



TRO REVIEW.4

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.4 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) Belliver Way, the north-west side from its junction with Tamerton Road for a distance of 18 metres in a south westerly direction
- (ii) Belliver Way, the south-east side from its junction with Tamerton Road for a distance of 20 metres in a south westerly direction
- (iii) Boringdon Hill, the west side from its junction with Crossway for a distance of 17 metres in a northerly direction
- (iv) Boringdon Hill, the west side from its junction with Crossway for a distance of 22 metres in a southerly direction
- (v) Carlton Terrace, the north-east side from its junction with York Road for a distance of 5 metres in a north westerly direction and 7.5 metres in a south easterly direction
- (vi) Carroll Road, the east side from its junction with Crownhill Road to its northern junction with Betjeman Walk
- (vii) Church Street, the east side from a point 4 metres south of the boundary of numbers 21 & 22 Church Street to its junction with Somerset Place Lane
- (viii) Church Street, the east side from its junction with Somerset Place Lane for a distance of 12 metres in a southerly direction
- (ix) Crossway, the north side from its junction with Boringdon Hill for a distance of 16 metres in a westerly direction
- (x) Crossway, the south side from its junction with Boringdon Hill for a distance of 17 metres in a westerly direction
- (xi) Down Road, the south-east side from its junction with Long Terrace Close for a distance of 9 metres in a north easterly direction and 9 metres in a south westerly direction
- (xii) Grosvenor Road, the east side from its junction with Smallack Drive for a distance of 14 metres in a northerly direction
- (xiii) Grosvenor Road, the east side from its junction with Charlton Road for a distance of 5 metres in a southerly direction
- (xiv) Grosvenor Road, the west side from its junction with Smallack Drive to its junction with Charlton Road

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- (xv) High Street, the south-east side From a point 224 metres south west of its junction with St Mary Street to its junction with Edgumbe Street
- (xvi) High Street, the south side from its junction with St Mary Street for a distance of 41 metres in an easterly direction
- (xvii) High Street, the south side from its junction with St Mary Street for a distance of 19 metres in a westerly direction
- (xviii) High Street, the south-east side from a point 97 metres south west of its junction with St Mary Street for a distance of 21 metres in a south westerly direction
- (xix) Hurrabrook Gardens, the east side from its junction with Pattinson Drive for a distance of 15 metres in a northerly direction
- (xx) Hurrabrook Gardens, the west side from its junction with Pattinson Drive for a distance of 16 metres in a northerly direction
- (xxi) Lansdowne Road, the east side from its junction with Richmond Road for a distance of 10 metres in a northerly direction and 10 metres in a southerly direction
- (xxii) Lansdowne Road, the east side from its junction with Charlton Road for a distance of 17 metres in a southerly direction
- (xxiii) Lansdowne Road, the east side from its junction with Smallack Drive for a distance of 10 metres in a northerly direction
- (xxiv) Lansdowne Road, the west side from its junction with Charlton Road for a distance of 5 metres in a southerly direction
- (xxv) Lansdowne Road, the west side from its junction with Smallack Drive for a distance of 12 metres in a northerly direction
- (xxvi) Long Terrace Close, the north-east side from its junction with Down Road for a distance of 17 metres in a south easterly direction
- (xxvii) Long Terrace Close, the south-west side from its junction with Down Road for a distance of 16 metres in a south easterly direction
- (xxviii) Molesworth Road, the south-west side from its junction with Somerset Place Lane for a distance of 6 metres in a north westerly direction and 6 metres in a south easterly direction
- (xxix) Mount Gould Road, the south side from its junction with Gwyn Road for a distance of 15 metres in an easterly direction and 15 metres in a westerly direction
- (xxx) Mount Gould Road, the south side from the boundary of numbers 52 & 54 Mount Gould Road to a point 19 metres west of its junction with Channel View Terrace Lane East
- (xxxi) Portland Court, the south-east side from its junction with Portland Road for a distance of 12 metres in a north easterly direction
- (xxxii) Portland Court, the west side from its junction with Portland Road for a distance of 10 metres in a northerly direction
- (xxxiii) Portland Road, the north side from its junction with Portland Court for a distance of 22 metres in an easterly direction and 7 metres in a westerly direction

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- (xxxiv) Richmond Road, both sides from its junction with Lansdowne Road for a distance of 10 metres in an easterly direction
- (xxxv) Smallack Close, the east side from its junction with Smallack Drive for a distance of 7 metres in a northerly direction
- (xxxvi) Smallack Close, the west side from its junction with Smallack Drive for a distance of 8 metres in a northerly direction

- (xxxvii) Smallack Drive, the north side from its junction with Grosvenor Road for a distance of 12 metres in an easterly direction and 9 metres in a westerly direction
- (xxxviii) Smallack Drive, the north side from its junction with Smallack Close for a distance of 4.5 metres in an easterly direction and 2 metres in a westerly direction
- (xxxix) Smallack Drive, the north side from its junction with Lansdowne Road for a distance of 10 metres in an easterly direction

- (xl) Smallack Drive, the north side from its junction with Lansdowne Road for a distance of 16 metres in a westerly direction

- (xli) Somerset Place Lane, the north side from its junction with Church Street for a distance of 6 metres in an easterly direction
- (xlii) Somerset Place Lane, the south side from its junction with Church Street for a distance of 5 metres in an easterly direction
- (xlili) St Modwen Road, the north side from its junction with Holly Court for a distance of 10 metres in an easterly direction and 10 metres in a westerly direction
- (xliv) Victoria Road, the west side from its junction with Barne Lane for a distance of 2 metres in a northerly direction and 23 metres in a southerly direction
- (xlv) Wanstead Grove, the east side from its junction with Coombe Park Lane for a distance of 21 metres in a southerly direction
- (xlvi) Wanstead Grove, the west side from its junction with Coombe Park Lane for a distance of 23 metres in a southerly direction

No Waiting Mon-Fri 10am-14.00pm

- (i) Lansdowne Road, the west side from a point 12 metres north of its junction with Smallack Drive to a point 5 metres south of its junction with Charlton Road

Limited Waiting To 2 Hours No Return For 4 Hours 11am-3pm Exemption For Permit

And Ticket Holders

- (i) High Street, the south side from a point 32 metres west of its junction with St Mary Street for a distance of 65 metres in a westerly direction

- (ii) High Street, the south-east side from a point 118 metres south west of its junction with St Mary Street for a distance of 106 metres in a south westerly direction

Permit Parking Mon-Fri 11am-12pm

- (i) Watson Place, the west side from a point 7 metres south of its junction with Grenville Road to a point 6 metres north of its junction with Cromwell Road

REVOCATIONS

Items to be revoked from:

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

(CONSOLIDATION) ORDER 2004

No Waiting At Any Time

- (i) Austin Crescent, the south side, from the junction with Fort Austin Avenue for distance of 15 metres
- (ii) Bridwell Road, the north-west side, from the junction with Bridwell Close for a distance of 27 metres
- (iii) Bridwell Road, the south-east side, from the junction with Carlton Terrace for a distance of 24 metres
- (iv) Browning Road, the north side, from the junction with Wolseley Road for a distance of 25 metres
- (v) Browning Road, the south side, from the junction with Wolseley Road for a distance of 30 metres
- (vi) Carlton Terrace, the south-west side, from the junction with Harbour View Road for a distance of 39 metres
- (vii) Essex Street, the north side, from the junction with Melbourne Street Lane East for a distance of 4 metres
- (viii) Essex Street, the north side, from the junction with Archer Place for a distance of 37 metres
- (ix) Lipson Road, the west side, from a point 10 metres north to a point 10 metres south of its junction with Coleridge Road
- (x) Stuart Road, the south side, from the junction with Molesworth Road for a distance of 3 metres

Permit Parking Mon-Sat 9am-7pm

Essex Street, the north side, from a point 37 metres west of the junction with Archer Place for a distance of 25 metres in a westerly direction

REVOCATIONS

Items to be revoked from:

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

No Waiting At Any Time

- (i) High Street, the south side, from a point 18 metres west of its junction with St Mary Street to a point 41 metres east of its junction with St Mary Street
- (ii) Mount Gould Road, the south side, from a point 19 metres west of the junction with Channel View Terrace Lane East to a point 15 metres east of the junction with Gwyn Road
- (iii) Portland Court, the south-east side, from the junction with Portland Road for a distance of 6 metres in a northerly direction
- (iv) Portland Road, the north side, from the junction with Portland Court for a distance of 29 metres in an easterly direction
- (v) Victoria Road, the north-west side, from a point 2 metres north to a point 54 metres south of the junction with Victoria Road Lane West
- (vi) Watson Place, the west side, from a point 18 metres south of its junction with Grenville Road for a distance of 5 metres in a southerly direction

Permit Parking Mon-Fri 11am-12pm

- (i) Watson Place, the west side, from a point 7 metres south of its junction with Grenville Road for a distance of 11 metres in a southerly direction
- (ii) Watson Place, the west side, from a point 6 metres north of its junction with Cromwell Road to a point 23 metres south of its junction with Grenville Road

Items to be revoked from:

THE CITY OF PLYMOUTH (TRAFFIC REGULATION AND STREET PARKING PLACES)(AMENDMENT NO. 2008.01 STONEHOUSE CONTROLLED PARKING ZONE) ORDER 2008

Limited Waiting To 2 Hours No Return For 4 Hours 11am-3pm Exemption For Permit And

Ticket Holders

- (i) High Street, the south side, from a point 99 metres west of its junction with St Mary Street to a point 18 metres west of that junction

Items to be revoked from:

THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDER AMENDMENT NO. 2006.12)(VARIOUS ROADS) ORDER 2007

No Waiting At Any Time

- (i) Grosvenor Road, both sides, from its junction with Charlton Road for a distance of 5 metres in a southerly direction
- (ii) Lansdowne Road, both sides, from its junction with Charlton Road for a distance of 5 metres in a southerly direction

Items to be revoked from:

THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT NO. 2014.1777008B - WEST PARK AREA) ORDER 2014

No Waiting At Any Time

- (iii) Wanstead Grove, the east side, from its junction with Coombe Park Lane for a distance of 10 metres in a southerly direction
- (iv) Wanstead Grove, the west side, from its junction with Coombe Park Lane for a distance of 10 metres in a southerly direction

Items to be revoked from:

THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT NO. 2016.2120336 - HIGH STREET) ORDER 2016

No Waiting At Any Time

- (v) High Street, the south-east side, from a point 147 metres north east of its junction with Stonehouse Bridge Roundabout for a distance of 22 metres in a north easterly direction
- (vi) High Street, the south-east side, from its junction with Stonehouse Bridge Roundabout for a distance of 38 metres in a north easterly direction

Limited Waiting To 2 Hours No Return For 4 Hours 11am-3pm Exemption For Permit And

Ticket Holders

- (i) High Street, the south-east side, from a point 38 metres north east of its junction with Stonehouse Bridge Roundabout for a distance of 109 metres in a north easterly direction

Items to be revoked from:

THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (2019.2137224 PLYMOUTH TRO REVIEW.2) ORDER 2019

No Waiting At Any Time

- (i) Carlton Terrace, the north-east side, from its junction with York Road for a distance of 11 metres in a north westerly direction and 7.5 metres in a south easterly direction

3. STATUTORY CONSULTATION

Proposals

The proposals for the TRO Review.4 were advertised on street, in the Herald and on the Plymouth City Council website on 10/09/2020. It was sent to the Councillors representing the affected wards and statutory consultees on 03/09/2020.

There have been representations relating to the Traffic Regulation Order proposals.

There has been 1 representation relating to Belliver Way

Consultation	Comments
<p>The only available parking for the football team is on Belliver Way. If No Waiting is put onto Belliver Way, players will have to walk potentially in excess of 15 minutes to the nearest available parking. For a football pitch that will be used through the year by hundreds of players this is not good enough as it reduces the accessibility by no end.</p> <p>We are hoping to also have our first ever youth team from next season however the parking options would mean that hundreds of children would have to walk along main roads for extended periods of time if a permanent no waiting zone is placed on Belliver Way.</p> <p>Furthermore, Tamerton Road currently is the National speed limit right in front of the main and only entrance to our football pitch and has no crossing at all. I</p>	<p>Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2020.2137240</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 also find the plan attached of the proposals, this is for junction protection.</p> <p>Plymouth City Council only own a section of Tamerton Road, the rest being owned by Devon. I can confirm we currently do not have any plans to change this section of road.</p> <p><i>We recommend to go ahead as proposed.</i></p>

<p>propose that either a crossing is put in place from the pavement Eastbound on Tamerton Road to the entrance of our pitch or that the speed limit is significantly reduced to enable safer crossing or in fact both.</p> <p>I hope you can understand our concerns as these proposals significantly reduce the accessibility of our football pitch and safety of all the players that will come and play there, putting children at risk just trying to play a sport they love. Please reconsider the no waiting zone on Belliver Way and the current speed limit and safety of crossing on Tamerton Road.</p>	
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There has been 1 representation relating to the Crossway and Boringdon Hill

Consultation	Comments
<p>I would like to know exactly where along Crossway the aforementioned will be in place; whether the arrangement will become permanent; how it be enforced, i.e signage etc... and when is it envisaged to come into force?</p>	<p>Response sent:</p> <p>I can confirm there will be no change to street at this location.</p> <p>Unfortunately when this order was previously done in 2017 the complete process wasn't finished, and therefore we have to start the process again to ensure the junction can be enforced.</p> <p><i>We recommend to go ahead as proposed.</i></p>

There have been 16 representations relating to Grosvenor Road, Lansdowne Road, Richmond Road, Smallack Close & Smallack Drive

Consultation	Comments
<p>I would like to request an alteration to the parking restrictions announced for Grosvenor Road.</p> <p>The plans at present show parking will be permanently banned on the west side on the street.</p> <p>Parking on this street has traditionally been limited at the best of times, with the parking spaces on the east side of the street almost always full (often filled by people who, unlike my grandmother, have ample space to put cars in front of their house but choose not to) and the only option for people visiting my elderly grandmother has been to park partially on the kerb on the west side of the road. Doing so</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2020.2137240</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>does not prevent access for wheelchairs/prams (there is a lamp post which is mounted on the pavement and we do not park further onto the pavement than that) and does not stop large vehicles getting up and down the road, but is essential in order for people to visit her. Many of the people who visit her are elderly friends who have limited mobility and simply would not be able to walk several streets from the nearest parking space, and as my grandmother is also restricted in her mobility it means I or other members of the family would not be able to get her to our cars to take her out for shopping etc. Her driveway is too small to accept a modern car and to convert her house to have a carport as others have done further up the road would be prohibitively expensive for a pensioner.</p> <p>I understand the intention of these parking restrictions is to prevent staff from the Land Registry and other businesses around William Prance Road from using the residential roads nearby as all-day parking. Therefore, there is no reason why parking should not be permitted on both sides of the road except for certain daytime hours as is presently the plan for Langsdown Road.</p> <p>As currently proposed the parking restrictions for Grosvenor Road would make it borderline impossible for anyone to visit my grandmother and borderline impossible for her to get out and about. The status quo has worked for years and therefore it is not a good idea to change what works.</p>	<p>You will be notified if and when the proposals will be implemented.</p>
<p>I approve the proposed new parking restrictions outlined in the above letter with the exception of those for Lansdowne Rd. for the following reasons:</p> <ol style="list-style-type: none"> 1.It would cause a great deal of hardship for the residents who are mostly elderly and retired. 2.It will force all the non-residents who currently park there during the day to park in Richmond Rd, which is already overcrowded. <p>Would it not make more sense and achieve the same result to convert all the streets in the proposed area to residents-only permit parking?</p>	<p>Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2020.2137240</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>There are policies on residents parking, and unfortunately, as a lot of households have driveways, this area would not qualify for residents parking:</p> <p>'Not more than 50% of the car owning residents have, or could have parking available within the curtilage of their own property, or within 200 metres walking distance by way of garages or other private off-street space, such as a driveway and/or garages'</p>
<p>I would like to object and offer the following comments:</p> <p>Adding the double-yellow lines to the corners makes perfect sense.</p> <p>With the proposed addition of no waiting zones to the length of the roads however:</p> <ul style="list-style-type: none"> - there will be an adverse impact on resident's parking: those without private driveways will have less available parking space, and those with driveways will find them blocked more frequently due to the limited options. - residents will find themselves unable to park legally. For example, leaving home early and returning later in the morning is currently a problem (see: commuters, below). With half of the parking space unavailable, there will be no where to park within the vicinity of their homes. - nothing is done to address parking issues caused by commuters to nearby businesses (that presumably lack sufficient or affordable parking on their own premises or nearby). These changes will just increase the incidence of parking in awkward places, in front of driveways etc. <p>The TRO is justified by allowing access for refuse collection. However, this has historically not been a problem with the current arrangements.</p> <p>Instead of blanket blocking parking in roughly 50% of the area, could you instead consider introducing a resident-only permit based scheme in the area? This would have the benefit of reducing the amount of on-street parking in use (by reducing local business/commuter usage), thus reducing any issues experienced by the refuse collection and</p>	<p>Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2020.2137240</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>There are policies on residents parking, and unfortunately, as a lot of households have driveways, this area would not qualify for residents parking:</p> <p>'Not more than 50% of the car owning residents have, or could have parking available within the curtilage of their own property, or within 200 metres walking distance by way of garages or other private off-street space, such as a driveway and/or garages'</p>

<p>easing the parking pressure experienced by the residents.</p>	
<p>Please may I point out that cars are parking outside my house. Not only is the drive narrow at that point but they also park on top of my water stock . Any blue light service or bin lorry will find the road obstructed by any vehicle parked outside. Is it possible to extend the new no waiting at any time further along Smallack Drive towards the Masonic lodge?.</p>	<p>Standard response sent: Thank you for your recent comments towards the proposals – 2020.2137240 Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport. You will be notified if and when the proposals will be implemented.</p>
<p>Firstly, I am disappointed as a resident of Lansdowne Road why we have not been consulted and had an input into the proposed plans.</p> <p>I have and I am sure many of the residents of Lansdowne Road have concerns about this proposal. Here is a list of our concerns/questions that we would like to have addressed.</p> <ol style="list-style-type: none"> 1. No waiting Mon-Fri 10am-2pm. This will only prevent cars parking on both sides of the road for 4 hours a day. The rest of the time cars can still park on both sides of the road preventing residence getting their cars out of their drives, pedestrians passing on the pavement and making it difficult for vehicles to drive through. I see no benefit from what we have today. 2. I have lived in Lansdowne Road for over 25 years. For residents with more than one car, the etiquette is to park on the right hand side (entrance from Charlton Road) of the road. Please can you explain why the No waiting is on the right side where everyone parks today? This makes no sense and only causes anger and frustration with the residence. 3. Also you are adding New No Waiting at any time at the entrance to Lansdowne, Richmond & Smallack which reduces the free space to park 	<p>Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2020.2137240</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 proposals were developed in consultation with Ward Councillors who had been contacted by residents and were concerned to protect access for Refuse and other Service Vehicles and to restrict commuter parking without inconveniencing residents and their visitors with a longer restriction. As the, majority of Resident's already have Off Street parking available a Resident's Parking Scheme would not be appropriate, nor is being able to allow residents to park within the no waiting restrictions.</p> <p>A ward Councillor did visit this area and knocked on doors at the start of the year. However, this is the formal consultation stage.</p> <p>Residents parking cannot be considered here. There are policies on residents parking, and</p>

for residence. Understand it is for safety. It would be better if it was all the way down.

4. Why couldn't Lansdowne Road have No waiting at any time like Grosvenor Road? Please explain your reasoning?
5. I don't believe the 4 hours no waiting will prevent employees from local businesses from parking here, They do work shifts. ie Mcdonalds, The Range, NHS.
6. We would prefer a Residents Permit Parking only? Could this be considered. If not, I would like to understand why
7. Can residents get Parking Permit so we can park during the 4 hour no wait?
8. Also from the proposal the problem will not go away as they will move and park along Smallack Drive.

Please can you explain the objective of these new Parking Restrictions. From what has been proposed it is more of a hindrance to the residence of Lansdowne Road and see no way how this will prevent cars parking. We might as well stay as we are today. No change.

With regards to the proposal myself and my husband are NOT in favour of what has been planned for Lansdowne Road.

To ensure safe parking and allowing residence to park, we would like the Council to consider Permit Parking. I do not see why having driveways prevents this being implemented. The houses in Lansdowne Road are from the 1930's with small driveways for only one car. Not all houses have driveways, plus Households today have more than one car per household. We know that there is permit parking in place at St Marks Road Derriford and they all have driveways so please explain what is the difference.

We are happy with the new no waiting any time on the corners of the road but we DO NOT want the no waiting mon-fri 10am-2pm on the western side. We would like Permit parking to be considered. If this is not an option, then we would want to stay AS IS and not have any parking restrictions implemented.

unfortunately, as a lot of households have driveways, this area would not qualify for residents parking:

'Not more than 50% of the car owning residents have, or could have parking available within the curtilage of their own property, or within 200 metres walking distance by way of garages or other private off-street space, such as a driveway and/or garages'

<p>WE ARE RESIDENTS OF GROSVENOR ROAD AND ARE WRITING TO SAY THAT WE'RE VERY HAPPY AT THE PROPOSAL TO INTRODUCE DOUBLE YELLOW LINES DOWN OUR ROAD.</p> <p>EVERY RESIDENT IN THIS ROAD WE'VE SPOKEN TO ALSO SUPPORTS THIS PROPOSAL AS IT WILL HELP CONTROL THE INCONSIDERATE PARKING THAT OFTEN HAPPENS.</p> <p>ALL WE NEED NOW IS THE TRAFFIC LIGHTS TO BE COMPLETED ON CHARLTON ROAD AS YOU'VE PROMISED AND WE WILL BE <u>EXTREMELY</u> HAPPY.</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2020.2137240</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>As residents of Grosvenor Road we would wish to offer the following supportive comments on the Parking Proposals at the Reference as they affect Grosvenor Road.</p> <p>a. For many years the residents of Grosvenor Road have had to endure a mix of inconsiderate parking, parking on pavements, double parking and generally congested parked cars of non-residents throughout the day from as early as 6am through to 6pm Monday to Friday. These cars are predominately from the nearby Crownhill Business Parks which have inadequate parking for their workforce.</p> <p>b. The parking has been such that any person with limited sight or disability, whether wheelchair user or not, has been faced with negotiating vehicles indiscriminately parked on the pavements and blocking the pathways.</p> <p>c. Passage of emergency vehicles, refuse collection lorries and delivery vehicles etc has been made more difficult with the double parking and with the occasional unavoidable minor damage to parked vehicles.</p> <p>The proposal of double yellow lines down one side of Grosvenor Road should prevent the above and improve the access of delivery vehicles etc and make it easier for residents to exit and enter their driveways.</p> <p>There is no guidance or reason given in the Proposal as to why the double yellow lines in Grosvenor Road are on the western side proposed. Perhaps this could be clarified please as to why not the eastern side of the road.</p>	<p>Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2020.2137240</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>In regards as to why we chose to restrict the west side of the road. During multiple site visits we noticed that vehicles naturally parked on the east side and to avoid too much disruption with the residents we felt it would be best to put the restrictions down the west side of Grosvenor Road.</p> <p>You will be notified if and when the proposals will be implemented.</p>

<p>In sum we are fully supportive of the Proposal and believe it will enhance the local area for residents.</p>	
<p>As one of the original complainants, with regard to non residents parking in the area, that often cause traffic problems that effected not only ourselves, but refuse collections/delivery/builders etc to name just a few.</p> <p>The present proposals have no benefit what so ever for me and by imposing restrictions from 10am to 1400 pm on the west side of the road, only restricts my family and friends from visiting.</p> <p>And will not stop “land registry” employees parking, like pre Covid-19.</p> <p>I have a dropped kerb, but as we now agree the Road is not a normal “B class” width road and possible should be called a lane, I have had problems reversing due to poor parking directly behind me on the East side and its obvious when local residents park on the pavement, to allow access for emergency services.</p> <p>When I spoke to the Council Rep, that canvass the area, I made it clear, that I would prefer Residents parking and would be willing to pay for the privilege.</p>	<p>Response sent:</p> <p>Thank you for your recent comments towards the proposals - 2020.2137240</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>There are policies on residents parking, and unfortunately, as a lot of households have driveways, this area would not qualify for residents parking:</p> <p>'Not more than 50% of the car owning residents have, or could have parking available within the curtilage of their own property, or within 200 metres walking distance by way of garages or other private off-street space, such as a driveway and/or garages'</p>
<p>I would like to fully support this TRO to the junction of Down Road and Long Terrace Close. This junction has increasingly become dangerous as does the Junction with Steer Park Road</p> <p>and Down Road .</p> <p>The junction off the main road with Steer Park Road into Down Road is very bad with vehicles turning at speed into Down Road only to be faced with a vehicle parked near the junction outside Number 1 Down Road, quite often the Royal Mail van.</p> <p>Hopefully other junctions will have restrictions on stopping/parking on corners as well as stopping parking on pavements.</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2020.2137240</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 fully support the proposed Traffic Regulation Order regarding the double yellow lines on Grosvenor Road. This will stop pavement parking, difficulty with accessing our drives,</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2020.2137240</p>

<p>difficulties for access for delivery lorries and the dustcart and the emergency services.</p> <p>I look forward to this order being implemented.</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>1) By making a new no waiting at any time on one side of Grosvenor Road, you are going to push the problem to Richmond Road. We already have workers circling the estate daily looking for spaces.</p> <p>2) Richmond Road already has residents who park on the grass verge. We are afraid that once the spaces are limited elsewhere on the estate, workers will think it ok to park on the grass verge also. This makes a terrible mess of the verge. In some places it has been destroyed altogether.</p> <p>Maybe a no waiting at any time on this side of Richmond Road?</p> <p>3) Please would you investigate what is happening in the cul de sac (turning space) at the end of Richmond Road.</p> <p>It is constantly blocked with parked cars which leaves lorries, vans etc. to reverse out of the road.</p> <p>The dust cart for example, either has to reverse in or reverse out of the road every week.</p> <p>It is supposed to be a turning circle. Maybe no waiting at any time here?</p> <p>4) The existing no waiting time needs to be extended on the up side of Lansdowne Road at the junction with Charlton Road as I have previously stated (to match the new no waiting at any time on the opposite carriageway).</p> <p>When cars park outside 21 Lansdowne, we are forced onto the wrong carriageway until where the current no waiting at any time lines start.</p> <p>Cars more often than not, turn into Lansdowne from Charlton, on the upward side of the road and there have been many near</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2020.2137240</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>collisions here, as they meet people forced onto that wrong carriageway.</p> <p>5) There will no point in making any of these changes unless the restrictions are going to be enforced.</p> <p>We already have cars that ignore the double yellow lines currently in place.</p> <p>We have taken photo after photo of vehicles parked on double yellow lines on Charlton Road at the junction with Lansdowne Road. This makes it very dangerous to exit Lansdowne as there is no visibility along Charlton where vehicles speed to meet you.</p>	
<p>Although I am grateful that you are considering introducing an appropriate parking scheme I am disappointed that there is only a single option put forward for consideration. The current option will potentially be extremely restrictive for the residents.</p> <p>I am not in favour of no action being taken for the following reasons:</p> <ul style="list-style-type: none"> • The road is relatively narrow prohibiting two vehicles parking adjacent to each other without one mounting the pavement, • The road has been plagued by parking issues for some time due to numerous employees of the Land Registry, NHS etc parking in this area, • Challenging unsafe parking has occasionally resulted in abuse and threats, • The parking habits (pavements and corners) cause a safety hazard for pedestrians, particularly those using pushchairs, and wheel chairs who need to use the road to navigate the various obstacles, • Wide vehicles such as the Refuse Collection vehicles and vehicles taking deliveries to properties are unable to navigate between closely parked vehicles and sometimes have not been able to transit through Lansdowne Road (I have witnessed delivery agents sometimes carrying heavy white goods to properties over relatively long distances), • There have been numerous instances of damage to vehicles. My own vehicle has been severely damaged. Visitors to my home have also had their vehicles 	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2020.2137240</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>damaged. I am also aware of other neighbours experiencing damage to their vehicles which is often not reported by the perpetrator. Often these are caused by the limited space in which to manoeuvre.</p> <p>The consequences of introducing the current proposal are as follows:</p> <ul style="list-style-type: none"> • Kerbside parking is already restricted where houses have driveway access, • The above is also limited by the need to avoid parking opposite drives where, due to the narrow road, there is insufficient room to make a safe exit, • The scheme includes Smallack Drive and Smallack Close leaving Charlton Road as the only potential alternative parking area between either side of the restricted hours. Parking is already at a premium in this area due to daily commuters, • Due to the layout Lansdowne road and the surrounding areas the proposed coverage of the scheme will potentially require me to relocate my vehicle up to ½ mile away each day between 10.00 Hrs and 14.00 in order to comply with the Traffic Regulation Order, • The nearest area to relocate my vehicle is likely to be that where Plymouth Community Homes is located and where the residents already experience similar parking issues, <p>In conclusion my preference is for a Parking Permit scheme which I believe would mitigate many of the issues above and be a safer option for residents, pedestrians and other road users. Similar schemes operate in this area e.g. St Marks Road and Roegate Walk near Derriford Hospital. I would therefore wish to be no worse off than other residents who experience the same problems.</p>	
<p>As a resident of Grosvenor Road I am writing to say how delighted I am that about the proposal to put double yellow lines down our road.</p> <p>We find our driveway frequently obstructed by vehicles that have parked right on the edge</p>	<p>Thank you for your recent comments towards the proposals – 2020.2137240</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</p>

<p>on the dropped kerb making it difficult to turn in, especially as there are usually cars parked opposite us.</p> <p>And only 2 days ago yet another car parked on our side when there were cars already parked on the opposite side, preventing at least 2 delivery vehicles getting down our road (and that was just the ones I saw!).</p> <p>What happens most often is that cars park on our side but on the pavement so they're not blocking the road but that means they're blocking the pavement and we regularly see people walking out into the road to get past a car parked on the pavement.</p> <p>Most people in this road have drives so it won't be inconvenient to them and everyone I've spoken to is in support.</p> <p>So, it will be a blessing to have double yellow lines to stop the inconsiderate parking that currently happens.</p>	<p>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>Hello I am writing in regards to the proposed parking restrictions for the above reference. I agree something needs to be done and many times I sent photos of cars blocking access along Smallack Drive. What I don't understand is the easiest solution is to make it residents parking only. Since Covid it has improved immensely with no issues that I am aware of. I know other areas in Derriford have residents parking and they have driveways so in my opinion this can not be argued against.</p>	<p>Response sent:</p> <p>There are policies on residents parking, and unfortunately, as a lot of households have driveways, this area would not qualify for residents parking:</p> <p>'Not more than 50% of the car owning residents have, or could have parking available within the curtilage of their own property, or within 200 metres walking distance by way of garages or other private off-street space, such as a driveway and/or garages'</p> <p>In 2014 a Controlled Parking Zone (CPZ) policy was introduced to define when the introduction of a CPZ is an appropriate tool to assist in tackling difficulties with residents parking. It is this policy (and any subsequent amendments) that we adhere to.</p>
<p>I would like to express my objection to the proposed parking restrictions for the area of Lansdowne/Richmond/Grosvenor Rd/Smallack Dr, and in particular the 'No Waiting Mon-Fri 10am-14.00pm' on parts of Lansdowne Road.</p> <p>I live on Lansdowne Road and my property does not have a driveway, or space to install one, so I rely on on-street parking for my car. Being self-employed, I need to come and go at irregular times throughout the day, which</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2020.2137240</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</p>

<p>means parking can be a problem as it is due to commuter parking in the area. I fear the proposed changes will make the situation worse and am very much concerned that I could be returning from a job during restricted hours and not be able to park my car. I don't mean just having to walk a bit further, but not being able to park at all, because there simply is no on-street parking anywhere in the vicinity outside of our little estate, especially with the parking restrictions also planned for Hunter Close.</p> <p>I have lived here for 8 years and cannot recall a time the refuse lorry was unable to come down the road, although I am aware that the corners between Smallack Drive and Lansdowne/Grosvenor Rd can be a problem. I do agree with the proposal for double yellow lines on street corners/junctions, but would also suggest that these restrictions need to actually be enforced. We already have them at the junction of Lansdowne and Charlton Rd, but this does not seem to stop cars and vans parking right on the lines, obstructing visibility and creating a hazard for people turning out of Lansdowne Road.</p> <p>I sincerely hope a solution can be found that will not make parking in the area even more difficult for residents.</p>	<p>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 fully support the proposals for the double yellow lines on Grosvenor Road. This will alleviate the continued hazard of pavement parking which is unsociable and breaks up our pavements. It will help with the difficulties the delivery drivers have regarding access. It will help us access our own drives. The dustcart will be very relieved to be able to access our road for once.....and most importantly it will allow the emergency services to access our road.</p> <p>I am very pleased this issue is being addressed.</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2020.2137240</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>This proposal has been discussed with the ward Councillors and it has been decided to remove the single yellow lines that were proposed on Lansdowne Road and continue with the all of the double yellow lines as advertised.</i></p>

There has been 1 representation relating to Hurrabrook Gardens

Consultation	Comments
<p>I am a bit confused as to whether “no waiting at any time” actually means waiting or parking. We do get many people who don’t live here parking. I know it is a public highway and we cannot stop them. We have had issues with parking for several years now. It does seem to have gotten worse over the years, in that people will park where and when they like opposite the driveway and usually across the two dips in the road from our driveway across to the other side, so that a gent cannot cross therein his motorised wheelchair. I began to get hold of our local Councillor as when we leave our driveway to back out or frontwards , we are always on the wrong side of the road because cars park all along the other side and cars come around that corner really fast. I did suggest that yellow lines would possibly be better going up the opposite side of our driveway quite a way up. My other concern is for the gent in the motorised wheelchair that’s the crossing point is too near the corner and not too long ago he was crossing from our driveway over and a car coming around the corner almost knocked him down, if it was not for the driver acting quickly that could have been really bad.</p> <p>Photo attached indicates how difficult it would be to come out of our drive and be on the right side of the road.</p>	<p>Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2020.2137240 (Hurrabrook Gardens)</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 can confirm No Waiting at Any Time is double yellow lines and means no vehicles will be able to park on this stretch of road. (Apart from loading and unloading).</p> <p><i>We recommend to go ahead as proposed.</i></p>

There have been 2 representations relating to Long Terrace Close and Down Road

Consultation	Comments
<p>I am totally against the yellow lines , and contest against it . All the cars that are parked down the street on Down Road , belong to owners that live there. The area is not used as a dumping zone for them to walk onto anywhere . Without a plan to relocate the owners cars of Down Road , then where will they park their cars . There is also a speeding issue on the road , which the parked cars help reduce the numbers speeding , which helps a lot as the street has a lot of children in it . And can we please publish the consultation to</p>	<p>Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2020.2137240</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>justify the need for this measure in a cul de sac.</p>	<p>You will be notified if and when the proposals will be implemented. Following on from my email this morning please find attached the plan for the proposed parking restrictions for Down Rd / Long Terrace Close. In regards to the consultation for these proposals we have received numerous complaints about vehicles parking on this junction causing visibility issues.</p>
<p>You have put up a notice re extending the double yellow lines proposed at the junction of Down Road and Long Terrace Close to extend to opposite my drive. This was applied for by Councillor Jordan because he is aware of the problems of parking opposite my drive as people parking their restrict my ability to exit my drive safely.</p> <p>I fear more people with park there once the yellow lines yellow lines on the junction are in place. The road is too narrow for cars to be parked there and nobody should be parked on the pavement blocking pedestrians.</p> <p>I have tried to access the plan but can't find it and the and the link doesn't work.</p> <p>Please can you send me the details.</p>	<p>Thank you for your recent comments towards the proposals – 2020.2137240</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 also find the plan attached (please note this is not to scale).</p> <p>You will be notified if and when the proposals will be implemented.</p> <p>We recommend to go ahead as proposed.</p>

There has been 1 representation relating to Somerset Place Lane, Church Street & Molesworth Road

Consultation	Comments
<p>Thank you for your prompt and comprehensive response, the line painting further down on Church Street prompted my query but that may have been a separate and earlier proposal.</p> <p>The proposal for Somerset Place lane is spot on and will improve access and safety.</p> <p>Please take this as my support for the proposal, if I need to do this more formally let me know. I am happy for you to use this email as a supporting document if needs be.</p>	<p>Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2020.2137240 (Somerset Place Lane)</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p> <p>We recommend to go ahead as proposed.</p>

There have been no representations relating to the Traffic Regulation Order proposals for Victoria Road, Mount Gould Road, Watson Place, Carlton Terrace, High Street, Portland Court and Portland Road, Wanstead Grove, Carroll Road and St Mowden Road.

4. RECOMMENDATION

It is recommended to remove the No Waiting Mon-Fri 10am-14.00pm (SYL's) from Lansdowne Road and continue with the rest of the Traffic Regulation Order as advertised.

5. LEGAL CONSIDERATIONS

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

When considering whether to make a traffic order it is the Council's responsibility to ensure that all relevant legislation is complied with. This includes Section 122 of the Road Traffic Regulation Act 1984 (as amended) that sets out that it is the duty of a local authority, so far as practicable subject to certain matters, to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. It is considered that the proposals comply with Section 122 of the Act as they practically secure the safe and expeditious movement of traffic in and around Plymouth and provide for suitable and adequate associated parking facilities.