



LIVING STREETS.4

1. INTRODUCTION

This report seeks delegated authority to implement amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) in association with the Living Streets.4 TRO.

2. TRAFFIC REGULATION ORDERS REQUIRED

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

To Add;

No Waiting At Any Time

- (i) Amity Place, the west side from its junction with Armada Street for its entire length.
- (ii) Armada Street, the north side from its junction with Amity Place for a distance of 2 metres in a westerly direction
- (iii) Armada Street, the north side from a point 14 metres west of its junction with Amity Place to its junction with North Hill
- (iv) Ashford Close, both sides from its junction with Ashford Crescent for a distance of 6 metres in a southerly direction
- (v) Ashford Crescent, the south side from its junction with Ashford Close for a distance of 11 metres in a westerly direction
- (vi) Ashford Crescent, the south side from its junction with Ashford Close for a distance of 14 metres in an easterly direction
- (vii) Ashford Road, both sides from its junction with Turret Grove for a distance of 6 metres in an easterly direction
- (viii) Ashford Road, both sides from its junction with Turret Grove for a distance of 6 metres in a westerly direction
- (ix) Blackmore Crescent, both sides from its junction with Dunnet Road for a distance of 10 metres in a south-westerly direction
- (x) Canterbury Drive, the north east side from its junction with Budshead Road for a distance of 10 metres in a south-easterly direction
- (xi) Canterbury Drive, the south west side from its junction with Budshead Road for a distance of 9 metres in a south-easterly direction
- (xii) Ernesettle Crescent, the east & north side from a point 2 metres south of the boundary of Nos. 4/6 Ernesettle Crescent for a distance of 22 metres in a southerly and easterly direction
- (xiii) Fairview Avenue, the north side from its junction with Manor Lane for a distance of 7 metres in an easterly direction
- (xiv) Fairview Avenue, the south side from its junction with Manor Lane for a distance of 7 metres in an easterly direction

- (xv) Fitzroy Road, the south side from its junction with Sylvan Court for a distance of 7 metres in an easterly direction
- (xvi) Fitzroy Road, the south side from its junction with Sylvan Court for a distance of 11 metres in a westerly direction
- (xvii) Fort Austin Avenue, both sides from its junction with Shallowford Road for a distance of 12 metres in an easterly direction
- (xviii) Frontfield Crescent Eastern Arm, both sides of its eastern arm to its furthest extent of HMPE land for its entirety
- (xix) Glendower Road, both sides from its junction with Trelawney Road for a distance of 6 metres in an easterly direction
- (xx) Glendower Road, both sides from its junction with Trelawney Road for a distance of 6 metres in a westerly direction
- (xxi) Hexton Hill Road, the north side from its junction with Lake Road for a distance of 149 metres in an easterly direction
- (xxii) Hexton Hill Road, the south side from its junction with Lake Road to the boundary of Nos. 2/3 Hexton Hill Road
- (xxiii) Hornbrook Gardens, the north side from its junction with Dunnet Road to its junction with Blackall Gardens
- (xxiv) Hornbrook Gardens, the south side from its junction with Dunnet Road for a distance of 12 metres in an easterly direction
- (xxv) James Close, east side from its junction with Springfield Road for a distance of 5 metres in a northerly direction
- (xxvi) James Close, the west side from its junction with Springfield Road for a distance of 8 metres in a northerly direction
- (xxvii) Jeffery Close, both sides from its junction with Dunnet Road for a distance of 8 metres in a north-westerly direction
- (xxviii) Kneele Gardens Southern Arm, the north side from its junction with Linketty Lane West for a distance of 6 metres in a south-easterly direction
- (xxix) Kneele Gardens Southern Arm, the south side from its junction with Linketty Lane West for a distance of 5 metres in a south-easterly direction
- (xxx) Linketty Lane West, the east side from its junction with Kneele Gardens Southern Arm for a distance of 6 metres in a north-easterly direction
- (xxxi) Linketty Lane West, the east side from its junction with Kneele Gardens Southern Arm for a distance of 10 metres in a south-westerly direction

- (xxxii) Maddock Drive, the north side from its junction with Yealmpstone Close for a distance of 27 metres in an easterly direction
- (xxxiii) Maddock Drive, the north side from its junction with Yealmpstone Close for a distance of 23 metres in a westerly direction
- (xxxiv) Manor Lane, east side from its junction with Fairview Avenue for a distance of 10 metres in a northerly and southerly direction
- (xxxv) Manor Lane, the west side from a point 4 metres south of the boundary of Nos. 29/31 Manor Lane for a distance of 25 metres in a northerly direction
- (xxxvi) Ponsonby Road, the west side from a point 9 metres north of the boundary of Nos. 63/64 Ponsonby Road for a distance of 22 metres in a northerly direction
- (xxxvii) Shallowford Road, the east side from its junction with Fort Austin Avenue for a distance of 15 metres in a northerly direction
- (xxxviii) Springfield Road, the north side from its junction with James Close for a distance of 12 metres in an easterly and westerly direction
- (xxxix) Trelawney Road, both sides from its junction with Glendower Road for a distance of 6 metres in a southerly direction
- (xl) Trelawney Road, both sides from its junction with Glendower Road for a distance of 6 metres in a northerly direction
- (xli) Turret Grove, both sides from its junction with Ashford Road for a distance of 6 metres in a southerly direction
- (xlii) Turret Grove, both sides from its junction with Ashford Road for a distance of 6 metres in a northerly direction
- (xliii) Yealmpstone Close, both sides from its junction with Maddock Drive for a distance of 9 metres in a northerly direction
- (xliv) Yealmpstone Close, the west and south sides from a point 3 metres north of the boundary of Nos. 9/11 Yealmpstone Close for a distance of 18 metres in a northerly and westerly direction

Limited Waiting To 2 Hours No Return For 2 Hours Mon-Sat 9am-5pm Exemption for Permit And Ticket Holders

Armada Street, the north side from a point 2 metres west of its junction with Amity Place for a distance of 12 metres in a westerly direction

Limited Waiting 8am-6pm Limited Waiting To 3 Hours No Return For 2 Hours

Lanhydrock Road, the south side from the boundary of Nos. 32/33 for a distance of 359 metres in a westerly direction

SCHEDULE OF REVOCATIONS

No Waiting At Any Time

- (i) Amity Place, the west side, for the entire length
- (ii) Armada Street, the north side, from the junction with North Hill for a distance of 96 metres
- (iii) Hexton Hill Road, both sides, from the junction with Lake Road for a distance of 38 metres

3. STATUTORY CONSULTATION

Proposals

The proposals for the Living Streets.4 were advertised on street, in the Herald and on the Plymouth City Council website on 13th October 2021. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 06th October 2021.

There have been 34 representations received relating to the Traffic Regulation Order proposals as below:

There has been 1 representation received relating to Ashford Road and Turret Road

Consultation	Comments
<p>I live on ivydale road and I've seen the proposed order for double yellow lines on Ashford road and turrett road. I don't think you've considered the impact this will have on locals at all.</p> <p>1. Firstly, the street is incredibly dangerous. Drivers go bombing along the road at high speeds all through the day. At least when there are cars either side, they are slightly more careful and at times have to stop when people are parking or others coming the other way. Often at night, motorcycles race all through the night at high speeds, causing a safety concern and noise nuisance between 22:00 and 3am. It wakes me up (and my children) numerous times a night. Double yellows will give more space to race.</p> <p>2. I am on the top half of ivydale road. The road above us (Pearson avenue) has parking permits. The bottom half of ivydale road has parking permits. Penlee place has parking permits. As we are close to town, have a school near us, a take away on the corner and one of the only locations without permits, people who don't live here already park on our road and make it difficult for residents to park. They park here ALL DAY, for work, shopping, school etc. I have 2 young children and disability myself and already struggle to find parking. Putting yellow lines on Ashford road and turret grove will only make this worse. Then they will all be trying to park on ivydale road (and why does only one half have permits?).</p> <p>I would propose that what's needed is a 20mph zone, traffic control and/or a speed camera to make along Ashford road and penlee place to make the road safer and prevent 'racing' and dangerous driving. I</p>	<p>Thank you for your recent comments towards the proposals – 2021.2137265.</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>On Ivydale Road the scheme design for Zone U was undertaken some time ago (over 20 years) and there is no information that explains the rationale undertaken to set the boundary. Zone U would have undergone statutory consultation, where residents would have had an opportunity to input their views and help shape the scheme. It can only be presumed that at that time there was not any parking issues in the unrestricted half of Ivydale Road.</p> <p>In regards to Permit Parking, your suggestion has been noted. We will continue to monitor feedback and will review when future schemes are considered. Please note that prioritisation is given to areas that demonstrate there is a clear and significant impact on the available parking and there is level of support from residents.</p> <p>A Speed Detection Radar was placed on Ashford Road in September 2021 and the 85th percentile speed was 27.9mph (The 85th Percentile Speed is the speed that 85 percent of vehicles do not exceed). Local highway authorities often use the 85% percentile to determine speed limits. The theory assumes that most drivers are reasonable and do not want to get in an accident, but do want to get to their destination as quickly as possible. Therefore, a speed at which 85 per cent of people drive is figured to be the highest safe speed for that road.</p> <p>Speeding is a moving traffic offence and the police will be informed before any enforcement operation, however as you are aware the 85% percentile speeds are 27.9mph.</p>

<p>would also suggest parking permits for ivydale road, turret grove and Ashford road. This will prevent all those doing school runs, or going into town, from parking there, making the road more accessible for residents and safer to drive on. It also needs fixing. The road is in a disgusting state with a lot of pot holes.</p>	<p>The Police require this information, which they use for intervention and or enforcement, these speeds are too low for any enforcement to be carried out, and this is in line with the The Association of Chief Police Officers (ACPO) National Guidelines for speed enforcement.</p> <p>Plymouth City Council does have to prioritise safety schemes such as traffic calming in accordance to need i.e. where collisions are occurring and will continue to occur without intervention. We continuously monitor this across our network in combination with speed data. Should treatment be necessary at a certain location, further investigation is then undertaken and the appropriate road safety measures are considered for implementation.</p> <p>I have passed your comments regarding pot holes to the Maintenance team who will inspect this for you.</p>
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There have been 3 representations received relating to Ernesettle Crescent

Consultation	Comments
<p>I think that in principle this is a good idea but should include double yellow lines on the opposite side of the curve. It is frequently difficult to get around that corner in an ordinary car let alone an emergency vehicle or removals type vehicle.</p> <p>The bottom curve (north part of road) is frequently very tight to negotiate. This would be simplified if the bushes and trees were cut back at least two feet from the curve and consideration to double yellow lines being put on the southern side of the bend and part of road leading to it from Ernesettle Lane.</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2021.2137265.</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>Regarding the current planning notice for Ernesettle Crescent and the much needed double yellow lines and No waiting signs on the westbound corner. (ie the 22mtrs of the kerb radius).</p> <p>I commend you for stopping what is a regular violation and abuse of stupid and inconsiderate parking on this corner well hindering both the council trucks and deliveries to the lower half of the Crescent.</p> <p>May I add though that could you consider some form of traffic hump at the entry to the Crescent also as vehicles turning into the crescent from Ernesettle lane go stupidly too fast into the Crescent and by the time they</p>	<p>Thank you for your recent comments towards the proposals – 2021.2137265.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>Plymouth City Council do not currently have any plans to add speed humps on Ernesettle Crescent, however I can add this location to our request list for a Speed Detection Radar (SDR) and I can contact you again when we receive the speed data.</p>

<p>go past my off road parking (at No 2 from my car port) speeders are doing over 30mph at least on the wrong side of the road (as residents park on the nearside lane outside the semi-detached houses) and likewise come round the offending bend doing the same stupid speeds to get to the exit of the Crescent.</p> <p>Any consideration for some speed curbs on this top stretch of road would be most welcome and indeed from my point of view restrict speeding in a restricted lane crescent road to suitable and safe limits.</p>	<p>You will be notified if and when the proposals will be implemented.</p>
<p>We are writing in relation to the proposed No Waiting designation.</p> <p>We live nearby and have been concerned over many years about the frequency with which motorists park right on this corner, reducing visibility and sometimes causing issues for large vehicles trying to go round the corner. We are therefore very pleased to read of this proposal.</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2021.2137265.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>

There have been 3 representations received relating to Fairview Avenue

Consultation	Comments
<p>1: I have just read the notice for permit parking in fairview ave , please could you explain why . People don't park and walk into town etc most people are at work by day it just doesn't make sense.</p> <p>2: Thank you for your reply , I thought it was strange and no letters further up the road .</p> <p>Must admit you can't see around the corner with vans parked there.</p>	<p>The proposals for Fairview Avenue are not to introduce permit parking but to install parking restrictions around the junction of Manor Lane to improve visibility and road safety, please find attached the plan for Fairview Avenue.</p> <p>If you have any comments or objections to these proposals please contact us again at trafficmanagementinbox@plymouth.gov.uk</p>
<p>I am writing to make a comment about Manor Lane for you to consider.</p> <p>Is there anything that can be done about the large commercial vehicles that are now parking in the area, in both Manor Lane and Fairview Ave ? These are now parking at night as well as during the day and all weekend. One of these has a rising platform</p>	<p>Thank you for your recent comments towards the proposals – 2021.2137265.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to</p>

<p>on it and takes up a lot of room. I live on the junction and see the problems these vehicles are causing and moving them from the junction will cause the problem elsewhere so could you please look into this.</p>	<p>proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>Unfortunately Plymouth City Council cannot prevent a vehicle which has tax and is insured parking in any unrestricted area in Plymouth.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>Could I also put in a request for double yellow lines outside number 1 and number 2 Fairview Ave which is opposite the lane that is the only access point for other Manor Lane properties. The access to these properties regularly gets blocked by people parking on these corners and also within this lane meaning there is no emergency access to either of these properties as we have no rear access. It would also be beneficial if there was double yellow lines going up the lane to these properties also. I foresee when the yellow lines are put in that are already proposed that is going to push people into parking in this lane blocking that access and entry route. As a disabled resident with mobility and breathing issues it is essential that I have car access into and out of my property at all times and also emergency access should it be needed.</p> <p>I would be very grateful if you could do a site visit and consider these proposals.</p>	<p>Thank you for your recent comments towards the proposals – 2021.2137265.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>In regards to adding further restrictions, Plymouth City Council are unable to do this after a Traffic Regulation Order has been proposed.</p> <p>It is appreciated that there may be occasions when access difficulties result in this area due to partial obstruction by parked vehicles. We do not propose restrictions for individual purposes and always aim to prioritise the use of double yellow lines where they are needed to improve road safety at a location where there is an identified history of collisions involving personal injury e.g. at busy junctions where parked vehicles restrict visibility, or streets where large numbers of pedestrians are crossing the road. As a result of this, it is unlikely that your request could be progressed at the present time but we will monitor this.</p> <p>You will be notified if and when the proposals will be implemented.</p>

There has been 1 representation received relating to Hexton Hill Road

<p>Consultation</p>	<p>Comments</p>
<p>I would like to make comment on the proposal for Hexton Hill Road. I am in complete agreement with the need for space to enable access through the gap at the top of the hill. I believe that this has been made very difficult by people parking too close to the gap on the left hand side ascending and would agree that parking at least in part on the left side at the top should be restricted. Residents are actually very careful now but without yellow lines visitors and tradesmen don't have a guide as what not to do and are careless and</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2021.2137265.</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>unthoughtful. I would however like to request that at least one parking slot remains, (two at a push although I concede this is more unlikely), either on the right side or on the left side slightly further down. This as you know is a space challenged area and all users are needing to share it, being aware of each other's needs and not having any one need overemphised over another. As a care worker I finish. work late and often cannot find parking near my home as all spots are gone. I therefore sometimes have to park the far side of the green. Although I rarely get to use the space at the top of the hill, as it is often full, I know others regularly do and I would be value it still being available. I think this would still leave really adequate room for turning.</p>	<p>You will be notified if and when the proposals will be implemented.</p>
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There have been 3 representations received relating to Kneele Gardens

Consultation	Comments
<p>I have probably the best view of all the residents regarding the problem the buses have turning right out of the junction. The double yellows need to be opposite the junction on the straight bit directly opposite to give the bus the angle to make a right turn without mounting the inner kerb on the bend.</p> <p>In this case I propose the plans are scrapped they are of no benefit and will directly effect the loading and unloading of delivery vehicles for the shop.</p>	<p>Thank you for your recent comments towards the proposals – 2021.2137265.</p> <p>The original request received was to protect the junctions and as this Traffic Regulation Order has already been proposed Plymouth City Council are unable to add further restrictions to the proposal.</p> <p>However I have added the opposite side to our next Traffic Regulation Order which we review quarterly.</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 have no objections to the proposals specifically in the Linketty Lane West and Kneele Gardens areas, However, please can you consider amending the proposal to include Alleyn Gardens, this street runs off Kneele Gardens.</p> <p>It is a cul de sac and is already heavily used by commuters on both weekdays and weekends as an unofficial park and ride station as it is easily accessible to the Manadon Roundabout/A38.</p>	<p>Thank you for your recent comments towards the proposals – 2021.2137265.</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>As a result, residents of this street suffer with being unable to park in their own street let alone outside their house. The street is only so wide that parking can only be achieved on one side of the road due to its restrictions.</p> <p>If the planned proposal goes ahead, without inclusion of this street then this road would suffer greatly with a higher volume of parked cars for a longer period of time restricting residents further with their own parking.</p> <p>Please visit the street to see the limitations it has or make contact with myself to discuss further.</p> <p>Can I also request that this street be considered for full road resurfacing as it still has a concrete road which is noisy and has many multiple cracks, divets and uneven surfaces throughout its entirety.</p> <p>For your consideration and review.</p>	<p>The proposal on Kneele Gardens is to add a small amount of double yellow lines for protection on the junction, there are currently no plans to add limited waiting in the area.</p> <p>I have passed your request for resurfacing to the maintenance team who will contact you directly.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>I am writing to yourselves regarding the proposal of double yellow lines at the Linketty Lane/Kneele Gardens junction .</p> <p>Whilst the proposal of the lines is wholeheartedly welcomed in principle, it is incorrectly positioned to allow the buses to safely navigate the junction, please see attached crude screenshots of 1) Current proposed yellow lines & 2) New proposal showing recommended yellow lines and the bus issue. I live at on Linketty Lane West and whilst working from home my window overlooks the problem junction, I have witnessed on many occasions the poor parking by the customers of the Premier Power Tools shop/Trades persons leaving cars on the road to travel away for work and the resulting problems for the bus/our household. My driveway is also blocked frequently by individuals leaving their cars outside with no consideration to us or the danger that it causes to road users navigating the junction, I believe the new suggestion attached would allow the bus to swing around the corner safely without mounting the kerb & still allowing our household a space for visitors/the power tool premise to have 1 additional customer parking space.</p>	<p>Thank you for your recent comments towards the proposals – 2021.2137265.</p> <p>The original request received was to protect the junctions and as this Traffic Regulation Order has already been proposed and we must follow a statutory process, Plymouth City Council are unable to add further restrictions to the proposal.</p> <p>However your comments are much appreciated and I have added the opposite side to our next Traffic Regulation Order which we review quarterly.</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>If the current proposed lines are implemented they will not prevent the issue you are trying to stop & increase problems for myself and other residents on Linketty Lane West. Many thanks for your time, please feel free to contact me or visit the problem area first hand.</p>	
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There have been 17 representations received relating to Lanhydrock Road

Consultation	Comments
<p>I wish to object against the proposed 3 hour restricted parking along lanhydrock road st judes plymouth</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2021.2137265.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>I would like to object to the proposed restricted parking at Lanhydrock rd as it would only push the problem further down the rd</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2021.2137265.</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 object to the parking restrictions proposed for lanhydrock road.</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2021.2137265.</p>

	<p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>I am writing with regard to the proposed parking restrictions along Lanhydrock Road.</p> <p>I was upset to learn that this request has been made as I park along here 2 days of the week. I work on the outskirts of the city within a mental health team. By parking here, it enables me to walk to and from work which I use as a tool to help maintain my own personal mental health. By walking it helps reduce the stress after a long day and I know colleagues of mine feel the same. I am sure there are other people who feel likewise too. We are encouraged by the government to keep active and I would be disappointed if I could no longer do this.</p> <p>In addition to this there is also the factor of an added expense I may now have to pay. Being on a low wage this will impact my personal finances and I am unsure when this is likely to be brought in. With all bills currently increasing this is another concern.</p> <p>I really would like for this to be considered when you are making your decision and the impact it would have on me personally.</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2021.2137265.</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 vote to object the three hours restricted parking as commuters will park further down and cause more parking problems where there are houses , instead of next to the park and children playing area at the end of Lanhydrock Road.</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2021.2137265.</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>First comment:</p>	<p>First comment:</p>

<p>I own a property on lanhydrock Road st judes pl49hf. I am writing to you in about the above ref for the proposed 3 hour parking on lanhydrock Rd. I am very concerned as I actually run a hair and beauty business from there. I am so worried about the proposal as it is going to damage my business considerably as 3hours would not be enough time for my clients to be out in time for certain services, ie perms colour. Also I employ staff and we wouldn't be able to park as we work longer than 3 hours. We have alot of elderly clients who if has to park far away if not able to be out in time for the 3 hours restrictions may not come anymore. This will impact our business in a big way and not for the good. We worked in a salon before this with restricted parking and we lost alot of clients. It took me a long time to find the perfect place with parking for our clients and for the staff so iam gutted this maybe on the cards. Sorry to waffle on but iam so worried please could you give me somemore information on the proposal, like is it the whole road, would myself and the staff be able to get business permits as we offer a mobile service for our bedbound clients. Thank you for any information and help you can give me and sorry its such a long email just be thankful I didn't phone else you would have earache lol</p> <p>Second comment:</p> <p>thank you for getting back to me so quickly, I really appreciate that as been flapping all weekend. I would still object as still close to salon and going to push everyone parking further down lanhydrock road, impacting on the business and the residents by us. Myself, staff and clients always try not to park outside the residents houses but on the park side as the residents have been so supportive of the business. But the parking will get alot worse further down lanhydrock road. I am sorry to be selfish and think about the business but with already being closed for 36 weeks due to the pandemic we are still recovering from that and just afraid restrictions will also impact the business in a bad way</p>	<p>Thank you for your email regarding to the proposals on Lanhydrock Road. I have attached a plan to this email. It will be the south side of the road only.</p> <p>Unfortunately, there are no plans to make this area permit parking and therefore business permits wouldn't be available with this type of restriction. Please do let me know if you still wish to object to this after reviewing the plans.</p> <p>Second Comment:</p> <p>This e-mail is fine for your objection.</p> <p>Thank you for your recent comments towards the proposals – 2021.2137265.</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>With reference to the above plan for proposed parking restrictions on length of Lanhydrock road, please take note of my strong objection to the proposal.</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2021.2137265.</p>

<p>I am a resident on Lanhydrock road, directly opposite the proposed restriction and this would directly affect me negatively, and many other residents.</p> <p>By creating restricted parking on the park side of the road you will be forcing more people to park on the residential side of the road, thus taking space from the residents unless providing resident permits.</p> <p>This proposal came about following a consultation in Tothill community centre, which I attended, the general feeling at that meeting was that commuter parking was an issue, causing congestion and parking issues for residents. This will in no way alleviate that problem and in fact create more issues for the residents. I am happy to pay for a parking permit to retain parking outside my house as this proposal is going to make it impossible to park anywhere near my own home. I feel the needs of the residents have been totally overlooked in this proposal.</p>	<p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>I am objecting to the above proposed plans. I live on Lanhydrock Road. If you implement 3 hour restrictions halfway I will never get a parking spot outside my house because all commuters will move up.</p> <p>It's bad enough now but that will make it worse for the latter part of the street so the problem is not resolved, just moved.</p> <p>What's wrong with residents only parking one side and the other side available to all?</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2021.2137265.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>I am writing this email to object to the proposed parking restriction on Lanhydrock Road in Plymouth. I am a shift worker and park here when I am working. I chose this location as the majority of the road is not outside people's houses so I am not preventing residents from being able to park by their houses. I park at all times in the day and evening and have never had an issue with parking. When I arrive at 6am there is plenty of parking all along the road which would indicate that people living in the area have adequate parking. It is the same if I arrive later in the morning. When I am on earlies I can get back to the road anytime between 3pm and 5pm and again there are</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2021.2137265.</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>free parking spaces all along the road. I know a lot of people, including Plymouth City Council workers, who park there early in the morning and leave by mid afternoon therefore not affecting residents returning after their working day. I cannot see the necessity to make it a 3 hour only parking zone. Parking for commuters in Plymouth is difficult and this road would appear to be the perfect compromise as for large stretches there are no houses, especially on the side bordering the park so residents will not be affected.</p> <p>I understand that you would like more people to use public transport but this is difficult when you have shifts that start either very early or finish very late. Some of my colleagues also commute from outside Plymouth so have no direct bus routes. The car park permits are few and quite expensive. I have no park and ride in my area. Please could you give consideration to removing this proposal or if necessary only apply it to certain stretches of the road when there are houses.</p>	
<p>Although I welcome efforts to resolve the issues we have on Lanhydrock Road, and see the potential to allow more people to use the children’s park and playing fields. In my opinion the proposal causes more problems than it solves.</p> <p>I wish to make the following comments and observations.</p> <ul style="list-style-type: none"> • Creating a limited waiting time on only one side of the road will cause parking issues for residents. Residents wishing to park will still have to compete with commuters as well as space between motorhomes and caravans (as the proposed area has now become a storage area for them) but it will be condensed to the north side of the road. • If residents are unable to park on the North side of the road outside or near their properties, they will be forced to move their vehicles after the permitted limited waiting time of 3 hours 7 days per week. 	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2021.2137265.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>

<p>I would like to propose an amendment to the proposal if possible.</p> <ul style="list-style-type: none"> • Create a new limited waiting 3hr stay on the North and South side of the road. This would eradicate the commuter parking and motorhome storage issues. • Issue resident parking permits to homeowners 1-33 on Lanhydrock Road effected, to allow them to park outside their properties, without fear of penalties. <p>We have witnessed many near misses between pedestrian's (especially children) and vehicles because of the amount of parked cars and welcome the proposal to help reduce this.</p> <p>Desborough Road was changed to a no waiting area between 10-11am several years ago as well as Knighton Road which runs in parallel to Lanhydrock Road to Tothill Community Centre. This solved their commuter parking problems.</p>	
<p>I strongly object Re: Lanhydrock Road having yellow lines on part of the road. The bottom part of the road (town side) is not right next to houses so should be as it is now. Extending the lines down the road will cause commuters to then park outside our houses. I object to this plan</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2021.2137265.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>I am resident of South View Terrace and I would like to say firstly that myself and my Husband welcome parking restrictions in the area. Over the last two years or so (lockdowns excluded), parking around the area has been made increasingly difficult for local residents with commuters, camper vans and abandoned vehicles parking nearby. Things have got so bad recently that I avoid going out when I know I will not be able to park when I return. It also makes things difficult for tradesmen when work is</p>	<p>Thank you for your recent comments towards the proposals – 2021.2137265.</p> <p>On 22 March 2019 Plymouth City Council held a community engagement session at Tothill Community Centre. The purpose was to understand local residents concerns around parking and road safety and inform thinking on solutions to these. The unfortunate reality was that resident's views did not draw a consensus and due to the low level of support and varying views of the local community, a decision was made not to progress with any controlled parking scheme proposals. The</p>

carried out on our property as they are unable to park near to the house.

Having read the proposal, unfortunately I don't think this goes far enough in resolving the issue and will actually compound the current situation. If one side of Lanhydrock road is no waiting for 3 hours, this will mean there is a 50% reduction in parking on that road which will drive the commuters to park on the other side of the road, South View Terrace and neighbouring un-permitted roads. As one of the first houses after the permit area, it would become impossible to park nearby. When I went to give blood during one weekday, I returned and had to park outside a number up the street. I completely understand that I chose to buy a house in this area without a drive and I am not asking to park outside my house, just nearby. I understand the justification for the proposal and this would enable locals to drive to and make use of the park however it would put local residents in a very difficult situation and would restrict limited parking even further. With the restrictions being throughout the weekend, this would mean weekend workers and people visiting the city centre would park on South View Terrace and inhibit my elderly and disabled relatives from parking nearby, even with a blue badge. If you haven't already, I would encourage you to come and sit on the corner of Lanhydrock road and South View Terrace from 7:45-8:45am during the week as the amount of traffic and dangerous driving/parking from commuters looking for a space is unbelievable. Lots of school children and dog walkers cross the road here and I am surprised there hasn't been an accident. During the parking consultations in March 2019, it was suggested that the whole St Judes area is permitted like Egerton Crescent and Knighton Road. I can see these spaces from my house and the amount of traffic is considerably reduced and residents are always able to park. This is something we would 100% support and be happy to pay for as this would enable us and our family and friends to park near to our houses without restriction. It does feel like this proposal hasn't been fully thought out and is just a tick in a box for the council. As I mentioned, I completely agree that changes need to be made to the area but the current proposal

reason for this is that the development of parking management schemes can be expensive and time consuming. We want to know that there is a reasonable level of support for changes by residents who will be affected before we start any investigation. There is currently no plans to revisit this area, our focus is now on other areas of the City requesting a parking review.

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>would have a negative impact to the local residents who are already experiencing difficulties, and would affect more local residents as commuters park further and further down neighbouring, more residential roads. Please reconsider permitting South View Terrace and neighbouring roads, we absolutely love our house and living in this area but if things carry on the way they are, we would seriously consider moving. Please could you let us know whether the proposal goes forward and we are happy to be part of any further discussions regarding parking in the future.</p>	
<p>Glad to see something is being considered for Lanhydrock Road. However this solution is probably the worse that could happen.</p> <ol style="list-style-type: none"> 1. Where are the 60+ displaced cars going to go? Answer, Gwyn Road, South View Terrace, Carmarthen , Farringdon and all the Avenues up from Beaumont Road. This will make parking in these areas even worse. 2. What happens to the people who come down to the park during the summer and weekends to spend all day in our play area? 3. People parking along the edge of the park are not parking in front of any ones house or blocking a drive. 4. The best solution would be to have permit parking in all the area <u>except alongside the park</u>. 	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2021.2137265.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>I would like to express my extreme disappointment and confusion as to why the parking rules are due to change on Lanhydrock Road, Plymouth.</p> <p>Please explain to me why you feel that we need these new restrictions? You will have to pay a traffic warden to check the vehicles, pay for the signage, paint and the administration of permits. An unnecessary expense!! The money would be better spent on the social care budget.</p> <p>Why are you trying to fix something that is not broken??? You are going to make the situation worse.</p> <p>You will force all the vehicles to park further down the road where the fields are. The road is narrower after the park, there are more houses who use the parking and you will be forcing people to squeeze their</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2021.2137265.</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>vehicles between the garden gates and adjoining roads. Every time I drive along Lanhydrock Road children cross near the football fields which IS VERY DANGEROUS.</p> <p>Where the trees are it is much quieter and you very rarely see children crossing the road.</p> <p>As you can see from the attached photos, at 7am the residents are still at home and there is plenty of parking for commuters. Commuters DO NOT want to park in front of homes at the other end of Lanhydrock Road.</p> <p>I have parked there for several years and walk another 10 minutes to my workplace. I am a Civil Servant and cannot afford to catch the park and ride buses daily. They are far too expensive. Several of my colleagues also park at Tothill Park and I am aware that many Police staff park there too.</p> <p>We have always been able to park in Lanhydrock Road as there is more than enough space for residents and commuters. The dark photos are taken at 7am and the two daytime photos at about 3:45pm.</p> <p>Campervans seems to be in the same spots all year round and never move.</p> <p>If locals have been complaining about parking they should have been more particular where they choose to live as the parking has been the same for an years.</p> <p>By my email and the attached photographs I hope that you will begin to realise that THERE ISN'T A PROBLEM AT LANHYDROCK ROAD SO PLEASE DON'T CREATE PROBLEMS BY FORCING US TO PARK FURTHER UP WHICH IS GOING TO CAUSE MORE DANGEROUS SITUATIONS.</p> <p>I have expressed my concerns as clearly as I can and I hope that you will take notice, but how many objections will it take for you to change your mind?</p>	
<p>I would like to object to the Living Streets Document 4 within the deadline of objection and concerning Lanhydrock Road.</p> <p>I object because I am a resident of Lanhydrock Road and this would directly impact me and my family. I have attended the consultation in Tothill Community Centre approximately 2 years ago and expressed my views at this stage.</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2021.2137265.</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>My objections are as follows:</p> <ol style="list-style-type: none"> 1. Resident parking has not been considered in this proposal. Where are residents supposed to park at Lanhydrock Road? 2. If restricted parking is only on the park side of the road and this shall be to the benefit of residents over commuters then residents will be forced to park under trees which means their cars will be filthy at all times. This will lead to inconvenience and additional costs of cleaning cars. On top of that it will be bad for the environment due to use of soap and water. 3. If resident parking is established then this will mean that residents will have to pay each year as well have the work of applying for resident parking permit each year. If costs for the parking permit increase this will also be felt by residents already in a financial squeeze as seen on the news recently. 4. During the consultation I complained about the fact that parking happens all the way along the road and into the junction because the junction parking rules are not enforced and not observed. This puts road users into danger when going around corners and is a big problem across the area (including Southview Terrace, Gwyn Road and Lanhydrock Road). I can now see in the plans for other areas that this junction parking rule will be enforced by red lines but not at Lanhydrock Road. This would be the one sensible rule to enforce in the area. 5. While commuters are a bit of a nuisance around Lanhydrock Road, not only because they take up parking spaces but also because they pollute the air where we live while living in the countryside themselves, I do not see that there is much gained from putting this restriction into place. 	<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>Me and my family of 5 live on lanhydrock road and object to parking restrictions on upper lanhydrock road, as I have a large family including a 1 year old boy. Having commuters parking outside our home will cause unnessary stress trying to find parking and moving shopping and kids from another area or street. Permit parking only outside our house would ensure commuters park at a park and ride or in the city centre. The whole of lanhydrock road should be</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2021.2137265.</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>restricted to tothill park users or residents only. I object to the current proposals unless it includes every resident and not just shifting the problem to other residents on lanhydrock road.</p>	<p>proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>Objecting to permit parking. Halfway down Lanhydrock Road</p> <p>This will cause major problems with the residents who already have a problem parking outside their own homes x Elderly and disabled for example. You are just pushing the problems further down the road Caravans and mobile homes have already invaded our road x emptying there rubbish and hazardous waste on the road right beside the park area where Chidren play. Are we expected to live with this outside our homes now. It gets reported but nothing gets done about it, ie Council and police.</p> <p>Mutley Plain has free parking to bring people to the area,. why don't Plymouth City Council do the same with the City Centre. City centre car parks are not being used because parking Charges are To expensive for Families.</p> <p>Lanhydrock Road is a problem area at the moment for people who live here police are called on at least 2 to 3 times a week. Fires Drugs, Fighting, Disturbing behaviour, Youths throwing anything they can get their hands on at Traffic from the roof of old changing room building, It is Horrendous</p> <p>we would like to protect our vehicles outside our own homes and not leave them on a street nearby</p> <p>This will certainly add to the problems.</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2021.2137265.</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>

A meeting was held on the 10th November 2021 with the Ward Councillors. It was decided to abandon the Lanyhydrock Road proposal and investigate the feasibility of a Residents Parking Scheme in 2022.

There has been 1 representation received relating to Springfield Road and James Close

Consultation	Comments
<p>Following your notice of double yellow lines on Springfield Road at the junction of James Close.</p> <p>Amd 2021.2137265 Living Streets 4</p> <p>Please would it be possible to extend the double yellow lines to the start of our drive</p>	<p>Thank you for your recent comments towards the proposals – 2021.2137265.</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</p>

<p>Springfield Drive ? It gives us at least one half of a fighting chance of coming off the drive safely.</p>	<p>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>Unfortunately once a Traffic Regulation Order has been proposed Plymouth City Council cannot add to this and we do not propose Double Yellow Lines for individual driveway protection, the restriction should benefit the community and this proposal is to protect the junction of James Close.</p> <p>You will be notified if and when the proposals will be implemented.</p>
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There have been 2 representations received relating to Trelawney Road

Consultation	Comments
<p>I would like to comment/object to the planning application for double yellow lines on the junction of Trelawney Road/Glendower Road in PEVERELL</p> <p>There are three main points I would like to put forward as follows.</p> <p>1..Peverell has evolved over recent years with more multi-car households and more properties being converted into flats with the resulting more residents. Parking in the area has always been difficult but the residents know and accept that. Adding a 6 metre double yellow line will only compound the problem of parking in a highly populated area as there will be even less space to park forcing residents into backs lanes or other streets therefore causing parking problems/hazards in those streets. You would simply be moving the problem</p> <p>2...Most importantly there have been NO accidents since the junction lines were re-painted a few years ago. Prior to that the lines were almost non-existent and traffic simply did not realise they had to stop.</p> <p>3..There is a shop on the junction in question and when originally discussed with our Councilor, we were told it would only be 3 meters on each junction. Extending this to 6 metres would have a a severe impact on passing trade as there would literally be nowhere to park. This will have a detrimental effect the business viability as we need passing trade to continue operations.</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2021.2137265.</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>Please, if you MUST put yellow lines down restrict them to 3 metres in each direction.</p>	
<p>I am writing to object to the double yellow lines that are proposed on Glendower Road and Trelawney Road at a distance of 6 metres. The size of the restrictions means that there will be a minimum of 8 cars across the four corners that are unable to park where they would normally. These cars will have to park elsewhere exacerbating the problem parking that is already experienced within the Peverell area.</p> <p>The whole area is terraced properties with no alternative parking spaces, the impact of double yellow lines will significantly impact the quality of life for myself and my neighbours, many of who are key workers or are disabled. Not only this but it may also drive people to leave their cars in service lanes thus having a knock effect on refuse collection and its associated problems. The area also suffers a lack of parking when Plymouth Argyle play at home, or if there are events on at Central Park with many people choosing to park on Trelawney Road and surrounding areas and walking to Home Park due to the lack of parking at the stadium.</p> <p>Furthermore during my time living in the area I have never experienced any issues with accidents on this particular junction, nor has there been any issues with pulling out from or into this junction.</p> <p>Delivery drivers often park in the area and with the decreased availability of parking will be unable to do so. This of particular concern with the increased utilisation of online shopping and grocery delivers due to the COVID crisis.</p> <p>If after considering the above objections it is still deemed that restrictions are the way forward, I believe that restrictions should be reduced to a maximum of 3 metres. This will still allow people who require it to use the drop kerbs to cross the road.</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2021.2137265.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>

There have been 3 representations received relating to Yealmpstone Close and Maddock Drive

Consultation	Comments
<p>We wish to register our strong support for the proposed double yellow lines on Yealmpstone Close (# xlv) and Maddock</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2021.2137265.</p>

<p>Drive/Yealmpstone Close (# xxxiii and xliii).</p> <p>We have witnessed a number of near misses on the corner of Yealmpstone Close caused by inconsiderate parking and it is only a matter of time before there is a serious accident. See attached photograph taken this week which shows a typical example. The corners of Yealmpstone Close and Maddock Drive are extremely difficult to negotiate, especially when several cars are parked on the pavement completely blocking the view in both directions. Will this problem also be addressed.</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>hi adding double yellow lines for yealmpstone close /maddock drive is a first class ideal and has been a long time coming</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2021.2137265.</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>In response to the notice to road alterations at Yealmpstone Close and Maddock Drive.... Considering the road is situated so far out of the city centre and is considered a residential area I feel the length of proposed lines to be excessive. I understand this is to prevent pavement parking which it will - BUT with the lines being so long it will also prevent visitors being able to park....and also delivery drivers i.e.; Postmans van.... As the whole area is a 'no through road' with lots of driveways, parking has been an issue, therefore to take away valuable stretches of road where safe and considerate parking is possible is highly inappropriate for local residents. Family and visitors do require parking areas. I urge you to reconsider this decision Too often yellow lines are imposed on neighbourhoods without fair consideration of the residents. I feel a shorter length than the proposed 27m would be more appropriate for Yealmpstone/ Maddock corners, a distance of 6m which is the Legal Parking Limitation in both Northerly and Easterly directions as</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2021.2137265.</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>well as the Westerly direction on opposite corner this would then allow a safer parking zone for residents and visitors. Also with lines placed at length along Maddock Drive will encourage dangerous speed as the road will always be too open... This has been another issue..... too often cars are driving at speed along this stretch of road.... so to have some parking availability there would help slow vehicles down... On a personal note as these lines will be outside my property I do believe I have a right to disagree...</p>	
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There have been no representations received relating to the other proposals included in the Traffic Regulation Order.

4. RECOMMENDATION

After reviewing all comments received, our recommendations are below:

Abandon the Lanhydrock Road proposal.

All other proposals are recommended to be implemented as advertised.

5. LEGAL CONSIDERATIONS

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

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