



TRO REVIEW.5

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.5 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) Barlow Gardens, the east & south side from a point 5 metres north of its boundary between 2&4 Barlow Gardens for a distance of 73 metres in an easterly and northerly direction
- (ii) Barlow Gardens, the east side from its junction with Beacon Park Road for a distance of 43 metres in a northerly direction
- (iii) Barlow Gardens, the north side from a point 2 metres east of its boundary between 49 & 51 Barlow Gardens for a distance of 15 metres in an easterly direction
- (iv) Barlow Gardens, the north side from a point 2 metres west of its boundary between 45 & 47 Barlow Gardens for a distance of 37 metres in a westerly direction
- (v) Barlow Gardens, the west & south side from a point 6.5 metres north of its boundary between 9 & 11 Barlow Gardens for a distance of 6.5 metres in a northerly and westerly direction
- (vi) Barlow Gardens, the south-east side from a point 2.5 metres north of its northern boundary of number 15 Barlow Gardens for a distance of 10 metres in a north easterly direction
- (vii) Barlow Gardens, the west side from its junction with Beacon Park Road for a distance of 11 metres in a northerly direction
- (viii) Barlow Gardens, the west side from a point 2 metres south of its boundary between 52 & 54 Barlow Gardens for a distance of 10 metres in a southerly and westerly direction
- (ix) Belmont Villas, the north side from a point 5 metres west of its boundary between numbers 5 & 6 Belmont Villas for a distance of 25 metres in a clockwise direction
- (x) Charlotte Street, the west side from its junction with Warren Street for a distance of 6 metres in a northerly direction

OFFICIAL

- (xi) Charlotte Street, the west side from its junction with Warren Street for a distance of 4 metres in a southerly direction
- (xii) Chestnut Road, the north & west side from a point 8 metres west of its boundary between 54 & 56 Chestnut Road to its most western extent, including the turning head
- (xiii) Chestnut Road, the south side from its junction with Limetree Road for a distance of 11 metres in a westerly direction and 11 metres in an easterly direction
- (xiv) Chestnut Road, the south side from its most western extent for a distance of 8 metres in an easterly direction
- (xv) Chestnut Road, the south side from a point 34 metres east of its junction with Limetree Road to its junction with Torr Lane
- (xvi) Copse Close, both sides from its junction with Copse Road for a distance of 10 metres in a northerly direction
- (xvii) Elim Terrace, the south side from its junction with Weston Park Road to a point 6 metres east of its western boundary of number 2 Elim Terrace
- (xviii) George Lane, the east side from the centre line of Longcause for a distance of 37 metres in a northerly direction
- (xix) Lancaster Gardens, the east side from its junction with Budshead Road for a distance of 28 metres in a northerly direction
- (xx) Lancaster Gardens, the west & south side from its junction with Budshead Road for a distance of 110 metres in a northerly and westerly direction
- (xxi) Longcause, the north side from its junction with George Lane to a point 2 metres west of its boundary between 18 & 20 Longcause
- (xxii) Longcause, the south side from its junction with George Lane for a distance of 6 metres in an easterly direction
- (xxiii) Looseleigh Lane, the north side from its junction with Looseleigh Close for a distance of 102 metres in an easterly direction
- (xxiv) Merafield Road, the north side from the boundary of house numbers 32 & 34 Merafield Road for a distance of 67 metres in a westerly direction
- (xxv) Priory Road, the north side from its junction with Byland Road for a distance of 91 metres in a westerly direction

- (xxvi) Priory Road, the south side from its junction with Byland Road for a distance of 99 metres in a westerly direction
- (xxvii) Recreation Road, the south-west side from its junction with Beacon Park Road for a distance of 19 metres in a northerly westerly direction
- (xxviii) South View, both sides from its junction with Springfield Road for a distance of 9 metres in a northerly direction
- (xxix) Springfield Road, the north side from its junction with South View for a distance of 10 metres in an easterly direction and 10 metres in a westerly direction
- (xxx) St Michael Avenue, the east side from its junction with St Aubyn Lane West for a distance of 10 metres in a southerly and easterly direction
- (xxxi) Stanborough Road, the south side from its junction with Church Road for a distance of 52 metres in an easterly direction
- (xxxii) Tamar Street, the east side from its junction with Pottery Road for a distance of 42.5 metres in a northerly direction
- (xxxiii) Tamar Street, south, west & north side from a point 42.5 metres north of its junction with Pottery Road for a distance of 56.5 metres in a clockwise direction
- (xxxiv) Tamar Street, the west side from its junction with Pottery Road for a distance of 12 metres in a northerly direction
- (xxxv) Warren Street, the north side from its junction with Charlotte Street for a distance of 5 metres in a westerly direction
- xxxvi) Warren Street, the south side from its junction with Charlotte Street for a distance of 2 metres in a westerly direction

12.02 School Entrance Clearway Mon-Fri 8am-5pm

- (i) Beaconfield Road, the south side from a point 49 metres east of its junction with Parker Road for a distance of 36 metres in an easterly direction
- (ii) Pearn Road, the west side from a point 5 metres north of the southerly boundary of 25 Pearn Road for a distance of 26 metres in a southerly direction

REVOCATIONS

Items to be revoked from:

Items to be revoked from:

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

No Waiting At Any Time

- (i) Chestnut Road, both sides, from a point 131 metres west of the junction with Limetree Road including the turning head
- (ii) Chestnut Road, the south side, from the junction with Torr Lane to a point 11 metres west of the junction with Limetree Road
- (iii) Stanborough Road, the south side, from the junction with Church Road for a distance of 35 metres
- (iv) Tamar Street, the east side, from the entrance to Tamar Wharf to a point 3 metres north of the junction with Ferry Road
- (v) Tamar Street, the west side, from a point 4 metres north of the junction with Pottery Road
- (vi) Warren Street, the east & north side, from the junction with Charlotte Street for a distance of 7 metres
- (vii) Warren Street, the south & west side, from the junction with Charlotte Street for a distance of 8 metres

No Waiting Mon-Sat 8am-6.30pm

- (i) John Street, the south side, from the junction with Tamar Street for a distance of 5 metres
- (ii) Tamer Street, the east side, from a point 4 metres north of the junction with Pottery Road to the junction with John Street

School Entrance Clearway At Any Time

Beechcroft Road, the south side, from a point 49 metres east of its junction with Parker Road for a distance of 36 metres in an easterly direction

Items to be revoked from:

**THE CITY OF PLYMOUTH (TRAFFIC REGULATION AND STREET PARKING
PLACES)(AMENDMENT NO 26 - WESTON PARK ROAD) 2002**

No Waiting At Any Time

- (i) Elim Terrace, the south side, from the junction with Weston Park Road for a distance of 57 metres

Items to be revoked from:

THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT NO. 2012.1202155 - WHITLEIGH) ORDER 2012

No Waiting At Any Time

- (ii) Lancaster Gardens, both sides, from its junction with Budshead Road for a distance of 28 metres in a northerly direction

Items to be revoked from:

THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT NO. 2018.2137170 - PLYMPTON ERLE) ORDER 2018

No Waiting At Any Time

- (iii) Merafield Road, the north side, from the eastern boundary of No. 34 Merafield Road for a distance of 26 metres in a westerly direction

3. STATUTORY CONSULTATION

Proposals

The proposals for the TRO Review.5 were advertised on street, in the Herald and on the Plymouth City Council website on 25/09/2020. It was sent to the Councillors representing the affected wards and statutory consultees on 17/09/2020

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

There has been 4 representations relating to Barlow Gardens

Consultation	Comments
<p>With regards to the double yellow lines parking review for Barlow Gardens I would like to register my confirmed approval of the application as a street resident.</p> <p>On many occasions I have been forced to reverse into the main road (Beacon Park Road) as cars are blocking the entrance rendering it impossible for two cars to pass. This in itself is very dangerous and could cause many possible accidents to either other cars or pedestrians.</p> <p>The second issue regarding the whole estate is the matter of people parking on pavements sometimes with all 4 wheels mounted. This scenario makes it awkward for pedestrians especially the older infirm ones and pushchairs.</p> <p>I also have concerns that should emergency service be called or needed that it would be impossible for their particular vehicle to access the correct address due to the inconsiderate parking left unregulated.</p> <p>Thank you for taking the time to read my concerns and hopefully the necessary parking issue will be addressed in the very near future.</p>	<p>Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2020.2137245</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>
<p>I am writing to lodge my objections to the proposal regarding Barlow Gardens contained in this order. I live in Beacon Park Road but this proposal does affect me as I will explain below.</p> <p>From reading the order and the areas of road which will carry double yellow lines I must raise my concerns about the effect of this on residents in Barlow Gardens. With very limited areas for unlimited parking people who are visiting these premises for delivery or to undertake maintenance work for these properties will be forced to find parking spaces near to the property they wish to visit. I am concerned that they will see the spaces allocated for residents and park in these whilst delivering goods or undertaking property maintenance tasks. When I have people who regularly come to do tasks such as cleaning the windows they like to be in close access to my house in order to do the cleaning within the limit of their hose and will want me to move from my parking space to allow them easy access to my house. This means that I then have to try to find somewhere to park whilst they are working. This will put more pressure on other areas of the streets surrounding Barlow Gardens, perhaps for a short periods of time but in other cases longer periods.</p>	<p>Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2020.2137245</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>

<p>I see that the reason on the order as to why you are proposing introducing yellow lines along a majority of the road in Barlow Gardens is due to inconsiderate parking. I think that the inconsiderate parking could be dealt with using other measures rather than using your powers to add yellow lines to the majority of the road. My view is that this will increase the level of inconsiderate parking and will have a knock on effect on those with a residents parking space like myself.</p> <p>I do not know whether you reply individually to those who respond but I would like to get a response when consultation closes on what the final action will be.</p>	
<p>Commenter sent photo of locations they believe double yellow lines need painting, they are:</p> <p>A. At the entrance on both sides to reduce the risk to cars turning in when there are cars parked very close to the main road.</p> <p>B. After you turn right at the 'T' junction cars park on both sides of the road in particular on the right where they park half on the pavement making it impossible for people with a pram from passing. It also makes that part of the road very narrow possibly restricting access to fire engines and ambulances.</p>	<p>Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2020.2137245</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>
<p>In respect of the above. In particular the plans for no waiting/ double yellow lines n Barlow Gardens.</p> <p>I oppose aspects of the plans which I think are excessive/unnecessary.</p> <p>In particular I oppose:</p> <p>I.1 (iv) "From a point 2m west of its boundary between 45 & 47 For a distance of 37m in a westerly direction."</p> <p>And</p> <p>I.1 (i) From a point 5m north of its boundary between 2 & 4 for a distance of 73m"</p> <p>I do, however, think the double yellows should extend further from I.1 (vii) the entrance of Barlow Gardens on the left hand side to mirror the 43m on the opposite (right hand) side</p>	<p>Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2020.2137245</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 has been 1 representation relating to Chestnut Road

Consultation	Comments
<p>The proposed removal of the no waiting at any time (double yellow lines) to the east of Limetree Rd junction will allow cars to park either side of that junction making coming out of Limetree Rd onto Chestnut Road even more dangerous as vehicles race along there.</p> <p>It also reduces the east side of Chestnut Road to Torr Lane to one lane causing traffic to jam up from Torr Lane or a problem for cars turning east out of Limetree Rd towards Torr Lane getting caught and having to reverse against vehicles from Torr Lane.</p> <p>I already have noise and close accident issues with vehicles racing around the junction into and out of Limetree Rd.</p> <p>At present vehicles can be seen quite easily coming from Torr Lane when turning out of Limetree Rd. By allowing vehicles to park either side of Limetree Rd junction increases the possibility of a dangerous accident and with no pedestrian crossing anywhere in the area is a further danger to pedestrians.</p> <p>I therefore wish to object against the east side proposal to Chestnut Road.</p> <p>The council will be held responsible for any accidents and injuries due to this particular part of the proposal going ahead.</p>	<p>Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2020.2137245</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>We recommend to go ahead as proposed.</i></p>

There has been 1 representation relating to Longcause/George Lane

Consultation	Comments
<p>Commenter wanted to know the reasoning for the proposals.</p> <p>Once we explained the reasoning the customer requested further DYs.</p>	<p>Explained this was for junction protection from George Lane and Plympton House</p> <p>Further request is being considered within the next TRO review.</p> <p><i>We recommend to go ahead as proposed.</i></p>

There has been 5 representations relating to Priory Road

Consultation	Comments
<p>I would like to offer comments regarding the proposed traffic order reference above relating to the</p>	<p>Thank you for your recent comments towards the proposals – 2020.2137245</p>

<p>installation of double yellow lines along a section of Priory Road, Lower Compton, Plymouth.</p> <p>I live on Priory Road and would 100% recommend the installation of double yellow lines.</p> <p>My flat overlooks the narrow road and there are problems with cars parked in this area on a daily basis.</p> <p>We have our sewerage drains located in the paved area and they have become damaged recently with cars parking on the paved area and pushed the drains inwards. South West Water had to recently come out and unblock these drains and have ordered replacement drain covers.</p> <p>Car owners who don't even live at our flats, park their cars there overnight and walk away from the area to their homes along the road.</p> <p>We have to endure the noise of car doors being slammed at all hours and our windows are just above the area.</p> <p>Some car drivers wait in this area with their engines running and the exhaust fumes and pollution drifts into our windows, which have to be open daily for ventilation in our flats.</p> <p>Daily vans and lorries enter the area in both directions and get stuck and one of them has to reverse to allow the other to pass. This is only a narrow road and the noise and chaos caused is distressing.</p> <p>Our water meters are also set in this paved area and at times I have been unable to take a reading as a car has parked directly on top of the area.</p> <p>I would be extremely grateful if these lines could be installed as soon as possible.</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>This request has come from ward Councillors due to a number of issues due to obstructive parking.</p> <p>You will be notified if and when the proposals will be implemented.</p> <p><i>It is recommended after speaking to the ward councillors, to abandon Priory Road scheme from this TRO.</i></p>
<p>I am a homeowner living on Priory Road and I would welcome double yellow lines along Priory Road.</p> <p>Vehicles park as close to the wall of my property and block out the light in my flat. Also I am unable to open my windows on the ground floor due to waiting cars emitting fumes.</p> <p>The footpath is always blocked so people walking by have to walk in the road with pushchairs etc, deeming it unsafe and our drains cover's are being damaged in the process.</p>	<p>Thank you for your recent comments towards the proposals – 2020.2137245</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>This request has come from ward Councillors due to a number of issues due to obstructive parking.</p> <p>You will be notified if and when the proposals will be implemented.</p> <p><i>It is recommended after speaking to the ward councillors, to abandon Priory Road scheme from this TRO.</i></p>
<p>I would like to strongly object, on behalf of myself and immediate neighbours, to the proposed application above, to install double yellow line parking restrictions outside of my house. My house is in a small row, on Priory Road, crucially, just before you get to the quoted “<i>narrow part of this road</i>”</p> <p>I have lived in my house for 12 years and have never had a problem parking directly outside my house or ever posed an obstruction to passing vehicles of any size. My neighbour has also parked outside my house for over 20 years before me, again without any obstruction problems.</p> <p>I hereby request that you give me the details of any incidents involving cars parked outside my house/row of houses causing obstruction with dates and times of said reported incidents.</p> <p>I understand there may have been occasions when other residents nearby have parked their or their visitor’s cars further down the lane, where it does narrow, causing obstruction problems for passing lorries, but other responsible residents should not be penalised for the inconsiderate behaviour of other road users.</p> <p>The installation of double yellow lines prior to the narrowing of the lane would serve no purpose other than to create a parking shortage further up the road where parking is already severely congested, especially during Compton Social Club opening hours.</p> <p>Further traffic problems would also be exasperated with no cars parked there, as it would encourage even more drivers to speed through the lane, endangering us leaving the house and people and animals walking along the road. Residents on the opposite side of the road all have the benefit of access and parking at the rear of their properties.</p> <p>Furthermore, whilst I understand parking is not an entitlement, removing the possibility of parking or waiting outside or nearby the house and installing double yellow lines, would severely affect the value of my property and deter potential buyers should I wish to sell in the future.</p>	<p>Thank you for your recent comments towards the proposals – 2020.2137245</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>This request has come from ward Councillors due to a number of issues due to obstructive parking.</p> <p>You will be notified if and when the proposals will be implemented.</p> <p><i>It is recommended after speaking to the ward councillors, to abandon Priory Road scheme from this TRO.</i></p>

<p>Therefore, whilst I understand the need for some restrictions, I appeal to you to revise the plans and only put restrictions where they are clearly needed along the narrow part of the lane to prevent inconsiderate motorists parking in a way that causes obstruction for other road users.</p> <p>I eagerly await your response to this objection and any proposed revisions.</p>	
<p>Please note: we feel the need to add this into the report, however no name or address has been given)</p> <p>I have recently seen the proposals to apply 'No Waiting at Any Time' restrictions to this section of Priory Road, and am very concerned about the safety of pedestrians if these plans go ahead in their current form. Having lived on Priory Road for over twenty years, I have witnessed the gradual demise of local amenities in Lower Compton, first with the loss of the post office/local store, and then the Compton Inn public house. The feeling of living in a 'village within a city', has been replaced by an increase in traffic along Priory Road, and an increase in the speed of that traffic.</p> <p>I don't know what has given rise to the recent proposals, but applying double yellow line regulations along the length of road as marked on the map will only speed up traffic, and make it even more difficult for pedestrians. I am particularly concerned about the unpaved section from 44 to 52. There is normally at least one car parked on the opposite side of the road, which slows traffic to some extent, and provides at least some protection from vehicles passing through, particularly for pedestrians emerging from the steps adjacent to 67. Incidentally, if these proposals are to do with parking, then removing any available spaces will create problems for anyone in the area who doesn't currently have off-street parking. Parking in Priory road has become increasingly difficult over the years.</p> <p>As someone who regularly walks (and drives) along Priory Road in both directions, I am therefore concerned about the proposals as they stand.</p>	<p>No response has been sent as this was sent as a letter with no address or name.</p> <p>It is recommended after speaking to the ward councillors, to abandon Priory Road scheme from this TRO.</p>
<p>I have lived on Priory Road since 1991 and my house is one of the properties along this stretch of road that does not have any pavement outside. I have always parked directly in front of No.65 along with the car of the resident of 65 and in almost 30 years there has never been a problem for cars, vans and even lorries getting through. Until a few years ago there was a pub at 77 Priory Road with weekly deliveries of barrels on a lorry and there was never a problem with this. I am told that recently there was an incident when a dustcart could not pass but as far as I am aware that is an extremely rare occurrence and the only incident I have ever been made aware of.</p>	<p>Thank you for your recent comments towards the proposals – 2020.2137245</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>There are several reasons why the current parking arrangement actually benefits road safety on Priory Road. Road safety is the biggest concern of neighbours and has been for many years. Priory Road is frequently used as a 'cut-through' by drivers who do not live here and who travel at very high speeds. The parked cars in front of Nos. 63 and 65 actually act as a natural method of slowing traffic while it passes in front of the group of houses whose doors and gateways open directly onto the road. If there were no parked cars the danger of getting run over would increase enormously. The parked cars also create safe spaces between them for pedestrians to stand where there are no pavements and cars are passing at speed. There are many families in the area who walk their children to Compton Primary School, often with smaller children in buggies and without the parked cars they would have absolutely no protection from traffic for several hundred yards. There are also a number of elderly residents who also need the road to be safe to walk along while there is no pavement. I think removing what is in reality the only barrier to speeding cars is an unacceptable risk to safety.</p> <p>Further to the above point, there is a slight bend in the road as you travel east on Priory Road just before the proposed parking restrictions would start. This means that cars travelling in that direction cannot see any of the road beyond the bend and consequently would probably not slow down in any significant way. That could risk anyone stepping out of their house in this stretch of road as they have to walk directly onto the road. Or any pedestrian walking along would also be at a massively increased risk of collision. The parked cars at this point create a natural need for traffic to slow down and offer places for people to pause and be able to see oncoming cars.</p> <p>There is a further issue of displacing the cars which regularly park there. Lower Compton is/was a village and therefore has narrow roads and fewer parking spaces than properties. The proposed parking restrictions will displace the residents' cars which park there regularly and create further congestion to parking throughout the area - potentially creating further problems for other residents.</p> <p>I cannot emphasise enough how damaging and dangerous it will be for residents and pedestrians if the proposed parking restrictions come into existence. My objection isn't simply about convenience it is a serious concern about safety. If these restrictions do come into place then PCC MUST install traffic-calming bumps all along Priory Road beforehand but even then I think there is still an increased risk of serious accident and risk to pedestrian safety.</p>	<p>This request has come from ward Councillors due to a number of issues due to obstructive parking.</p> <p>You will be notified if and when the proposals will be implemented.</p> <p><i>It is recommended after speaking to the ward councillors, to abandon Priory Road scheme from this TRO.</i></p>
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There has been 1 (late comment) relating to Recreation Road

Consultation	Comments
<p>I would like to email following the application of double yellow lines on the junction of Recreation Road and Beacon Park Road.</p> <p>Whilst I support the implementation of double yellow lines I plead that the lines are reviewed to be extended. I truly believe that simply putting a fraction of road marking in would further push vehicles along the road causing disruption, tension and conflict. The road is already filled with vehicles. I support the yellow lines on the roundabout, absolutely, but this will cause further issues for residents. There have been multiple occasions already with residents falling out due to vehicle obstructions.</p> <p>There are new build houses with drives along one side of Recreation Road and often views are obscured when accessing the highway. The current double yellow lines also end halfway across one residents drive, this has caused many upsetting occasions where drivers pay attention to the road but not the driveway blocking the resident in. This had led to a missed appointment.</p> <p>Due to the change in community to 100% residential since the removal of the civil service centre for new builds, children now play along Recreation road and Renaissance Gardens. There have been so many near misses due to obscured view when crossing and the blind corner on Recreation Road, double yellows would clear the view for these pedestrians.</p> <p>The local primary school Pennycross, often has day trips with whole classes of 30 young children walking down Recreation road, often those children are not seen at all by motorists. Double yellows would dramatically increase visual distance increasing stop time if a child were to run into the road.</p> <p>I would also add that when Plymouth Argyle play at home our road all day is crammed full of visitors, they often park inconsiderately, blocking access to properties, car parks and obscuring views. Double yellows would prevent this.</p> <p>Cars have been damaged many times due to vehicles squeezing passed each other next to parked cars. Wing mirrors are often broken in the road. Double yellows would</p>	<p>This was a late comment and isn't normally included within reports, however, we have added it for record.</p> <p>Thank you for your email below regarding Recreation Road. Unfortunately, as stated on the notices, the consultation period ended on 15th October 2020. Therefore, although your points have been taken on board, they will not be included in the consultation reports.</p> <p>This traffic order is intended for junction protection.</p> <p>If parked vehicles are blocking your driveway regularly, then you may want to apply for access protection markings at the entrance to your drive.</p> <p>The road markings are in the form of a white bar marking placed across the width of the driveway.</p> <p>The line is advisory and has no legal standing so we cannot prosecute someone for parking there. However, the markings can be helpful in discouraging drivers from parking in front of your dropped kerb.</p> <p>The Police can take action against someone blocking your vehicle in your driveway.</p> <p>A white bar marking costs £180. Details on how to apply can be found at the link below:- www.plymouth.gov.uk/roadsandpavements/roadmarkings</p> <p>We recommend to go ahead as proposed.</p>

<p>completely eradicate this issue for residents. All properties along Recreation Road have either an allocated parking space or driveway, so yellow lines would not impact residential parking unless they have multiple vehicles, to which there is ample parking on Beacon Park Road with an abundance of road width.</p> <p>I attach a link to incidents on Recreation Road, supporting a clearer roadway for the safety of residents. I also attach some pictures so you can see the issue and what my proposal could improve.</p> <p>www.plymouthherald.co.uk/news/plymouth-news/arson-attack-seals-plymouth-street-2363280.amp</p> <p>www.plymouthherald.co.uk/news/plymouth-news/live-ham-drive-car-flips-2553900.amp</p>	
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There has been 12 representations relating to South View/Springfield Road

Consultation	Comments
<p>I wish to represent my support for the proposal to the addition of double yellow lines at the junction of South View / Springfield Road Elburton in the Dunstone Ward.</p>	<p>Thank you for your recent comments towards the proposals – 2020.2137245</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>We recommend to go ahead as proposed.</i></p>
<p>I am just emailing to make a comment to say that I am highly for the yellow lines on south view/Springfield road in Elburton.</p> <p>As a resident of South view I am so glad this is hopefully going ahead as I find it a real struggle to exit onto Springfield Road every day and have at least 2 near misses a week with my 2 children in the car.</p> <p>We have had on more than one occasion our bins have been unable to be emptied due to vehicles being parked at the entrance of south view. In addition my sister in law who is in the fire service and drives the fire truck has stressed that a fire engine or</p>	<p>Thank you for your recent comments towards the proposals – 2020.2137245</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>ambulance would not be able to access the cul de sac due to parked cars due to no yellow lines.</p> <p>After a fight for this from the residents from south view since 2005 it feels we are finally getting somewhere.</p> <p>2nd comment was received from same commenter:</p> <p>In reference to the yellow lines on south view/Springfield in Elburton I have attached just a few photos of examples of not only the horrendous parking but the obstructive view exiting our cul de sac which I do at least twice daily. (photos attached are vehicles parking on the corner of South View/Springfield Road)</p> <p>I understand that people of Springfield road will not be best pleased to lose parking but I do feel that our safety as well as our children's is far more important, especially as there is a lot of the houses that have garages behind their property that they are not using purely because it's easier to parking at the front.</p> <p>(attached was signatures from resident in favour of the proposals) As you can see on the letter all the residents of south view signed to agree they wanted the yellow lines put there but at the time wasn't taken any further.</p> <p>I know this is my second email but wanted to add these photos to your records.</p> <p>Thank you so much for taking the time to read this.</p>	<p>You will be notified if and when the proposals will be implemented.</p> <p>We recommend to go ahead as proposed.</p>
<p>As someone who has lived here for many years I know the struggle with cars parking on the corner of south view in Elburton. I have struggled myself with seeing what is coming both ways when exiting the cul de sac. I have witnessed a lady On a mobility scooter who is a resident of elburton on numerous occasions struggle to cross the road due to people parked over the dropped Curb.</p> <p>I also know all the residents of south view all signed a petition a few years ago to try and Get yellow lines along with attending meetings ect and it was refused time and time again.</p> <p>I should hope that this being a problem for many years that the right thing will finally be done for the safety of not just cars but pedestrians. I'm pretty sure cars are not</p>	<p>Thank you for your recent comments towards the proposals – 2020.2137245</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>

<p>suppose to be parked around a corner of a junction anyway so I'm assuming that there is not really a dispute to why yellow lines would not be carried out?</p>	
<p>I have read the notice on the telegraph pole at the entrance of south view. With regard to the appalling parking at times, whilst visiting in south view it can be extremely dangerous on many occasions whilst trying to pull out onto Springfield road. By the time you can actually see if it is ok to pull out you are halfway out in the middle of the road.</p> <p>I also do a lot of walking with a friend along Springfield road and at times I consider it to be very hazardous with people parking on the dropped kerbs.</p> <p>Hoping this very dangerous situation can resolved.</p>	<p>Thank you for your recent comments towards the proposals – 2020.2137245</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>We recommend to go ahead as proposed.</i></p>
<p>I am writing in favour of the proposed changes to the road systems and installations of double yellow lines linked to the above reference number. For some time now there has been a big issue with parking particularly on Springfield Road and leading into South View. South view in particular becomes a parking bay for houses along Springfield road and this completely blocks your view as a driver exiting onto the main road. Being such a long stretch of road cars regularly are travelling at speed and having to edge out bit by bit because so many cars a parked along the road corners it complete hinders any sight of traffic on the main road.</p> <p>I have experienced on at least 2 occasions, near misses because you just can't see the oncoming traffic. In my opinion these changes will only make the roads around there a lot safer. It will also hopefully stop the unthought full parking of some residents on Springfield Road leading into South View.</p>	<p>Thank you for your recent comments towards the proposals – 2020.2137245</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>We recommend to go ahead as proposed.</i></p>
<p>As a resident of South View in Elburton I am so pleased and grateful that you are considering yellow lines on the turning as it is just an accident waiting to happen as the view left and right leaving South View is so bad that I have had numerous near misses.</p> <p>My wife is also extremely anxious leaving the road to turn onto south view with our children as it is so busy along Springfield Road and people speed along there, so it is</p>	<p>Thank you for your recent comments towards the proposals – 2020.2137245</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to</p>

<p>only a matter of time before someone gets seriously injured.</p>	<p>proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p> <p>We recommend to go ahead as proposed.</p>
<p>I would like to notify you of my strong objection and concern to the double yellow lines which you are proposing on South View/Springfield Road.</p> <p>I live on Springfield Rd which is very near to South View. I, and my daughter often park on or near to these corners since there is rarely anywhere else to park. This stretch of Springfield Road competes with the village hall, the church, the shops, the school, etc and outside my house is already double yellow lines. So parking or rather lack of parking space is a big issue.</p> <p>Double yellow lines will simply displace cars to other congested areas.</p> <p>As for safety in navigating these corners, large vehicles can cause an obstruction issue however this issue occurs wherever larger vehicles are parked.</p> <p>I would much rather urgent consideration be given to traffic calming measure on Springfield Road since the speed and flow of traffic can make crossing the road difficult and dangerous.</p> <p>I hope that you will take into account my households concerns.</p>	<p>Thank you for your recent comments towards the proposals – 2020.2137245</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>
<p>Can you please put yellow lines on south view!</p> <p>My car was just nearly hit because on the inconsiderate people dumping there cars on the corner of this road I have 3 children in my car and every time I'm scared to leave this junction, you have to do something here, my car was nearly struck the person behind me was beeping to hurry me up to emerge out of the street and when I did I nearly got hit all due to not being able to see the view is completely restricted, if my car was hit all three children would of possibly got hurt because of negligence of others something needs to be done here before there is a serious accident!</p>	<p>Thank you for your recent comments towards the proposals – 2020.2137245</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>

<p>People parking in that junction is an accident waiting to happen. The view is incredibly restricted when trying to pull out. I do feel that permit parking would benefit Springfield road so residents could park outside there homes would also be of benefit. As there seems to be an increasing amount of cars parking on the street.</p>	<p>Thank you for your recent comments towards the proposals – 2020.2137245</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>
<p>Id like to add that yellow lines are absolutely needed there on the entrance to south view as I deliver parcels there regularly and on exiting south view you cannot see oncoming traffic and it's worst if someone parks on the corner this makes it impossible to see and your just taking a chance, I have come a few times to nearly having my vehicle hit due to restricted view, someone will get hurt here soon on this junction. It's deadly please, please do something to make it safer to exit this narrow road or please come and try and exit yourselves to see, it's so dangerous.</p>	<p>Thank you for your recent comments towards the proposals – 2020.2137245</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>
<p>I am writing to put forward my opinion on the yellow lines on South View in Elburton.</p> <p>I totally agree that yellow lines are definitely needed on the entrance to south view as I visit my friend there regularly and find it almost impossible to safely vacate the turning as cars parked on the corner restrict my view.</p> <p>Unless you leave the turning often you wouldn't understand the danger it is potentially causing.</p>	<p>Thank you for your recent comments towards the proposals – 2020.2137245</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>
<p>I.What does this mean For the householders with cars who need to park along Springfield road?</p>	<p>I. Please see attached plan of proposals. This is for junction protection.</p>

<p>2. Oh how interesting, this is the person who has made it difficult for people to park legitimately by knocking down walls and complaining incessantly since he purchased the property.</p> <p>Parking was never an issue until he moved in and decided to revamp the boundaries with badly placed fencing and removal of hedges.</p> <p>I see he has won the day and parking in Springfield road will continue to be a nightmare for residents and with the loss of much needed parking spaces, even more so!!</p> <p>Well at least one man has been placated at the cost of a lot more.</p> <p>Well done Plymouth City Council! A sterling job!! (That's sarcasm by the way)</p>	<p>If you wish to offer comments on the proposed Order you can reply to this email with your support/objection</p> <p><i>We recommend to go ahead as proposed.</i></p>
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There have been no representations relating to the Traffic Regulation Order proposals for all other proposals.

4. RECOMMENDATION

It is recommended to continue with all Traffic Orders as proposed apart from Priory Road, we recommend this TRO is abandoned.

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.