phase 2			
2	<b>Decision maker (Cabinet member name and portfolio title):</b> Cllr Nick Kelly, Leader			
3	<b>Report author and contact details:</b> James Whitelock, Head of Oceansgate Infrastructure			
4	<b>Decision to be taken:</b> <ul style="list-style-type: none"> <li>To approve the Oceansgate Phase 2 Briefing Paper at Appendix A.</li> <li>Update to contract award on the Executive Decision made by a Cabinet Member ref L10 19/20 of 7 August 2019 to award the Oceansgate Phase 2 contract to Kier Construction in the sum of £7,630,509.60. Approval to re-allocate existing Phase 2 business case monies to cover an <b>increase PO value of £470k</b> up to £8,100,295.</li> </ul>			
5	<b>Reasons for decision:</b> <ul style="list-style-type: none"> <li>The Kier contract completed 22<sup>nd</sup> February 2021, 4 months later than originally planned, in part due to COVID delays and also delay to agreements with Western Power.</li> <li>Maximise ERDF grant for the Council, whilst maintaining overall spend on Phase 2 within the approved Business Case</li> </ul>			
6	<b>Alternative options considered and rejected:</b> Construction work has been carried out in agreement with the contract. There are no other alternative options.			
7	<b>Financial implications:</b> The Business Case for Phase 2 development was updated and approved by CCIB under Executive Decision of 4 March 2019 in the sum of £10,688,000. Approval to authorise an increase in the value of the Kier purchase order from £7,630,509.60 to £8,100,295 remains within the overall approved Business Case. The development is fully let / under offer.			
8	<b>Is the decision a Key Decision?</b> (please contact <a href="#">Democratic Support</a> for further advice)	<b>Yes</b>	<b>No</b>  <b>x</b>	<b>Per the Constitution, a key decision is one which:</b>  in the case of <b>capital</b> projects and contract awards, results in a new commitment to spend and/or save in

				excess of <b>£3million</b> in total
			<b>X</b>	in the case of <b>revenue</b> projects when the decision involves entering into new commitments and/or making new savings in excess of <b>£1million</b>
			<b>X</b>	is <b>significant</b> in terms of its effect on communities living or working in an area comprising <b>two or more</b> wards in the area of the local authority.
	<b>If yes, date of publication of the notice in the <u>Forward Plan of Key Decisions</u></b>	October 2017		
<b>9</b>	<b>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:</b>	<p><b>Growing Plymouth</b></p> <p>Oceansgate will create facilities that will enable indigenous marine businesses to grow and others to re-locate to Plymouth generating a significant number of high quality jobs in the City.</p> <p><b>Caring Plymouth</b></p> <p>Oceansgate is located in Devonport Ward, one of the most deprived parts of the City. The development will create up to 1,200 jobs and additional construction jobs. Plymouth City Council will work successive construction contractors and tenants to ensure that local people have the opportunity to access job opportunities.</p>		
<b>10</b>	<b>Please specify any direct environmental implications of the decision (carbon impact)</b>	Solar panels with battery storage have been installed reducing carbon emissions. Development has been constructed to BREEAM excellent standard. Electric car and bike charging points throughout the development.		

### Urgent decisions

<b>11</b>	<b>Is the decision urgent and to be implemented immediately in the interests of the Council or the public?</b>	<b>Yes</b>		(If yes, please contact Democratic Support ( <a href="mailto:democraticsupport@plymouth.gov.uk">democraticsupport@plymouth.gov.uk</a> ) for advice)
		<b>No</b>	<b>X</b>	(If no, go to section 13a)
<b>12a</b>	<b>Reason for urgency:</b>			
<b>12b</b>	<b>Scrutiny Chair Signature:</b>		<b>Date</b>	
	<b>Scrutiny Committee name:</b>			
	<b>Print Name:</b>			

### Consultation

13a	Are any other Cabinet members' portfolios affected by the decision?	Yes		
		No	X	(If no go to section 14)
13b	Which other Cabinet member's portfolio is affected by the decision?			
13c	Date Cabinet member consulted			
14	Has any Cabinet member declared a conflict of interest in relation to the decision?	Yes		If yes, please discuss with the Monitoring Officer
		No	X	
15	Which Corporate Management Team member has been consulted?	Name	Anthony Payne David Draffan	
		Job title	Strategic Director for Place Service Director Economic Development	
		Date consulted	09/06/2021	
<b>Sign-off</b>				
16	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS13 21/22	
		Finance (mandatory)	ba.21.22.28	
		Legal (mandatory)	It/36862/220621	
		Human Resources (if applicable)		
		Corporate property (if applicable)		
		Procurement (if applicable)	SN/PS/589/ED/06 21	
<b>Appendices</b>				
17	Ref.	Title of appendix		
	A	Briefing report		
	B	Equalities Impact Assessment		
<b>Confidential/exempt information</b>				
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

		<b>No</b>	<input checked="" type="checkbox"/>	publication by virtue of Part 1 of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in <b>18b</b> below.  (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>18b</b>	<b>Confidential/exempt briefing report title:</b>							

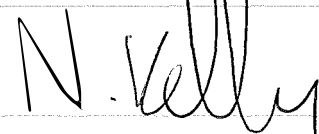
**Background Papers**

**19** Please list all unpublished, background papers relevant to the decision in the table below.  
 Background papers are unpublished works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part 1 of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.

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

**Cabinet Member Signature**

**20** I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act and those who do not. For further details please see the EIA attached.

<b>Signature</b>		<b>Date of decision</b>	1.7.2021
<b>Print Name</b>	NICHOLAS KELLY		

# UPDATE TO CONTRACT AWARD

## BRIEFING PAPER

### OCEANSGATE PHASE 2, PLYMOUTH



#### Background

This Briefing Paper provides an update on the Executive Decision made by a Cabinet Member ref L10 19/20 of 7 August 2019 to award the Oceansgate Phase 2 construction contract to Kier Construction in the sum of £7,630,509.60. This included some provisional sums (£214k) but no further contingency to absorb increased costs on the project. The contract award compared favourable to the approved Council Business Case, being approximately £840k below budget.

The provisional sums have been expended and were contained within the amounts in the contract. However, the Council chose to increase spending on the ERDF funded part of the project to maximise the amount of grant that could be drawn down. The ERDF funding agreement was based on pre-contract estimates of cost; the subsequent agreed contract cost allowance was below the estimates and, without action, the amount of grant claimed would have been below the maximum sum offered to the Council.

This Update to Contract Award seeks approval to increase Kier's purchase order value to cover off the additional expenditure that maximises the ERDF grant for the Council, whilst maintain overall spend on Phase 2 within the approved Business Case.

#### What's changed

The main changes that have occurred during the contract are

- Covid lockdown 1 and subsequent changes to working practices
- Specification enhancement to ERDF funded building 1.8 to maximise the grant for the Council
- Delay to legal agreements required for the new sub-station and cable routes between Western Power, the MoD and Homes England

The contract completed 22 February 2021, 4 months later than originally planned, in part due to Covid delays and also delay to agreements with Western Power.

#### Cost headlines

The table below summarises the changes to cost to the Kier contract

	Forecast
	£
1 Measured Work	7,416,495.60
2 Employers Agent Instructions	285,169.08
3 Anticipated Instructions	84,993.86
4 Provisional Sums	182,882.31
5 Claims	130,753.69
Total	8,100,294.54

The Employer's Agent Instructions and the Claims cost include a total sum for enhancements to the ERDF funded building of £320,539. The enhancements to the building specification include solar panels with battery storage, internal lighting and an accessible WC and kitchenette, all aimed at attracting tenants to occupy the space. The additional work required an extension of time of 79 days.

### Comparison to Business Case approval


The Business Case for the Phase 2 development was updated and approved by CCIB under Executive Decision of 4 March 2019. The Phase 2 budget breaks down as follows,

		Forecast	Approval
Works	Pre-construction	331,751	
	Construction	8,100,295	
Fees	Pre-construction	44,750	
	Construction	532,461	
Total		£9,009,257	£10,688,000


### Decision Required

Approval to re-allocate existing Phase 2 business case monies (without impact on the overall approval) to cover an increase in the Kier PO value up to **£8,100,295** (an increase from initial contract award of approx. £470k).

### Authorisation of Contract Award Report

Author (Responsible Officer / Project Lead)			
Name:	James Whitelock		
Job Title:	Head of Oceansgate Infrastructure		
Additional Comments (Optional):			
Signature:		Date:	27 May 2021
Head of Service / Service Director [Signature provides authorisation to this award report and award of Contract]			
Name:	Anthony Payne		
Job Title:	Strategic Director for Place		
Additional Comments (Optional):			



<b>Signature:</b>		<b>Date:</b>	09/06/21
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# EQUALITY IMPACT ASSESSMENT

City Deal – South Yard MIPC



**PLYMOUTH**  
CITY COUNCIL

## STAGE 1: What is being assessed and by whom?

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

Development of a Marine Industries Production Campus at South Yard currently part of the RN Dockyard in Plymouth. The aim is to redevelop 7.5 ha of land for industrial and commercial activities with a focus on promoting the marine and advanced manufacturing sectors. Once complete the site will create 1200 jobs. The Marine Industries Production Campus is the flagship project in the Plymouth and South West Peninsula City Deal Programme which also includes a Growth Hub to support businesses and a Youth Deal to improve employability and skills of young people.

Given the scale of the development at South Yard the completed scheme will be of benefit to the whole of Plymouth and the south west peninsula in terms of jobs created, private sector investment and supply chain opportunities for local businesses. South Yard is situated in the neighbourhood of Devonport to the west of Plymouth City Centre. Therefore, the scheme will be of particular benefit to residents living in Devonport and surrounding neighbourhoods which are closest to South Yard. Unemployment and deprivation levels are higher in this part of the City than Plymouth as a whole.

Recent public consultations in Devonport and with businesses identified strong support for the scheme particularly with the prospect of creating 1200 jobs

Responsible Officer

Mark Turner

Department and Service

Place/Economic Development

Date of Assessment

27<sup>th</sup> November 2014

<b>STAGE 2: Evidence and Impact</b>				
<b>Protected Characteristics (Equality Act)</b>	<b>Evidence and information (e.g. data and feedback)</b>	<b>Any adverse impact?</b>	<b>Actions</b>	<b>Timescale and who is responsible?</b>
<b>Age</b>	<p>Plymouth as a whole has a similar population profile to that of England with exception of the 16-24 year old age group where Plymouth has significantly more than England. This is due in part to the higher student population in the City.</p> <p>The proportion of older people living in Plymouth (45+) is consistent with the national profile. A quarter of the Plymouth population is in the 45-64 age bracket indicating that a lot more people will reach retirement age in the next twenty years.</p> <p>The Devonport population profile is similar to Plymouth particularly in respect to</p>	<p>Plymouth along with the England faces a problem of an aging population with an increasing proportion of the population either retired or close to retirement. Employers will need to be increasingly flexible when recruiting older people</p> <p>It has been recognised that Plymouth struggles to retain graduates. It will be important for Plymouth to retain graduates to ensure local employers have a good supply of skilled people</p> <p>At a local level the demographic profile in Devonport indicates there is likely to be significantly more young</p>	<p>There will be ongoing consultation, monitoring and evaluation as this is a long term project and will be delivered at different stages and therefore will be constantly reviewed.</p> <p>Consultation has been undertaken and already influenced and determined the specific nature of how this programme of work is developed i.e. increase in job opportunities for the local community.</p> <p>As well as overall programme evaluation, the plans relating to each plan within the overall Programme Plan will be monitored and depending upon the nature of each of these plans will be subject to appropriate and specific</p>	<p>Start in next six months as part of planning for first phase of the project</p>

<b>STAGE 2: Evidence and Impact</b>					
<b>Protected Characteristics (Equality Act)</b>	<b>Evidence and information (e.g. data and feedback)</b>	<b>Any adverse impact?</b>	<b>Actions</b>	<b>Timescale and who is responsible?</b>	
	<p>young adults. The latest neighbourhood profile for Devonport (2014) neighbourhood shows there are more young adults (20-29) in Devonport than other adult working age groups. However, it is likely that there will be higher numbers of younger parents in this age group than the City average as there is a higher percentage of young children in Devonport.</p> <p>There are fewer older retired people living in Devonport than the Plymouth profile</p>	<p>adults of working age with young children in Devonport than the wider Plymouth population. This may impact on working age population accessing job opportunities</p>	<p>public consultation. Regular reports outlining the ongoing progress will be presented to the South Yard Project Board and Growth Plymouth Panel. Will follow our corporate recruitment and retention policies and procedures. Where we commission we will ensure that this is built into the contract agreement to ensure there is no discrimination based upon Age. An example of the detail that will reviewed is the provision of childcare opportunities in area.</p>		
<b>Disability</b>	<p>The Devonport Census profile (2011) indicates that there are significantly higher numbers of 16 to</p>	<p>High levels of sickness and incapacity in the surrounding neighbourhood will</p>	<p>As above Ensure new buildings in first phase of development are DDA</p>	<p>Built into detailed planning application in next six months</p>	

<b>STAGE 2: Evidence and Impact</b>					
<b>Protected Characteristics (Equality Act)</b>	<b>Evidence and information (e.g. data and feedback)</b>	<b>Any adverse impact?</b>	<b>Actions</b>	<b>Timescale and who is responsible?</b>	
	64 year olds 'whose activities are limited a lot' in Devonport (7.9%) compared to Plymouth (4.7%). The Devonport Area Profile indicates that in 2013 there were 20% of adults claiming Incapacity Benefit and Employment Support Allowance compared to the Plymouth average 8.2	impact on ability of local residents to access jobs often this will be the result of mental health issues associated with long term unemployment.	compliant and reasonable adjustments will be made as appropriate		
Faith, Religion or Belief	The Devonport Census Profile (2011) indicates that the predominant religion is Christianity (50%). There are traces of other religions most notably Muslim at 1%. This is consistent with the Plymouth profile	None at this stage	As above in Age	N/A	
Gender - including marriage, pregnancy and maternity	The Devonport Area Profile (2104) indicates there are slightly more men than women in Devonport 51.6% as opposed to 48.4%. The	Nationally there are lower numbers of women entering professions in manufacturing and engineering.	As above in Age Ensure recruitment policies particularly apprenticeships encourage women to	Within the next year working with Plymouth City Council Economic Development team, local training providers and employers.	

<b>STAGE 2: Evidence and Impact</b>					
<b>Protected Characteristics (Equality Act)</b>	<b>Evidence and information (e.g. data and feedback)</b>	<b>Any adverse impact?</b>	<b>Actions</b>	<b>Timescale and who is responsible?</b>	
	Plymouth Census Profile (2011) is a 50:50 gender split. The Devonport Census Profile (2011) indicates that household characteristics are broadly similar to Plymouth the profile		consider opportunities in manufacturing science based roles. The Skills and Employability Strategy commissioned by Plymouth Growth Board has certain actions which will seek to address the gender gap in engineering and manufacturing careers.		
<b>Gender Reassignment</b>	None at this moment	None identified	As above in Age	N/A	
<b>Race</b>	The Devonport Census Profile (2011) indicates 94.8% white population compared to 96.1% for Plymouth. Of the 5.2% Black and Minority Ethnic Groups in Devonport Black British is the largest contingent at 1% A proportion of the BAME community will be recent	No significant impact at this stage There is a potential for an emphasis on local recruitment to disadvantage these groups.	As above in Age Ensure that we monitor take up of skills development programmes etc to ensure that recruitment to skills development programmes reflect the make up of the local population.	N/A	

<b>STAGE 2: Evidence and Impact</b>				
<b>Protected Characteristics (Equality Act)</b>	<b>Evidence and information (e.g. data and feedback)</b>	<b>Any adverse impact?</b>	<b>Actions</b>	<b>Timescale and who is responsible?</b>
	migrants, e.g. EU accession or Refugees.			
Sexual Orientation -including Civil Partnership	The Devonport Census Profile (2011) indicated there were 4 same sex Civil Partnership Households in Devonport	No significant impact at this stage	As above in Age	N/A

<b>STAGE 3: Are there any implications for the following? If so, please record 'Actions' to be taken</b>	
<b>Local Priorities</b>	<b>Implications</b>
Reduce the inequality gap, particularly in health between communities.	Significant inequality gaps as evidenced by the Index of Multiple Deprivation (2010) in western parts of Plymouth particularly Devonport and Stonehouse with pockets in the 3% most deprived in the country. As indicated above the health of the local population is significantly worse than Plymouth and national averages *
Good relations between different communities (community cohesion).	No implications at this stage
Human Rights	Article 14 of Human Rights Act states that - people have the right not to be treated differently because of their race, religion, sex, political views or any other



<b>STAGE 3: Are there any implications for the following? If so, please record 'Actions' to be taken</b>		
<b>Local Priorities</b>	<b>Implications</b>	<b>Timescale and who is responsible?</b>
	<p>status and therefore the right to receive Equal Treatment and prohibit discrimination including sex, race, religion and economic and social status in conjunction with the Equalities Act which includes age and disability.</p> <p>We are committed to ensuring that everyone is treated fairly and human rights will be respected.</p> <p>No adverse impact on human rights has been identified.</p>	

<b>STAGE 4: The Principles of Fairness</b>	
<b>Principles</b>	<b>Comment</b>
People should be able to access opportunity whatever their circumstances	Working with agencies such as Job Centre Plus and local employers to ensure everyone has access to opportunities
The city should give priority to those in greatest need when it allocates resources	High quality jobs created in area of high unemployment and deprivation
Things that make the biggest difference to people's lives should get priority when deciding where resources go	Provision of jobs has been the top priority in successive council surveys on resource allocation
The way things are done in the city matters just as much as what is done	Public consultations and local stakeholder engagement have already taken place on the sorts of jobs and activities that will take place in South Yard. This process will continue. Models of MIPC governance need to be developed and resident inclusion will be considered
Unfairness which takes time to remove needs policies for the long term	The programme will provide a sustainable source of employment in the long term which will help address deprivation and inequality in the local area.
Preventing inequalities is more effective than trying to eliminate them	Provision of well paid jobs in parts of the city that have high inequalities and lack

<p>of access to good jobs will help this</p>	
<p>See above on consultations</p>	<p>Services should be provided 'with' people, not 'for' them</p>
<p>South Yard is a long term regeneration project. It will require a skilled force for generations to come. Other parts of the City Deal programme are targeting young people to encourage them to take up opportunities in advanced manufacturing sectors. Focused attempts by local agencies and employers to recruit locally in construction and implementation phases will be implemented</p>	<p>The needs of future and current generations should be balanced when making decisions.</p>

<p><b>STAGE 4: Publication</b></p>	
<p>Director, Assistant Director/Head of Service approving EIA.</p>	<p><i>MS</i></p>
<p>Date</p>	<p>05.12.2013</p>

# EXECUTIVE DECISION

made by a Cabinet Member



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

Executive Decision Reference Number – T2 21/22

Decision	
1	<b>Title of decision:</b> The City of Plymouth (Traffic Regulation Orders) (Amendment Order No. 2021.2137249 TRO Review.6) Order
2	<b>Decision maker (Cabinet member name and portfolio title):</b> Councillor Jonathan Drean, Cabinet Member for Transport
3	<b>Report author and contact details:</b> Amy Neale, Traffic Management Technician, email: <a href="mailto:trafficmanagementinbox@plymouth.gov.uk">trafficmanagementinbox@plymouth.gov.uk</a>
4	<p><b>Decision to be taken:</b></p> <p>To implement the following amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004.</p> <p><b>The effect of the order shall be to add/amend:</b></p> <p><b>No Waiting At Any Time on lengths of the following roads:</b></p> <p>Beaumont Place, Beresford Street, Berwick Avenue, Bridwell Road, Browning Road, Cattedown Road, Clovelly Road, Dover Road, Drake Circus, Edith Street, Efford Road, Eliot Street, Ferndale Road, Ford Hill, Gasking Street, George Lane, Keyham Street, Kirkwall Road, Knowle Avenue, Lipson Road, Gascoyne Place, Longbridge Road, Molesworth Road, Moorland Avenue, Northesk Street, Northumberland Street, Palmerston Street, Pasley Street, Percy Street, Rendlesham Gardens, Richmond Walk, St George's Terrace, Thornbury Road, Wentwood Gardens, York Road.</p> <p><b>No Waiting Mon-Sat 8am-6.30pm:</b></p> <p>Lipson Road (Gascoyne Place), Park Terrace.</p> <p><b>Limited Waiting To 3 Hours No Return for 2 Hours to that zone boundary 8am-6pm Exemption For Permit And Ticket Holders:</b></p> <p>Cattedown Road, Clovelly Road.</p> <p><b>Disabled Driver Only Parking Bay At Any Time:</b></p> <p>Julian Street.</p>

	<p><b>Permit Parking 9am-12pm and 6pm-9pm:</b></p> <p>Julian Street.</p> <p><b>No Loading/Unloading At Any Time:</b></p> <p>Cattedown Road, Drake Circus.</p> <p><b>Goods Loading Bay At Any Time:</b></p> <p>Drake Circus.</p> <p><b>Is it recommended that the proposals for Edith Street &amp; Percy Street are abandoned completely and the proposals for Dover Road and Rendlesham Gardens are amended to only continue with the No Waiting at Any Time on Rendlesham Gardens.</b></p>
5	<p><b>Reasons for decision:</b></p> <p><b>Budshead</b></p> <ul style="list-style-type: none"> <li>• Berwick Avenue, Kirkwall Road – Add double yellow lines for junction protection and to prevent pavement parking.</li> </ul> <p><b>Sutton and Mount Gould</b></p> <ul style="list-style-type: none"> <li>• Cattedown Road – Add double yellow lines and no loading to prevent pavement parking on the bridge – this has become a safety issue.</li> <li>• Clovelly Road – To create limited waiting to unrestricted parking areas to provide further support to local businesses and visitors to the area.</li> <li>• Julian Street – To add a disabled bay.</li> </ul> <p><b>Moor View</b></p> <ul style="list-style-type: none"> <li>• Dover Road/Rendlesham Gardens – Add double yellow lines for junction protection and to create visibility to the right. – <b>After consultation and a meeting with one of the ward councillors, it is recommended to abandon the restriction on Dover Road, but keep the restrictions on Rendlesham Gardens to ensure the dropped kerbs are not obstructed.</b></li> <li>• Longbridge Road – Add double yellow lines for junction protection.</li> <li>• Thornbury Road – Add double yellow lines to prevent delivery drivers causing pavement obstruction and junction protection.</li> <li>• Wentwood Gardens – Add double yellow lines to protect pedestrian dropped kerb.</li> </ul> <p><b>Efford and Lipson</b></p> <ul style="list-style-type: none"> <li>• Efford Road – Add double yellow lines for junction protection.</li> </ul> <p><b>Ham</b></p> <ul style="list-style-type: none"> <li>• Bridwell Road, York Road, Keyham Street, Northumberland Street, Eliot Street – Add double yellow lines for junction protection.</li> <li>• Ferndale Road – Add double yellow lines to protect junction of the cemetery.</li> </ul> <p><b>Stoke</b></p> <ul style="list-style-type: none"> <li>• Ford Hill, Beresford Street, Browning Road, St Georges Terrace, Pasley Street, and Northesk Street – Add double yellow lines to protect junctions, prevent pavement parking and to increase visibility.</li> <li>• Molesworth Road – Add double yellow lines for junction protection.</li> <li>• Palmerston Street – Add double yellow lines to prevent obstruction by the School and allow pupils to access at the rear of the School.</li> </ul> <p><b>St Peter and the Waterfront</b></p>

	<ul style="list-style-type: none"> <li>• Lipson Road/Gascoyne Place, Gasking Street and Beaumont Place – Add double yellow lines to protect pedestrian dropped kerb and to prevent obstruction when vehicles park on both sides of the road.</li> <li>• Vauxhall Street – To allow more residents parking permits. (NO PLAN REQUIRED).</li> </ul> <p><b>Plympton Erle</b></p> <ul style="list-style-type: none"> <li>• George Lane – Add double yellow lines to protect entrance/exit of the Plympton House Estate.</li> </ul> <p><b>Devonport</b></p> <ul style="list-style-type: none"> <li>• Knowle Avenue – Add double yellow lines to allow vehicles and a large disability vehicle to turn in the turning head.</li> <li>• Richmond Walk – Add double yellow lines to allow large vehicles to enter/ exit.</li> </ul> <p><b>Drake</b></p> <ul style="list-style-type: none"> <li>• Lipson Road – Add double yellow lines to protect a multiply occupancy entrance/ exit.</li> <li>• North Hill/Drake Circus – To remove loading bay and extend bus bay for coaches.</li> </ul> <p><b>Plympton St Mary</b></p> <ul style="list-style-type: none"> <li>• Moorland Avenue – Add double yellow lines to prevent vehicles parking on the corner and increase visibility.</li> </ul> <p><b>St Budeaux</b></p> <ul style="list-style-type: none"> <li>• Percy Street &amp; Edith Street - Add double yellow lines to protect new pedestrian dropped kerb and for junction protection. – <b>After consultation and a meeting with the ward members it is recommended to abandon this specific proposal, however, to put white bar markings in front of the dropped kerbs instead.</b></li> </ul>																				
6	<p><b>Alternative options considered and rejected:</b></p> <p>The alternative option would be to do nothing. This option was discounted on the basis that improvements are needed for safety of all road users.</p>																				
7	<p><b>Financial implications:</b></p> <p>The Traffic Regulation Order (TRO) and associated works is being funded via the Traffic Management Team and will be paid out of their budget.</p>																				
8	<table border="1"> <thead> <tr> <th data-bbox="225 1330 759 1895">Is the decision a Key Decision? (please contact <a href="#">Democratic Support</a> for further advice)</th> <th data-bbox="759 1330 852 1429">Yes</th> <th data-bbox="852 1330 967 1429">No</th> <th data-bbox="967 1330 1495 1429">Per the Constitution, a key decision is one which:</th> </tr> </thead> <tbody> <tr> <td data-bbox="225 1429 759 1594"></td> <td data-bbox="759 1429 852 1594"></td> <td data-bbox="852 1429 967 1594">x</td> <td data-bbox="967 1429 1495 1594">in the case of <b>capital</b> projects and contract awards, results in a new commitment to spend and/or save in excess of <b>£3million</b> in total</td> </tr> <tr> <td data-bbox="225 1594 759 1742"></td> <td data-bbox="759 1594 852 1742"></td> <td data-bbox="852 1594 967 1742">x</td> <td data-bbox="967 1594 1495 1742">in the case of <b>revenue</b> projects when the decision involves entering into new commitments and/or making new savings in excess of <b>£1 million</b></td> </tr> <tr> <td data-bbox="225 1742 759 1895"></td> <td data-bbox="759 1742 852 1895"></td> <td data-bbox="852 1742 967 1895">x</td> <td data-bbox="967 1742 1495 1895">is <b>significant</b> in terms of its effect on communities living or working in an area comprising <b>two or more</b> wards in the area of the local authority.</td> </tr> <tr> <td data-bbox="225 1895 759 2020">If yes, date of publication of the notice in the <a href="#">Forward Plan of Key Decisions</a></td> <td colspan="3" data-bbox="759 1895 1495 2020"></td> </tr> </tbody> </table>	Is the decision a Key Decision? (please contact <a href="#">Democratic Support</a> for further advice)	Yes	No	Per the Constitution, a key decision is one which:			x	in the case of <b>capital</b> projects and contract awards, results in a new commitment to spend and/or save in excess of <b>£3million</b> in total			x	in the case of <b>revenue</b> projects when the decision involves entering into new commitments and/or making new savings in excess of <b>£1 million</b>			x	is <b>significant</b> in terms of its effect on communities living or working in an area comprising <b>two or more</b> wards in the area of the local authority.	If yes, date of publication of the notice in the <a href="#">Forward Plan of Key Decisions</a>			
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9	<b>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:</b>	The Local Transport Plan (LTP) details the transport strategies and policies that the City Council has adopted and will be key in helping the city meet its Corporate Plan priorities, and growth agenda.
10	<b>Please specify any direct environmental implications of the decision (carbon impact)</b>	n/a

### Urgent decisions

11	<b>Is the decision urgent and to be implemented immediately in the interests of the Council or the public?</b>	<b>Yes</b>		(If yes, please contact Democratic Support ( <a href="mailto:democraticsupport@plymouth.gov.uk">democraticsupport@plymouth.gov.uk</a> ) for advice)
		<b>No</b>	x	<b>(If no, go to section 13a)</b>
12a	<b>Reason for urgency:</b>			
12b	<b>Scrutiny Chair Signature:</b>	<b>Date</b>		
	<b>Scrutiny Committee name:</b>			
	<b>Print Name:</b>			

### Consultation

13a	<b>Are any other Cabinet members' portfolios affected by the decision?</b>	<b>Yes</b>		
		<b>No</b>	x	<b>(If no go to section 14)</b>
13b	<b>Which other Cabinet member's portfolio is affected by the decision?</b>			
13c	<b>Date Cabinet member consulted</b>			
14	<b>Has any Cabinet member declared a conflict of interest in relation to the decision?</b>	<b>Yes</b>		If yes, please discuss with the Monitoring Officer
		<b>No</b>	x	
15	<b>Which Corporate Management</b>	<b>Name</b>	Anthony Payne	


	<b>Team member has been consulted?</b>	<b>Job title</b>	Strategic Director for Place					
		<b>Date consulted</b>	03/03/2021					
<b>Sign-off</b>								
16	<b>Sign off codes from the relevant departments consulted:</b>	<b>Democratic Support (mandatory)</b>	DS04 21/22					
		<b>Finance (mandatory)</b>	pl.20.21.252.					
		<b>Legal (mandatory)</b>	LS/36326/JP/150321					
		<b>Human Resources (if applicable)</b>						
		<b>Corporate property (if applicable)</b>						
		<b>Procurement (if applicable)</b>						
<b>Appendices</b>								
17	<b>Ref.</b>	<b>Title of appendix</b>						
	A	Briefing report for publication						
	B	Equalities Impact Assessment						
<b>Confidential/exempt information</b>								
18a	<b>Do you need to include any confidential/exempt information?</b>	<b>Yes</b>		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 <b>18b</b> below.  (Keep as much information as possible in the briefing report that will be in the public domain)				
		<b>No</b>	x					
		<b>Exemption Paragraph Number</b>						
		<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>
18b	<b>Confidential/exempt briefing report title:</b>							
<b>Background Papers</b>								

**19** Please list all unpublished, background papers relevant to the decision in the table below.  
 Background papers are unpublished works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.

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

**Cabinet Member Signature**

**20** I agree the decision and confirm that it is not contrary to the Council’s policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council’s duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act and those who do not. For further details please see the EIA attached.

<b>Signature</b>		<b>Date of decision</b>	07/07/2021
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<b>Print Name</b>	Councillor Jonathan Drean
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## TRO REVIEW.6

### I. INTRODUCTION

This report seeks delegated authority to implement amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004 in association with the TRO Review.6 TRO.

### 2. TRAFFIC REGULATION ORDERS REQUIRED

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

#### To Add;

##### I.1 No Waiting At Any Time

- (i) Beaumont Place, the north side for its entirety.
- (ii) Beresford Street, the north side from its junction with Ford Hill for a distance of 10 metres in an easterly direction
- (iii) Beresford Street, the south side from its junction with Ford Hill for a distance of 8 metres in an easterly direction
- (iv) Berwick Avenue, the north side from its most northern junction with Kirkwall Road for a distance of 20 metres in a north westerly direction
- (v) Berwick Avenue, the south side from its most northern junction with Kirkwall Road for a distance of 10 metres in a north westerly direction
- (vi) Bridwell Road, the south-east side from its junction with Eliot Street for a distance of 6 metres in a south westerly direction and 7.5 metres in a north easterly direction
- (vii) Bridwell Road, the south-east side from its junction with Northumberland Street for a distance of 8 metres in a south westerly direction and 7 metres in a north easterly direction
- (viii) Bridwell Road, the south-east side from its junction with Keyham Street for a distance of 8 metres in a south westerly direction and 6 metres in a north easterly direction
- (ix) Browning Road, both sides from its junction with Ford Hill for a distance of 8 metres in an easterly direction
- (x) Cattedown Road, the east side from a point 20 metres south of its junction with Mainstone Avenue for a distance of 27 metres in a southerly direction
- (xi) Clovelly Road, the south side from its junction with Breakwater Hill for a distance of 32 metres in an easterly direction
- (xii) Clovelly Road, the south side from a point 130 metres east of its junction with Breakwater Hill for a distance of 20 metres in an easterly direction

- (xiii) Clovelly Road, the south side from a point 173 metres east of its junction with Breakwater Hill to its junction with Macadam Road
- (xiv) Dover Road, the north-east side from its junction with Rendlesham Gardens for a distance of 21 metres in a north westerly direction
- (xv) Drake Circus, the east side from a point 86 metres south of its junction with Gibbon Lane  
to its junction with Charles Cross
- (xvi) Edith Street, the east side from its junction with Percy Street for a distance of 11 metres in a northerly direction
- (xvii) Edith Street, the west side from its junction with Percy Street for a distance of 8 metres in a northerly direction
- (xviii) Efford Road, both sides from its junction with Blandford Road for a distance of 12 metres in a northerly direction
- (xix) Eliot Street, both sides from its junction with York Road for a distance of 6 metres in a north westerly direction
- (xx) Eliot Street, both sides from its junction with Bridwell Road for a distance of 6 metres in a south easterly direction
- (xxi) Ferndale Road, the north side from its junction with Weston Mill Cemetery to a point 6 metres west of its extended centre line of Maine Gardens
- (xxii) Ferndale Road, the north side from a point 41 metres west of its extended centre line of Maryland Gardens to its junction with Weston Mill Cemetery
- (xxiii) Ferndale Road, the south-west side from a point 10 metres north west of its junction with Third Avenue to a point 27 metres south east of its junction with Second Avenue
- (xxiv) Ford Hill, the east side from its junction with Beresford Street for a distance of 10 metres in a northerly and southerly direction
- (xxv) Ford Hill, the east side from its junction with Browning Road for a distance of 10 metres in a northerly and southerly direction
- (xxvi) Ford Hill, the west side for its entirety.
- (xxvii) Gasking Street, the east side from its junction with Beaumont Place to its junction with Lipson Road (Gascoyne Place)
- (xxviii) George Lane, the east side from a point 102 metres north of the centre line of Longcause  
for a distance of 23 metres in a northerly direction
- (xxix) Keyham Street, both sides from its junction with York Road for a distance of 6 metres in a north westerly direction
- (xxx) Keyham Street, both sides from its junction with Bridwell Road for a distance of 6 metres

in a south easterly direction

- (xxxix) Kirkwall Road, the west side from its most northern junction of Berwick Avenue for a distance of 6 metres in a southerly direction
- (xxxii) Knowle Avenue, all sides from a point 6 metres north of its boundary of 29 & 30 Knowle Avenue for a distance of 50 metres in a clockwise direction
- (xxxiii) Lipson Road, the north-east side from its junction with Alexandra Road for a distance of 30 metres in a south easterly direction
- (xxxiv) Lipson Road (Gascoyne Place), the north-west side from its junction with Park Terrace to its junction with Gascoyne Lane
- (xxxv) Lipson Road (Gascoyne Place), the south-east side from its junction with Gasking Street to its boundary of numbers 17 & 18 Gascoyne Place
- (xxxvi) Longbridge Road, the south side from its junction with the rear access of Wickes (14 Marsh Mills Park) for a distance of 13 metres in an easterly direction and 25 metres in a westerly direction
- (xxxvii) Molesworth Road, the east side from its junction with Penlee Road for a distance of 10 metres in a northerly and southerly direction
- (xxxviii) Moorland Avenue, the north & west side from a point 3 metres east of its boundary with 49 & 51 Moorland Avenue for a distance of 18 metres in an easterly and northerly direction
- (xxxix) Northesk Street, the north side from its junction with Ford Hill for a distance of 6 metres  
in a westerly direction
- (xl) Northesk Street, the south side from its junction with Ford Hill for a distance of 8 metres  
in a westerly direction
- (xli) Northumberland Street, both sides from its junction with York Road for a distance of 6 metres in a north westerly direction
- (xlii) Northumberland Street, both sides from its junction with Bridwell Road for a distance of 6 metres in a south easterly direction
- (xlili) Palmerston Street, the east & north east side from a point 40 metres south of its junction with Stuart Road for a distance of 24 metres in a south easterly direction
- (xliv) Pasley Street, both sides from its junction with Ford Hill for a distance of 8 metres in a westerly direction
- (xlv) Percy Street, the north side from its junction with Edith Street for a distance of 10 metres in an easterly direction
- (xlvi) Percy Street, the north side from its junction with Edith Street for a distance of 6 metres in a westerly direction

- (xlvii) Rendlesham Gardens, both sides from its junction with Dover Road for a distance of 10 metres in a north easterly direction
- (xlviii) Richmond Walk, the north-west side from a point 227 metres south of its junction with Devonport Hill for a distance of 52 metres in a southerly direction
- (xlix) St George's Terrace, both sides from its junction with Ford Hill for a distance of 8 metres in a westerly direction
- (l) Thornbury Road, both sides from its junction with its centre line with Plymbridge Road (south east junction) for a distance of 15 metres in a south westerly direction
- (li) Thornbury Road, the south east & north east side from its junction with Plymbridge Road (north west junction) to its junction with West Gate - Eaton Business Park
- (lii) Thornbury Road, the north-west side from its junction with Plymbridge Road (north west west junction) to its junction with Amazon (north east junction)
- (liii) 16 Wentwood Gardens, the north side from its junction with Miller Way for a distance of 16 metres in an easterly direction
- (liv) Wentwood Gardens, the south side from a point 2 metres west of its boundary with 110 & 112 Wentwood Gardens to its junction with Miller Way
- (lv) York Road, the north-west side from its junction with Keyham Street for a distance of 6 metres in a north easterly and south westerly direction
- (lvi) York Road, the north-west side from its junction with Northumberland Street for a distance of 6 metres in a north easterly and south westerly direction
- (lvii) York Road, the north-west side from its junction with Eliot Street for a distance of 6 metres in a north easterly and south westerly direction

#### **2.04 No Waiting Mon-Sat 8am-6.30pm**

- (i) Lipson Road (Gascoyne Place), the south-east side from its boundary of numbers 17 & 18 Gascoyne Place to a point 29 metres south west of the junction with Greenbank Road
- (ii) Park Terrace, the north side from a point 5 metres east of the junction with North Street to its junction with Lipson Road (Gascoyne Place)
- (iii) Park Terrace, the south side from its junction with North Street to its junction with Gasking Street

**3.95 Limited Waiting To 3 Hours No Return for 2 Hours to that zone boundary  
8am-6pm Exemption For Permit And Ticket Holders**

- (i) Cattedown Road, the east side from a point 10 metres south of its junction with Mainstone Avenue for a distance of 10 metres in a southerly direction
- (ii) Cattedown Road, the east side from a point 10 metres north of its junction with Julian Street for a distance of 10.5 metres in a northerly direction
- (iii) Clovelly Road, the south side from a point 32 metres east of its junction with Breakwater Hill for a distance of 98 metres in an easterly direction
- (iv) Clovelly Road, the south side from a point 150 metres east of its junction with Breakwater Hill for a distance of 23 metres in an easterly direction

**7.01 Disabled Driver Only Parking Bay At Any Time**

Julian Street, the south side from a point 1 metre west of its boundary between 34 & 36 Julian Street for a distance of 6.5 metres in an easterly direction

**8.35 Permit Parking 9am-12pm and 6pm-9pm**

- (i) Julian Street, the south side from a point 5.5 metres east of its boundary between 34 & 36 Julian Street to a point 17 metres west of its junction with Oakfield Terrace Road
- (ii) Julian Street, the south side from a point 14 metres east of its junction with Cattedown Road to a point 1 metre west of its boundary between 34 & 36 Julian Street

**9.01 No Loading/Unloading At Any Time**

- (i) Cattedown Road, the east side from a point 20 metres south of its junction with Mainstone Avenue for a distance of 27 metres in a southerly direction
- (ii) Cattedown Road, the west side from a point 26 metres north of its junction with Home Sweet Home Terrace for a distance of 33 metres in a northerly direction
- (iii) Drake Circus, the east side from a point 86 metres south of its junction with Gibbon Lane to its junction with Charles Cross

**SCHEDULE OF REVOCATIONS****No Waiting At Any Time**

- (i) Clovelly Road, the south side, from the junction with Breakwater Hill for a distance of 29 metres
- (ii) Clovelly Road, the south side, from a point 98 metres west of the tangent point on Macadam Road for a distance of 10 metres in a westerly direction
- (iii) Ferndale Road, the north-east side, from a point 5 metres west to a point 7 metres east of the entrance to Western Mill Cemetery (opposite Maine Gardens)
- (iv) Ford Hill, the west side, from the junction with St Levan Road to a point 16 metres south of the junction with St George's Terrace
- (v) Lipson Road, the south-east side, from the junction with Alexandra Road for a distance of 23 metres
- (vi) Richmond Walk, the north & west side, from a point 236 metres south of the junction with Devonport Hill for a distance of 43 metres in a southerly direction
- (vii) Wentwood Gardens, both sides, from the junction with Miller Way for a distance of 16 Metres
- (viii) Drake Circus, the east side, from its junction with Charles Street to a point 60 metres north of the projection of the southern building line of the museum
- (ix) Clovelly Road, the south side, from its junction with Macadam Road to a point 77 metres west of the tangent point in Macadam Road
- (x) Ferndale Road, the south-west side, from its junction with Third Avenue for a distance of 10 metres in a south-easterly direction and 10 metres in a north-westerly direction
- (xi) Ferndale Road, the south-west side, from its junction with Second Avenue for a distance of 10 metres in a north-westerly and south-easterly direction
- (xii) Longbridge Road, the south side, from a point 37 metres west from its junction with Longbridge Close for a distance of 10 metres in a westerly direction
- (xiii) Longbridge Road, the south side, from a point 68.5 metres west from its junction with Longbridge Close for a distance of 10 metres in a westerly direction

**No Waiting Mon-Sat 8am-6.30pm**

- (i) Beaumont Place, the north side, for the entire length
- (ii) Gasking Street, the east side, from the junction with Lipson Road to the junction with Beaumont Place
- (iii) Lipson Road, the south side, from the junction with North Street to a point 29 metres south west of the junction with Greenbank Road
- (iv) Lipson Road, the north side, from a point 5 metres east of the junction with North Street to its junction with Gascoyne Lane

**Goods Loading Bay At Any Time**

Drake Circus, the east side, from a point 9 metres south of its junction with Gibbon Lane for a distance of 15 metres in a southerly direction

**No Loading/Unloading At Any Time**

Drake Circus, the east side, from its junction with Charles Street to a point 60 metres north of the projection of the southern building line of the museum

**Limited Waiting To 3 Hours No Return for 2 Hours to that zone boundary 8am-6pm****Exemption For Permit And Ticket Holders**

Cattedown Road, the east side, from a point 10 metres south of its junction with Mainstone Avenue to a point 10 metres north of its junction with Julian Street

**Permit Parking 9am-12pm and 6pm-9pm**

Julian Street, the south side, from a point 14 metres east of its junction with Cattedown Road to a point 17 metres west of its junction with Oakfield Terrace Road

**3. STATUTORY CONSULTATION****Proposals**

The proposals for the TRO Review.6 were advertised on street, in the Herald and on the Plymouth City Council website on 21<sup>st</sup> January 2021. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 14<sup>th</sup> January 2021

**There have been representations received relating to the Traffic Regulation Order proposals as below:**

**There have been 2 representations received relating to Berwick Avenue & Kirkwall Road**

Consultation	Comments
<p>I am writing to ask for some further information regarding the changes being proposed which it looks like it will be affecting parking outside of my house. My household has 2 cars and for the last 10years of living here, we have always parked outside our property and never had any issues surrounding this, yet suddenly this feels as if this is about to change. Could someone please clarify what is happening.</p> <p>My husband and I are both key workers throughout this pandemic and are generally away from our home until late afternoon/early evening. I am hoping we won't have parking issues when we return. My other concern is we have a 5yr old who is awaiting a diagnosis due to behavioural issues. Sometimes we have problems getting him in and out of the car....if we had to park elsewhere, this would clearly be problematic for us. Would appreciate it if someone could make contact and explain where the double yellow lines are going to go.</p>	<p>Thank-you for your e-mail regarding Berwick Avenue.</p> <p>Please see the plan attached – the proposal is to add NWAAT (double yellow lines) on the junction of Berwick Avenue and Kirkwall Road.</p> <p>The reasoning for this is to protect the junction and prevent pavement parking.</p> <p>If you would like to provide an official comment towards the order please reply to this e-mail quoting reference Amd.2021.2137249 TRO Review 6 by 11<sup>th</sup> February 2021.</p> <p><b><i>A plan was sent but no official comment was received.</i></b></p>
<p>It has come to my attention only yesterday (as I've not been mobile due to a back injury) that changes will be made in my residential road. Kirkwall wall road Crownhill Plymouth.</p> <p>In my understanding of these changes the road will become a non waiting residential street. Which I believe that a single yellow line will be put on one side of the road.</p> <p>On behalf of my community, whom are mostly retired residents and did not understand the changes that could be imposed . We want to oppose this change.</p> <p>The grounds are that the residents in the street and myself are already struggling</p>	<p><b><i>Standard response with plan sent –</i></b></p> <p>Thank you for your recent comments towards the proposals – 2021.2137249</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>I have attached a plan of the proposals for Berwick Avenue and Kirkwall Road for you to view.</p>



<p>to park our vehicles outside on a daily basis.</p> <p>This is because surrounding commercial company's and businesses choose to park here when they go to there place of work.</p> <p>Us as residents, as previously said struggle to find spaces outside our own homes. We feel that if this change was to go ahead it would make parking matters very much worse in our street and bring stress and anxiety to our retired residents in this community.</p>	<p>You will be notified if and when the proposals will be implemented.</p>
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**There have been 3 representations received relating to Bridwell Road, York Road, Keyham Street, Northumberland Street & Eliot Street**

<b>Consultation</b>	<b>Comments</b>
<p>I have looked at this plan and cannot seriously believe some of the proposal especially in relation to Northumberland Street and the surrounding area.</p> <p>Clearly no study at all can have been taken of the area or the parking otherwise the proposal would never have been made.</p> <p>There is already a severe shortage of on street parking in the area and many houses have multiple vehicles as well as a large number of works vehicles being parked in the street.</p> <p>To consider removing a further 8 spaces per street due to the imposition of yellow lines is downright stupidity.</p> <p>No consultation with the local residents seems to have been undertaken, had such consultation been done then the true feelings of the residents would have demonstrated the futility of this proposal</p> <p>It seems that this council has a total disregard for the citizens of this City.</p> <p>It is a pity that our local councillors seem to have no interest or concern for their constituents otherwise they would have made an effort to discuss this with them</p>	<p><b>Standard response sent –</b></p> <p>Thank you for your recent comments towards the proposals – 2021.2137249</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 would like to make some observations regarding the above TRO. It is in respect of your proposal to double yellow line all the junctions on Weston Mill Estate. The particular roads are York Road, Eliot Street, Northumberland Street, and Keyham Street.</p> <p>Weston Mill Estate is a highly populated residential area with some larger properties having been converted into flats so has increased the amount of vehicles trying to find a space to park, especially in the evenings.</p>	<p><b>Standard response sent with info –</b></p> <p>Thank you for your recent comments towards the proposals – 2021.2137249</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</p>

As you are aware, during this pandemic the government has recommended not using public transport whenever possible, this has led to an increase in car ownership so adding to the need for parking spaces on the estate.

Your proposal would have the effect of reducing the amount of possible parking for residents by approximately 25 or more vehicles when parking is already at a premium. I note that in some other areas of the city you are removing double yellow lines to INCREASE the amount of residential parking, yet here you are doing just the opposite! The large majority of residents that live near the respective junctions tend not to park right on the corner but a few feet away for the safety of their vehicle and other road users. I have observed this during my many walks around the estate.

I have so far lived on the estate for over fifty years and so have a first hand knowledge of what goes on and I also overlook one of the junctions in your proposal. In all that time I have not seen or been aware of any minor or serious problems for vehicles using the junctions, this includes the occasional large commercial vehicle, fire or ambulance. 99.9% of vehicles that use these roads are resident's cars.

Reading through the TRO it would seem that you have taken a blanket approach to junctions on many of the cities residential areas without possibly any actual long term survey of the roads or considered the effect your proposal will have on residents.

With regard to the proposals for Bridewell Road I will agree that there is a need to do something to aid the visibility of vehicles coming up out of Eliot Street, Northumberland Street, and Keyham Street but the proposed lengths maybe over generous especially outside the shop on the corner of Keyham Street / Bridewell Road, as this could cause a loss of passing trade and as we all know these shops need all the customers they can get. To mitigate some of the loss of parking in Bridewell Road, would it be possible to reduce the length of yellow lines on the approach to the corner with Carlton Terrace?

To conclude and as I have commented above it would be beneficial to the residents for you not to proceed with the proposals for both ends of Eliot Street, Northumberland Street, Keyham Street and the corresponding junctions with York Road. However should you still feel that the lines have to be done can I suggest that a maximum distance of 2 or 3 meters which would be line

on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.

Last year in the location you have mentioned where Bridewell Road meets Carton Terrace Plymouth City Council reduced the double yellow lines and replaced this with single yellow lines so that in the evenings residents could park there. The restriction could not be removed entirely because this is a bus route.

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

<p>with my comment in paragraph 5 above and this would also drastically reduce the number of lost parking spaces. I trust that you will give this letter your full and careful consideration and arrive at a decision that is fair and sensible for all the residents of Weston Mill Estate.</p>	
<p>Hello with reference to my previous email about the no waiting if this is for double yellow lines On just the corners of bridwell Road. I agree with this and if this is the case please disregard my previous email.</p>	<p>Thank you for your recent comments towards the proposals – 2021.2137249 Please see the proposed plan attached, the lining is proposed for junction protection. Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport. You will be notified if and when the proposals will be implemented.</p>

### **There has been 1 representation received relating to Clovelly Road**

<b>Consultation</b>	<b>Comments</b>
<p>We wish to submit an objection to the above mentioned proposed order, in particular to further parking restrictions in the Cattedown area of Cattedown Road and Clovelly Road. We are a small business currently employing 3 members of staff. We have been trading from our current site at Cattedown Road since October 1993. Over the years we have gradually had local parking areas taken away from us, making it more and more difficult for ourselves and our staff to be able to park close to our place of employment. With the removal of daily parking along Clovelly Road, we feel this will have a detriment impact on our business, with the staff we currently employ seeking alternative employment that will offer better parking arrangements. One member of staff, in particular, travels from Liskeard, so the possibility for her to make other travel arrangements or use public transport, is not an option. The nearest public car park is at Lockyers Quay but this will add to her already expensive outlay to travel to work and mean she will need to walk alone in the wet and dark hours of the winter, to arrive and leave work. In the proposal it states “to provide further support to local businesses”, but in fact, in our</p>	<p><b>Standard response sent –</b> Thank you for your recent comments towards the proposals – 2021.2137249  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>

case, this is the complete opposite for our business. We have, in the past, been prepared to purchase parking permits for the area but, apparently, there isn't even an option for us to do this.

With the proposed parking restrictions there will not be anywhere within the area for ourselves or our members of staff to park.

Therefore, we request you seriously consider the amendments to Clovelly Road as this will make our otherwise successful business, less appealing to work at making us think to relocate or worse, cease trading completely.

We hope you will consider our comments.

We would also be grateful if you have other ideas to alleviate our situation.

**There have been 5 representations received relating to Dover Road & Rendlesham Gardens**

Consultation	Comments
<p>To whom it may concern. I would like to object to double yellow lines on Dover road Plymouth, PL6 8ST. I am a resident and will be directly impacted by the lines being added to the road as this will be directly outside my house. I park outside my house and use my car everyday to work at Derriford hospital. I have a 5 year old son and dog and feel safer accessing my car from directly outside my house. I am concerned about where I would be able to park and also the safety of trying to get back to my house with my son. Also I worry that I would not be able to get parked after finishing a long shift at the hospital as there would be less spaces available if the lines were implemented.</p>	<p><b>Standard response sent –</b> Thank you for your recent comments towards the proposals – 2021.2137249</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><b>A site meeting with Cllr Bridgeman was carried out 25/02/2021, after the consultation. All comments were considered and it is recommended to abandon the proposals on Dover Road (21m of DYLS) but keep the DYLS on Rendlesham Gardens to protect the dropped kerbs.</b></p>
<p>Good morning in reference to amd.2021.2137249 the placing of double yellow lines on dover road. I would like to point out that I have had no issues with the road until the last two years.</p>	<p><b>Standard response sent –</b> Thank you for your recent comments towards the proposals – 2021.2137249</p>

<p>We have had new houses built at the top end of dover road and with these houses they all have a decent car park in behind there houses , which are not used instead they are parking and blocking the sight of the traffic at both ends of dover road.</p> <p>If you where to inforce that they park in there allocated spaces we wouldn't have this trouble and wouldn't need double yellow lines.</p> <p>We will loose about 5 car spaces if the double yellow lines are put in. we cannot park outside our garages due to about eight cars already parking there all the other spaces are taken up, so could you please advise where we can park the only option is the grass outside our property or the other side of the road.</p> <p>Which would cause the traffic to slow down more.</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><b>A site meeting with Cllr Bridgeman was carried out 25/02/2021, after the consultation. All comments were considered and it is recommended to abandon the proposals on Dover Road (21m of DYs) but keep the DYs on Rendlesham Gardens to protect the dropped kerbs.</b></p>
<p>I am concerned with the planned inclusion of double yellow lines outside of the properties adjacent to Rendlesham Gardens on Dover Road. The inclusion of these lines will have an adverse effect on the residents along Dover road and I believe is not the best solution to problems associated with the junction.</p> <p>This proposal will cause disruption to the residents and have a direct impact on our ability to easily access our houses.</p> <p>The road has become increasingly busy for parking over recent years and there isn't much room for us to park. Currently we have an unwritten rule to leave a single space outside our houses, this is to enable shopping and other access requirements. We utilise the space at the side of the houses for visitors or additional cars. We also abide by another unwritten rule to park only on one side to avoid disrupting traffic.</p> <p>The introduction of lines will upset these arrangements and will likely cause residents to park on the other side of the road. Since there are a number of parents with small children and grandchildren this will introduce a safety risk to residents, visitors and road users.</p> <p>The situation within my family also sees complications with my wife who has whole body rheumatoid arthritis and she is under the care of the hospital. I also have underlying problems with</p>	<p><b>Standard response with added info sent –</b> Thank you for your recent comments towards the proposals – 2021.2137249</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>Plymouth City Council takes its road safety responsibilities very seriously and has programmes in place in order to make the highway network as safe as possible and reduce casualties. It achieves this by using education, enforcement and engineering measures as appropriate.</p> <p>With regard to engineering interventions like the removal of the grass verges and speed humps as I am sure you appreciate, there are a large number of locations throughout the City where casualties are occurring on a regular basis as a result of highway collisions. There is</p>

blood pressure and diabetes, hence the lines will directly affect us as a family and cause issues for both myself and my wife as we get older. Currently, I see a number of issues associated with the junction that I think need addressing. One is visibility exiting the junction, the second is the speed at which motorists approach the junction and finally the issue with parents using the road as a pick up and drop off area for children, who rush up the road to get into the cars so the parents can get away ahead of the school traffic.

To address these issues I propose that three steps should be taken:

1. Remove the grass area outside of our houses and put a parking bay that aligns with the one car arrangement we currently apply. I recognise this is not the cheapest solution but it will give clear line of site up the road to cars approaching and those exiting the junction.
2. Secondly, place speed bumps onto the road approaching the junction which will slow the traffic and make it safer for children and the residents.
3. Thirdly, instruct the school to tell parents not to use the road as a drop off and pick up point. Also, introduce a report line for the residents to report any people not complying with this instruction, so further discussions can be had.

I recognise what I am proposing is not the cheapest action you can take but I feel it is the fairest and safest for all of us on the road. Applying the above there will be no need for lines on the bend or adjacent to the houses.

In reference to Amd.2021.2137249 and placing double yellow lines on Dover road. I have parked there for the last 17 years, there has never been any problems when leaving my parking space outside of my house. The view down the road towards Miller way is not blocked from my car but the cars further up the road. This wasn't a problem until the new house's were built and the residents park on Dover road instead of the car park that was built for them. I would also like to as where I am supposed to park my car if I can not do so outside my house? I own one car but

a limited road safety budget and therefore a need to prioritise remedial treatment to those locations where maximum benefit would be achieved.

The parking department can also only enforce where the public park if there is a restriction in place and the Council as I'm sure you can understand would not be able to stop parents driving into a street unless there was a No Entry for the police to enforce which would not be suitable in this location.

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

**A site meeting with Cllr Bridgeman was carried out 25/02/2021, after the consultation. All comments were considered and it is recommended to abandon the proposals on Dover Road (21m of DYs) but keep the DYs on Rendlesham Gardens to protect the dropped kerbs.**

**Standard response sent –**

Thank you for your recent comments towards the proposals – 2021.2137249

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>neighbours own multiple cars so there is no where else for me to park.</p>	<p>You will be notified if and when the proposals will be implemented.</p> <p><b>A site meeting with Cllr Bridgeman was carried out 25/02/2021, after the consultation. All comments were considered and it is recommended to abandon the proposals on Dover Road (21m of DYLS) but keep the DYLS on Rendlesham Gardens to protect the dropped kerbs.</b></p>
<p>I have been a resident of Dover Road for 42 years, there is no alternative parking. You are not addressing the main problem in Dover Road SPEED accident Dover Road Novorossiysk Road SPEED related your answer no righty turn from Dover Road. Fatality Dover Road, Miller Way SPEED related. You have installed a crossing junction Rendelesham – Dover Road nobody uses it other than the cricket club, this crossing causes cars to veer to the left towards the turning and is completely unnecessary. The other problem are the new builds in Dover Road they have allocated parking at the rear of their properties if used would clear the top end of Dover Road giving clear view from the junction to Miller Way this has been put forward to them but they refuse to comply the plans for these buildings was changed at the last moment they were supposed to be set back from the road and a fence put in front of the houses something not quite right there. With the road improvement at forder valley completed, traffic flow would be non existent. Once again home owners penalised. PROBLEM IS SPEED.</p>	<p><b>Standard response and further info sent –</b></p> <p>Thank you for your recent comments towards the proposals – 2021.2137249</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>A speed detection radar black box was out in this road in November 2020 with the 85<sup>th</sup> percentile being 32 mph and the average speeds below 30 mph. In the last 3 years we have had no personal injury collisions recorded for the whole of this road.</p> <p>However we are monitoring Dover Road with regards to the no right turn violations, speeds and collisions.</p> <p>You will be notified if and when the proposals will be implemented.</p> <p><b>A site meeting with Cllr Bridgeman was carried out 25/02/2021, after the consultation. All comments were considered and it is recommended to abandon the proposals on Dover Road</b></p>

	<b>(21m of DYLS) but keep the DYLS on Rendlesham Gardens to protect the dropped kerbs.</b>
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**There have been 4 representations received relating to Edith Street & Percy Street**

<b>Consultation</b>	<b>Comments</b>
<p>We would like to raise our objections to the proposed new parking restrictions that may be put in place in Edith Street St Budeaux.</p> <p>We have lived in the street for the last 14 years and over this time the parking situation has got progressively worse. I understands the need to build new houses such as the ones down by and over the library but they need to come with enough parking to accommodate all residents to stop them from parking in our street where our residents find it difficult enough to park at the moment.</p> <p>Regularly we find ourselves parking along the bottom road and by the school.</p> <p>Please find attached photos of the areas you intend to double yellow over several different days and note there are nearly ALWAYS cars parked there and how busy the road is in general.</p>	<p><b>Standard response sent –</b></p> <p>Thank you for your recent comments towards the proposals – 2021.2137249</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><b>The traffic management team held a meeting with the ward councillors on 25/02/2021. The ward councillors wanted us to abandon the proposals and therefore it is our recommendation to place white bar markings in front of the dropped kerbs to discourage vehicles from obstructing the pedestrian crossing point.</b></p>
<p>I am grateful that you have taken away 40 metres on Victoria Road, which is good news to us all. However, at the bottom of my street, you now want to take away 11 metres of parking on each side of the street. That makes 22 metres in total that you will take away from us. To my reckoning, we have only gained 18 metres.</p> <p>You need to understand why we have so many problems in our road. Apart from the residents that obviously like to park on their own streets, most houses have more than one car per household. When our houses were built, the road wasn't designed for the amount of traffic that is now vying for spaces. All of the business</p>	<p><b>Standard response sent with plans and photographs of where the restrictions are proposed –</b></p> <p>Thank you for your recent comments towards the proposals – 2021.2137249</p> <p>Please see the proposed plan attached, the lining is proposed to go past the dropped pedestrian crossing to protect the crossing and the junction.</p>



that are open on St. Budeaux Square feel it's fair game to park in Edith Street. We also have people that shop on the square using our road as a car park. When St Boniface Church is open when we are not in a pandemic, we also have their church members parking in our road and to be quite honest, we've had enough. Now you want to take even more spaces away from us? If you look at other shopping centres around the city, West Park, Crownhill, Southway, Plympton, Plymstock, all have car parks for the shoppers and I know for a fact that Crownhill also has residents parking. Here we are at St Budeaux being classed as the 'poor relation'. You have had opportunities to resolve this in the past, yet have done nothing about it. There used to be a free car park on the Square before Lidl's was built and this really helped, however, when planning was given to build the store, there was a consultation in place and funding was there for residents parking, but it never happened. When St. Boniface church on Percy Street was pulled down, the land was empty for years. This would have been an ideal spot for a car park to replace the one on the square, but no, it was sold for yet more housing. Although the residents in those houses have parking spaces at the back of the property, the ones with the front doors on Percy Street park there (and I don't blame them for that), however, if the planning department had any kind of forward planning, they should have included a caveat that they should park in their spaces. So, there are parking spaces at the rear of those properties that are not being used. When the library was demolished, I submitted an idea that it would have been a good idea to purchase the land that the State Cinema, which is a derelict rat infested building was compulsory purchased, demolished, the new library built on that land, and the original site of the library turned into a car park. That didn't happen either. KFC was then given the green light to build a drive through restaurant on the land next to Lidl. That would have also been a good place to put a car park. I think you may now have a bit of an idea as to how frustrating it is now to live where I do. You may well use the counter argument that the properties have garages at the rear. However, when these garages were built, they weren't built with modern cars in mind. My car is not a large car, but if I got it into the garage, I wouldn't be able to open the door wide enough to get out of

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.

**The traffic management team held a meeting with the ward councillors on 25/02/2021. The ward councillors wanted us to abandon the proposals and therefore it is our recommendation to place white bar markings in front of the dropped kerbs to discourage vehicles from obstructing the pedestrian crossing point.**

the car, so that's a little bit of a pain. Also, all of our garages have asbestos roofs, so, even if we did want to demolish the garage and make it a hard stand, firstly, there is the cost of the removal of the roof, plus the rear of the properties are a public access lane and in particular the rear of my property has on several occasions been used as a fly tipping site, so if I got my car in there, there will be a time when it will be blocked in through fly tipping. Councillors are both aware of the problems we have experienced over the years. Picture 1 is Percy Street, bearing in mind, this is taken during a pandemic, normally there are cars there as well Picture 2 is the opposite direction in Percy Street, facing Victoria Road. The van you see there belongs to a neighbour who couldn't park in our street because there was no room. The picture at the top, is Edith Street. As you can see, the street is full. There is a space where the dropped kerbs are.

Can I remind you that the Bartletts building on Percy Street is empty at the moment, but planning permission has been granted for this to be turned into four flats with parking at the rear of the building. When the building works do go ahead, there is more potential for yet more cars to be parked either in Percy Street, or Edith Street causing more chaos.

Finally, the notice that you attached to the lamppost in our street, when you try to look at your proposals, it doesn't link you into the page where the plans are located, so this is a disadvantage to the residents of Edith Street. Luckily a Councillor was able to provide me with the correct link, and the information required in the title of the email so we could log our concerns. It's not right that this link wasn't available from the information that was provided on your document.

I want to make it absolutely clear to you that I OBJECT to you adding yellow lines.

As a family we have lived on Edith street for 18 years. Over the past 5 years or so parking has become massively oversubscribed, due to numerous factors including children of households becoming old enough to drive and therefore purchasing a car and adding to the number of vehicles in the street and surrounding streets.

Residents have been careful not to waste any spaces and on the whole park with consideration

**Standard response sent –**

Thank you for your recent comments towards the proposals – 2021.2137249

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

<p>leaving room for others to park when they arrive home from work.</p> <p>However now we see the proposals to add double yellow lines to the bottom corners of Edith Street in St Budeaux and we are highly concerned that this will take away vital parking spaces.</p> <p>During the day there are generally no issues with parking in the street it is when Edith street residents return from working that the oversubscribed parking becomes an issue. Residents have no choice but to take advantage of every metre of space, including the areas marked for double yellow lines under the proposals. We understand that this is to protect the disabled drop zones and preserve observation at the junction but can't help but feel we are being penalised for working, returning home to a busy street and having less spaces available when the lines are added.</p> <p>Residents always observe the drop zones and are keen to ensure these remain clear for disabled access, even reminding non residents that visit the street that they aren't allowed to park in front of these areas as it causes an obstruction. We trust that you will consider our concerns when finalising proposals.</p> <p>We would welcome any feedback and of course be available to answer any questions regarding the parking status in Edith Street. St Budeaux.</p>	<p>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><b>The traffic management team held a meeting with the ward councillors on 25/02/2021. The ward councillors wanted us to abandon the proposals and therefore it is our recommendation to place white bar markings in front of the dropped kerbs to discourage vehicles from obstructing the pedestrian crossing point.</b></p>
<p>I would like to voice my concerns regarding your proposed ammendment - Amd.2021.2137249. Specifically the proposal for double yellow lines on the junction of Edith Street and Perry Street; schedule No 1.1 - xvi, xvii, xlv &amp; xlvi.</p> <p>Having lived in edith Street for the last 8 years the parking situation is getting worse, more so since the building of the flats on the south side of Perry Street and the new library with the flats that are soon the be occupied. I am a shift worker and regularly finish at 11.30pm or 3.30am, when I return back to edith Street it is very rare a parking space is available. I quite often have to park at the east end of Perry Street or head further afield to Sunny Dene.</p> <p>Rule 243 of the highway code states that it is illegal to park in front of a kerb that has been lowered to aid wheelchair access, as is the case for the curb near the junction. Since the installation off the lowered kerb access has always</p>	<p><b>Standard response sent –</b></p> <p>Thank you for your recent comments towards the proposals – 2021.2137249</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>been maintained when cars have parked near the access.</p> <p>Your proposal shows 35m of double yellow lines. With the average length of a car in the UK being 4.8m you are removing the potential for 6 to 7 cars to park. Can you please tell me where you expect these cars to park?</p> <p>I urge you reconsider your above proposal.</p>	<p><b>The traffic management team held a meeting with the ward councillors on 25/02/2021. The ward councillors wanted us to abandon the proposals and therefore it is our recommendation to place white bar markings in front of the dropped kerbs to discourage vehicles from obstructing the pedestrian crossing point.</b></p>
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**There have been 11 representations received relating to Ford Hill & side streets**

<b>Consultation</b>	<b>Comments</b>
<p>I am writing to you with regards to the traffic regulation order proposal on Ford Hill and surrounding streets.</p> <p>I write to you with 55 years of connection with traffic on Ford Hill, firstly my grandparents lived on Ford Hill, this was when traffic and ownership of cars was not as great as it is today. My wife and I have lived on Ford Hill for 30 years and yes we have seen an additional growth of car ownership. We have also seen a large number of car accidents on Ford Hill. But I am pleased to say that over the recent years these car accidents have diminished and I can only put this to the additional parking on the right hand side of Ford Hill as you go up. This is because cars are having to naturally stop and give way to oncoming vehicles. So even though it may be an inconvenience to some vehicles it is actually doing the area good and possibly saving lives.</p> <p>I totally understand and fully agree with the additional yellow lines going into St George's Terrace, Pasley Street and other side streets as my house directly looks onto St George's Terrace and the number of times I have witnessed stubborn drivers leaving St George's Terrace and refusing to move, which is causing the newly entered traffic to reverse onto Ford Hill, which is obviously illegal and dangerous.</p> <p>If you persist and continue with your proposal I would highly recommend a speed camera being situated on Ford Hill because the number of cars that will race down Ford Hill to catch the lights will increase and endanger lives. I have seen and witnessed this first hand. You also have to put into consideration immediately after the junction of St George's Terrace going down Ford Hill you have a hump in the road which has in the past taken people unaware and this too has caused accidents where they have lost control because they are going too fast.</p>	<p><b>Standard response sent –</b></p> <p>Thank you for your recent comments towards the proposals – 2021.2137249</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><b>The traffic management team held a meeting with the ward councillors on 26/02/2021. The Councillors understood the safety reasons for the proposals, but were worried about the impact to parking. However, due to the safety concerns we have on pavement and junction parking in this location, we recommend the proposals go ahead as planned.</b></p>

<p>We are an area of a large proportion of elderly people but motorists using Ford Hill as a rat run into Plymouth city centre will not know the age of the residents who are trying to cross the road to get supplies from the local shop. These drivers are inconsiderate to the needs of these residents who are finding it difficult to cross the road quickly enough, but with additional cars parked on the right hand side as you go up Ford Hill at least they are aware that cars do stop to allow other cars to manoeuvre and this gives the residents time to safely cross the road. By removing these cars will just enable the motorists to use it again as a speed track.</p> <p>I hope you give my experience, knowledge and views into account before making your final decision on the proposal. The presence of double yellow lines all the way up on one side will create additional accidents and possibly loss of life.</p>	
<p>With regards to the TRO covering the area around Browning Road.</p> <p>I see there are no proposed parking restrictions on Sturdee Road, there are daily issues on all junctions off Sturdee Road including service lanes, particularly after 1700 and up until 0900 with people parking over hanging the junctions in such a way as to render egress difficult or even impossible.</p> <p>I feel there is a pressing need for a “no waiting at any time restriction” on all such junctions in the area, not only those on Browning Road but Sturdee Road as the parking problem between these times is wide spread.</p> <p>I live on the junction of Browning Road and Sturdee Road and I see the issues the parking on junctions causes as follows; Ambulance and delivery vans have to do reverse shunts to turn right/ left from Browning Road to go up or down Sturdee Road.</p> <p>Visibility is impossible when going across Sturdee Road, Browning Road to Browning Road especially when vans park over hanging the junctions.</p> <p>The back of my Browning Road house has a service lane, I have great difficulty turning in or out of the service due to the over hanging cars. The over hanging badly parked cars also would prevent access to emergency vehicles The bin lorry is unable to drive out and turn left or right from this service lane.</p> <p>I have photos to back up how bad the parking is around all the junctions off Sturdee Road that</p>	<p><b>Standard response and further info sent –</b></p> <p>Thank you for your recent comments towards the proposals – 2021.2137249</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>Thank you for the photos I have kept them on file to be discussed for the next Traffic Regulation Order review.</p> <p>You will be notified if and when the proposals will be implemented.</p> <p><b>The traffic management team held a meeting with the ward councillors on 26/02/2021. The Councillors understood the safety reasons for the proposals, but were worried about the impact to parking. However, due to the safety concerns we have on pavement and junction parking in this location, we</b></p>

<p>blocks visibility, cause hazards and larger vehicles from turning. Please feel free to contact me reference the parking issues. Photos to follow.</p>	<p><b>recommend the proposals go ahead as planned.</b></p>
<p>After seeing a few incidents around the area as I live in St Georges Terrace, I would like to say that I would like for the lines to go ahead as I feel at the moment it is is a massive safety issue as cars have to reverse onto Ford Hill as nowhere to pull in currently. Also bigger vehicles cannot turn easily into the side roads from Ford Hill as the lines currently are not long enough especially in St. Georges Terrace where I see most, God forbid an ambulance or fire engine had to turn quickly into the road. Also in regards to the lines going all the way down Ford Hill on the left as you drive down I am behind this also as I struggle to walk past parked cars with the dog so I cannot imagine a wheelchair or pram getting past. I hope this scheme goes ahead as it will definitely help the flow of traffic going up and down Ford Hill, crossing the busy road and be a massive safety advantage...</p>	<p><b>Standard response sent –</b> Thank you for your recent comments towards the proposals – 2021.2137249</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><b>The traffic management team held a meeting with the ward councillors on 26/02/2021. The Councillors understood the safety reasons for the proposals, but were worried about the impact to parking. However, due to the safety concerns we have on pavement and junction parking in this location, we recommend the proposals go ahead as planned.</b></p>
<p>Hi, i notice there is to be new parking restrictions in the Ford Hill area, Paisley Street,, while i agree in principle, i live in one of the avenues, and this will put even more pressure on us parking, which is already a nightmare, surely permit parking would be a better solution, or residents only parking, some people in our street have multiple vehicles, or even better idea would be to put parking bays outside our houses.</p>	<p><b>Standard response sent –</b> Thank you for your recent comments towards the proposals – 2021.2137249</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><b>The traffic management team held a meeting with the ward councillors on 26/02/2021. The Councillors understood the safety reasons for the proposals, but were worried about the impact to parking. However, due to the safety concerns we have on pavement and junction parking in this location, we recommend the proposals go ahead as planned.</b></p>
<p>I am concerned by the proposed alterations and addition of double yellow lines to Ford Hill, Plymouth for several reasons.</p> <p>The road has had several serious, and one fatal, collisions due to vehicles travelling at an excessive speed. I believe by the removal of the opportunity to park, it will increase the speed that vehicles are travelling along the road as it will be possible to pass vehicles on the entire road, as at the moment vehicles speed are decreased due to the narrow road and the need to manoeuvre parked cars. If yellow lines are to be added I would like to see traffic speed management techniques added to avoid further injury and death.</p> <p>I am also concerned that the introduction of yellow lines will limit the number of resident parking spaces on Ford Hill and surrounding streets. The area is often congested with car parking and I believe that by adding double yellow lines, residents will feel forced to park more dangerously closer to their homes increasing the risk of an accident. I believe that adding lined parking spaces or by introducing a permit scheme the issues could be reduced although I believe that traffic calming measures should be introduced, rather than double yellow lines that will reduce parking capacity and ultimately increase the speed in which vehicles travel on Ford Hill leading to unnecessary injuries and deaths.</p>	<p><b>Standard response sent –</b></p> <p>Thank you for your recent comments towards the proposals – 2021.2137249</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><b>The traffic management team held a meeting with the ward councillors on 26/02/2021. The Councillors understood the safety reasons for the proposals, but were worried about the impact to parking. However, due to the safety concerns we have on pavement and junction parking in this location, we recommend the proposals go ahead as planned.</b></p>
<p>I'm a resident of Browning road. I am writing to let you know about the difficulties myself and my children face crossing Ford Hill on a daily basis to do the school run. The traffic is always busy and there are always vehicles parked on either side</p>	<p><b>Standard response sent –</b></p> <p>Thank you for your recent comments towards the proposals – 2021.2137249</p>

blocking our view to cross the road. I feel that we often take risks to cross and because we have a buggy it makes it even trickier. I won't let my 10 year old cross the road on his own but he should be learning to be independent as he will be attending secondary school soon. I also think the crossing at the top of ford hill to Stoke village is dangerous and as this is a route used by school children it would be good if it had a proper crossing. I will support any changes you make to ensure the roads are safer for pedestrians and cars, although I understand many residents are concerned about parking as it is very difficult to find space to park on our road.

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.

**The traffic management team held a meeting with the ward councillors on 26/02/2021. The Councillors understood the safety reasons for the proposals, but were worried about the impact to parking. However, due to the safety concerns we have on pavement and junction parking in this location, we recommend the proposals go ahead as planned.**

My partner and I currently live on Ford Hill and have done for a couple of years and when we first moved in we noticed that the parking around our house and the neighbouring streets was limited. We managed to find an area close by that we could park our car but as there aren't any official parking spaces it's a first come first served basis meaning we've had to park several streets away on numerous occasions. This isn't ideal as there has been incidents in the past where cars have been randomly damaged, ours included. Parking our car out of site doesn't fill us with confidence as anything could happen to it. Given the new proposal we've estimated there will be a loss of 15 parking spaces on ford hill/the neighbouring streets, this means that trying to find a parking space on weekends and after work, the most difficult times to find a space, is going to be even harder now. You have also proposed to put 'No waiting' lines directly outside the front and to the side of our house which will effect us the most.

A suggestion is, along Ford hill where the parking is available is to include parking spaces for the homes along the street. Whether allocated for homes specifically or just space specific, available

**Standard response sent –**

Thank you for your recent comments towards the proposals – 2021.2137249

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

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<p>for anyone. This would ensure those parking on the hill aren't parked in 'awkward' positions taking up too much room and the parking could be even throughout.</p> <p>We also feel that restricting the parking even more it will make this a less lucrative place to live, in turn effecting house prices and sales in the area, especially as no alternative for taking away these parking spaces has been given.</p> <p>If these circa 15 parking places are taken then where is the alternative place to park?</p>	<p><b>were worried about the impact to parking. However, due to the safety concerns we have on pavement and junction parking in this location, we recommend the proposals go ahead as planned.</b></p>
<p>I am emailing in response to a letter notifying of the proposed parking changes for Ford Hill. Being a resident on Ford Hill I think it is ludicrous that you propose to remove further parking that is available to the residents. There are already many times where we struggle to find a valid parking space as it is, as I work long shifts with covid patients the last struggle i need is further problems trying to then find somewhere to park my car at the end of a very long day. All this will achieve is people blocking up the lanes where they can legally park surely?</p> <p>I appreciate there are many accidents that occur but that is due to people's negligent driving from speeding up and down the hill.</p> <p>Can you advise you actual reasons for making the whole of one side of the Hill non parking?</p> <p>May I suggest you consider lowering the speed limit on the Hill, speed bumps, even a speed camera if so. Even permit parking would suffice. I would even suggest a speed camera being put on the traffic lights at the top of Ford Hill junction as many occasion my son has almost been run over when walking to school as too many drivers speed through these lights daily.</p> <p>I am sure I will not be the only resident to be disputing this proposed change?</p>	<p><b>Standard response and further info sent –</b></p> <p>Thank you for your recent comments towards the proposals – 2021.2137249</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>The purpose of the proposal is for junction protection around the junctions, and it has also been proposed to place double yellow lines on the west side for its entirety, the purpose of this is because vehicles on this side of the road park on the footway, which is causing safety concerns as people can't get past the cars, especially people with prams or wheelchairs.</p> <p>You will be notified if and when the proposals will be implemented.</p> <p><b>The traffic management team held a meeting with the ward councillors on 26/02/2021. The Councillors understood the safety reasons for the proposals, but were worried about the impact to parking. However, due to the safety concerns we have on pavement and junction parking in this location, we recommend the proposals go ahead as planned.</b></p>
<p>I wanted to voice my support for the proposed changes to parking restrictions on Ford Hill and</p>	<p><b>Standard response sent –</b></p>

<p>roads coming off from it. I live on Beresford Street and feel that the restrictions will improve my visibility when turning into my road. Thank you.</p>	<p>Thank you for your recent comments towards the proposals – 2021.2137249</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><b>The traffic management team held a meeting with the ward councillors on 26/02/2021. The Councillors understood the safety reasons for the proposals, but were worried about the impact to parking. However, due to the safety concerns we have on pavement and junction parking in this location, we recommend the proposals go ahead as planned.</b></p>
<p>Good morning, regarding the proposed line works on Ford Hill. We welcome the proposed reinstatement of the parking restrictions. Having lived here since 1982 the parking has become steadily worse. From our experience cars will park up to one/two car lengths from the traffic lights at the top of Ford Hill. We would like you to consider taking the lines down from the traffic lights on the East side down to the steps before number 49 Ford Hill. We do have concerns as to where the cars will park that will no longer park where currently allowed and that it does not impact people's access/ egress from garages in the narrow back lanes.</p>	<p><b>Standard response sent –</b></p> <p>Thank you for your recent comments towards the proposals – 2021.2137249</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><b>The traffic management team held a meeting with the ward councillors on 26/02/2021. The Councillors understood</b></p>

	<p><b>the safety reasons for the proposals, but were worried about the impact to parking. However, due to the safety concerns we have on pavement and junction parking in this location, we recommend the proposals go ahead as planned.</b></p>
<p>I have a question for you regarding the access to and from Beresford Street on to from Ford Hill.</p> <p>Could you please put keep clear signs at the entrance as during the day especially peak times, as cars cannot access or leave Beresford Street as the road is blocked off. Ambulances and police have been stuck trying to gain access one way or another.</p>	<p><b>Standard response and info sent –</b></p> <p>Thank you for your recent comments towards the proposals – 2021.2137249</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>If double yellow lines are implemented in this location (No Waiting At Any Time) this will mean that the junction will be kept clear.</p> <p>You will be notified if and when the proposals will be implemented.</p> <p><b>The traffic management team held a meeting with the ward councillors on 26/02/2021. The Councillors understood the safety reasons for the proposals, but were worried about the impact to parking. However, due to the safety concerns we have on pavement and junction parking in this location, we recommend the proposals go ahead as planned.</b></p>

**There has been 1 representation received relating to Gascoyne Place**

<b>Consultation</b>	<b>Comments</b>
<p>I would like to offer the suggestion for those of us who live on Gascoyne Place and currently have limited parking (which will now be reduced further by the proposed order) that the car park in the copse of trees that currently has no restrictions, is permitted to allow residents of Gascoyne Place to have additional protected parking.</p>	<p><b>Standard response and further info sent –</b></p> <p>Thank you for your recent comments towards the proposals – 2021.2137249</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</p>

<p>Currently many people utilise this car park as one of the only non-paying and non-permit car parks near the city centre and it would be useful if this was made into a car park with the Zone D permit extended or if this was a zone DD permit for example and those on Gascoyne Place could apply for both Zone D and DD as a joint permit.</p>	<p>been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>I have also passed your suggestion onto the parking team who will review this.</p> <p>You will be notified if and when the proposals will be implemented.</p>
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### There have been 3 representations received relating to Knowle Avenue

<b>Consultation</b>	<b>Comments</b>
<p>Thank you very much for your responses, very helpful, you have confirmed what I understood the restrictions to mean.</p> <p>Individual plot holders may make their own comments in response to the consultation, your notices have made them aware of the deadline.</p> <p>From an allotments management view these proposed restrictions do not impact on our use of the site, and I support these proposals to keep the turning head clear of parked vehicles.</p>	<p><b>Standard response sent –</b></p> <p>Thank you for your recent comments towards the proposals – 2021.2137249</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 do believe no-one should park on a turning point.</p>	<p><b>Standard response sent –</b></p> <p>Thank you for your recent comments towards the proposals – 2021.2137249</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>Propose for parking restriction of yellow lines at the end of Knowle Avenue.</p> <p>Would make it impossible for us to park outside our home address – this location has The allotments and scouts along with any other</p>	<p><b>Standard response sent –</b></p> <p>Thank you for your recent comments towards the proposals – 2021.2137249</p> <p>Your comments have been logged on our records and will be considered as part of the</p>

visitors take up constantly take up our parking space for the last 21 years parking has been and issue at the bottom of Knowle Avenue we park across the road on the edge of the turning circle which does not obstruct access to turning on the circle large vehicles such as ambulances can easily make the turning The highways agencies have come out to Knowle Avenue to assess the traffic situation regarding turning they have confirmed there is no issue in writing to us the house holders of Knowle Avenue provided we park outside of the turning area therefore not obstructing vehicles turning The fact that vehicles can and do make the turning shows clearly there is no need for parking restrictions on the turning circle area so for all the 21 years we cannot except that there is a justified reason for trying to take our rights away to be able to park outside our own premises just as most other people can do outside their premises it is clear that the people who are proposing the restrictions for parking only think about themselves as they don't actually live in front of the turning circle. We had a disabled bay outside the house and now it has faded away the print on the road ( we was told by one of your counsellors a lady That my disabled bay is still alive. I never used disabled bay it because the car used to get damaged vandalise as people walk down the footpath which is why we have park across the road for 21 years so that we can see the car. we did mention this to the highway who came out to assess the disabled bay and said longs I don't park in the turning circle and park outside on the edge then it will be fine

We found out on Facebook 03rd December 2020 from Facebook that a local counsellor publicised it on Facebook stating putting double yellow lines on the turning circle of Knowle Avenue without first going through the procedures showing total disregard for the local tenants that live at the bottom of Knowle Avenue Then we phoned Plymouth City Council to find out what's going on we talk to the lady on the phone on 04th December 2020 we have the right to propose against this The Yellow lines on The turning circle.

final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.

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

### **There have been 2 representations received relating to Molesworth Road**

<b>Consultation</b>	<b>Comments</b>
We would like to second the concerns of our neighbours on Molesworth Road with regards to	<b><i>Standard response sent –</i></b>

<p>the introduction of a "No waiting at any time" order for Molesworth Road.</p> <p>We would like to call for the cancelling of the following part of this proposal relating to the introduction of a "No waiting at any time" order for Molesworth Road in Stoke.</p> <p>Specifically schedule No 1.1 paragraph (xxxvii), which reads:</p> <p><b>Molesworth Road, the east side from its junction with Penlee Road for a distance of 10 metres in a northerly and southerly direction.</b></p> <p>Introduction of this proposed change has the potential to cause considerable inconvenience to us, Without any attendant benefit to anyone else. For example; disrupting access for off loading shopping/goods/our dog, and also looking ahead into my older age, the ability to access my car with ease.</p> <p>We acknowledge that, there is no "right" for a householder to park outside their home, however, the imperative point here, is we have been parking in this way for 8 years and my parents before me, since the house was built in the early 1950s, without mishap or mischief occurring to anyone.</p> <p>This entirely feels like change for changes sake - please reconsider.</p>	<p>Thank you for your recent comments towards the proposals – 2021.2137249</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>We would like to call for the cancelling of the following part of this proposal relating to the introduction of a "No waiting at any time" order for Molesworth Road in Stoke. Specifically schedule No 1.1 paragraph (xxxvii), which reads:</p> <p><b>Molesworth Road, the east side from its junction with Penlee Road for a distance of 10 metres in a northerly and southerly direction.</b></p> <p>We are of the view that the proposed addition of 10m of double yellow is unnecessary and a waste of public funds. We have lived at our present address for approximately 20 years. We are entirely confi-dent that we would be aware of any issues created by parking along this section of Molesworth Road (south of the Penlee Road/Molesworth Road junction specifically), and/or by cars parked obscuring the line of sight for drivers emerging from Penlee Road. It is, frankly, not an issue. You are seeking to prevent a mischief that does not exist. We are, naturally, aware of the Highway Code that prohibits parking within 10m of a junc-tion. We always observe this when parking outside our house. It is very rare indeed that other cars do not observe the same when parking south of the junction. Certainly not</p>	<p><b>Standard response and info sent –</b></p> <p>Thank you for your recent comments towards the proposals – 2021.2137249</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>Please note that the plans in the deposit documents are not to scale.</p> <p>You will be notified if and when the proposals will be implemented.</p>

of sufficient frequency to justify that public funds be deployed in the way proposed. In the alternative, without prejudice to our primary objection to the introduction of double yellow lines in this area, we require that in the event such lines are introduced that very strict adherence by those installing them is made to the 10m length; such that it does not extend any further at all than 10m. We acknowledge that the planning map is diagrammatic only, but taken from your drawing the proposed double yellow lines extend for more like 15m (line **C**) not 10m. (And we pause to observe the the planned double yellow lines extending north go even further than that). The proposal is misleading (we do not suggest intentionally so, but misleading nonetheless) as the planning notice says the lines will extend for 10m, but the diagrams in fact show a length at least 50 per cent greater than this in both directions.

The attached photograph shows our family car parked where we customarily park it (10M south of the junction). We never park any closer than that to the junction, nor do our next door neighbours. We have measured the distance out and know it to be accurate. As it stands there is room for both ourselves and our neighbours to each park a car outside our own homes. And do so safely, without parking within 10m of the junction and without parking too far down Molesworth Road so as to encroach upon the traffic is-land there. In the event that such double yellow lines as may be introduced stray any length beyond 10m (line **B**), it will not be possible for us to continue to park in this way. In writing we expressly acknowledge that, save for prescribed circumstances, there is no “right” for a householder to park outside their own home. The important point here, how-ever, is that we have been parking in this way for some 20 years, without mishap or mis-chief occurring to anyone. We take the view that this proposed change has the potential to cause considerable inconvenience to us, without any attendant benefit to anyone else. This entirely feels like change for changes sake - please reconsider.

**There have been 2 representations received relating to Wentwood Gardens**

Consultation	Comments
There is a notice outside saying double yellow lines will be painted on the rood, my concern is the parking is bad enough as it is, it is right	<b>Standard response sent –</b> Thank you for your recent comments towards the proposals – 2021.2137249

<p>outside of my home, no neighbours want this done due to parking difficulties, one person only wants this done, I am a Key worker and get home at midnight and struggle to park, I have had my car vandalised 3 times parking away from my property, this has been reported to the police, taking away two parking spaces will only add to this problem.</p> <p>There is no safety reasons for this, I can see no reason for needing yellow lines, no problem had occurred in the five years I have lived here.</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 proposal plans to restrict parking at Wentwood Gardens on apparent grounds of safety. Yet there is no history of safety issues at the specific location targeted and the lack of existing parking availability in this area will only be exacerbated by the proposed measures.</p> <p>It is routine for residents and visitors, who are often unable to park at Wentwood Gardens, to seek parking in nearby streets, including Dover Road and Rendlesham Gardens, but these streets have also been selected for parking restrictions. It is the opinion of myself, and others I have spoken to at Wentwood Gardens, that the proposed measures will have no practical effect on safety and are likely to induce actual unsafe and illegal parking.</p> <p>Therefore, because the proposed parking restrictions could do more harm than good, I am asking you to reconsider the proposal for Wentwood Gardens.</p>	<p><b>Standard response sent –</b></p> <p>Thank you for your recent comments towards the proposals – 2021.2137249</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>

**There have been no representations received relating to the other proposals included in the Traffic Regulation Order.**

#### **4. RECOMMENDATION**

It is recommended that the proposals are abandoned relating to Edith Street and Percy Street and that the dropped kerbs in situ are protected with a white bar marking.

It is recommended that the proposals relating to Dover Road and Rendlesham Gardens are amended to only continue with the No Waiting at Any Time on Rendlesham Gardens.

All other proposals are recommended to be implemented as advertised.

#### **5. LEGAL CONSIDERATIONS**

The lawful implications and consequences of the proposal have been considered and taken into account in the preparation of this report.

When considering whether to make a traffic order it is the Council's responsibility to ensure that all relevant legislation is complied with. This includes Section 122 of the Road Traffic Regulation Act 1984 (as amended) that sets out that it is the duty of a local authority, so far as practicable



subject to certain matters, to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. It is considered that the proposals comply with Section 122 of the Act as they practically secure the safe and expeditious movement of traffic in and around Plymouth and provide for suitable and adequate associated parking facilities.

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# EQUALITY IMPACT ASSESSMENT

TRO Review.6



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

<p><b>What is being assessed - including a brief description of aims and objectives?</b></p>	<p><b>THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2020.2137249 TRO REVIEW 6) ORDER</b></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 make changes to: No Waiting At Any Time, No Waiting Mon-Sat 8am-6.30pm, Limited Waiting To 3 Hours No Return for 2 Hours to that zone boundary 8am-6pm Exemption For Permit And Ticket Holders, Disabled Driver Only Parking Bay At Any Time, Permit Parking 9am-12pm and 6pm-9pm, No Loading/Unloading At Any Time, Goods Loading Bay At Any Time.</p> <p>(As set out in the briefing report).</p> <p>Is it recommended that the proposals for Edith Street &amp; Percy Street are abandoned completely and the proposals for Dover Road and Rendlesham Gardens are amended to only continue with the No Waiting at Any Time on Rendlesham Gardens.</p>
<p><b>Author</b></p>	<p>Amy Neale</p>
<p><b>Department and service</b></p>	<p>Plymouth Highways, Traffic Management Technician</p>
<p><b>Date of assessment</b></p>	<p>22/02/2021</p>

**STAGE 2: EVIDENCE AND IMPACT**

<b>Protected characteristics (Equality Act)</b>	<b>Evidence and information (eg data and feedback)</b>	<b>Any adverse impact</b> See <a href="#">guidance</a> on how to make judgement	<b>Actions</b>	<b>Timescale and who is responsible</b>
<b>Age</b>	No issues raised in consultation	No adverse impact anticipated  The introduction of No Waiting at Any Time will designate where is safe and acceptable to park.  Ensuring visibility for drivers and pedestrians of all ages when using the road.		
<b>Disability</b>	No Waiting at any time	Some of the proposals will add no waiting at any time in front of dropped kerbs, preventing vehicles blocking access for disabled people wishing to cross the road.		
<b>Faith/religion or belief</b>	No issues raised in consultation	No adverse impact anticipated		
<b>Gender - including marriage, pregnancy and maternity</b>	No issues raised in consultation	No adverse impact anticipated		
<b>Gender reassignment</b>	No issues raised in consultation	No adverse impact anticipated		
<b>Race</b>	No issues raised in consultation	No adverse impact anticipated		
<b>Sexual orientation - including civil partnership</b>	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
<b>Reduce the gap in average hourly pay between men and women by 2020.</b>	No adverse impact has been identified.	
<b>Increase the number of hate crime incidents reported and maintain good satisfaction rates in dealing with racist, disablist, homophobic, transphobic and faith, religion and belief incidents by 2020.</b>	No adverse impact has been identified.	
<b>Good relations between different communities (community cohesion)</b>	No adverse impact has been identified.	
<b>Human rights</b> Please refer to <a href="#">guidance</a>	No adverse impact has been identified.	

**STAGE 4: PUBLICATION**

Responsible Officer: M. Artherton

Date 21/05/2021

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Group Manager (Parking, Marine and Garage Services)