



SOMERSET PLACE

I. INTRODUCTION

This report seeks delegated authority to implement amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004 & The City of Plymouth (Moving traffic Regulation Orders) (Consolidation) Order 2014 in association with the Somerset Place 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) Penlee Road, the north side from its junction with Somerset Place for a distance of 8 metres in a westerly direction
- (ii) Penlee Road, the south side from its junction with Somerset Place for a distance of 9 metres in a westerly direction
- (iii) Penlee Way, the north side from its junction with Somerset Place for a distance of 10 metres in a westerly direction and 5 metres in an easterly direction
- (iv) Somerset Place, the east side from a point 3 metres south of its northern boundary of number 10 Somerset Place to its junction with Penlee Way
- (v) Somerset Place, the north side from its junction with City Business Park car park (long stay) for a distance of 10 metres in a westerly direction and 11 metres in an easterly direction
- (vi) Somerset Place, the north side from its junction with Park Street to a point 7 metres east of its junction with City Business Park car park (short stay)
- (vii) Somerset Place, the south side from its boundary between 41 & 39 Somerset Place to a point 6 metres north of its boundary between 23 & 25 Somerset Place
- (viii) Somerset Place, the west side from a point 10 metres north of its junction with Penlee Road to its junction with Penlee Way

6.2 One Way Except Pedal Cycles

- i. Somerset Place - from its junction with Penlee Road for a distance of 50m in a southerly direction

REVOCATIONS

No Waiting Mon-Sat 8am-6.30pm

- (i) Somerset Place, the north side, from a point 54 metres east of the entrance to City

- Business Park for a distance of 48 metres in an easterly direction
- (ii) Somerset Place, the south & s-w side, from a point 41 metres north of the junction with Penlee Road for a distance of 58 metres in a northerly and westerly direction
- (iii) Penlee Road, both sides, from its junction with Somerset Place for a distance of 10 metres in a westerly direction
- (iv) Penlee Way, the north side, from a point 10 metres east of its junction with Somerset Place to a point 10 metres west of its junction with Somerset Place
- (v) Somerset Place, the east side, from its junction with Penlee Way for a distance of 180 metres in a northerly direction
- (vi) Somerset Place, the north side, from its junction with Park Street to the entrance to the City Business Park
- (vii) Somerset Place, the west side, from a point 10 metres north of its junction with Penlee Road to a point 10 metres south of its junction with Penlee Road
- (viii) Somerset Place, the west side, from its junction with Penlee Way for a distance of 10 metres in a northerly direction

3. STATUTORY CONSULTATION

Proposals

The proposals for the Experimental Somerset Place TRO were advertised on street, in the Herald and on the Plymouth City Council website on 15th September 2020. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 9th September 2020.

There have been 6 representations received relating to Somerset Place scheme

Consultation	Comments
<p>Thank you for the proposed plans to control obstructive parking on the road and footway along Somerset Place.</p> <p>With the extra double yellow lines along Somerset Place and Penlee Way my concerns are with the obstructive parking along Penlee Road - sandwiched between the two roads on your proposal. Every day when the two schools are in operation we have cars blocking access to our drives and garden gates - a situation which will not improve unless action is taken to prevent such behaviours.</p>	<p>Thank you for your recent comments towards the – Experimental Traffic Regulation Order: 2020.2137246</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process.</p> <p>Plymouth City Council will consider in due course whether the provisions of the experimental order should be continued in force indefinitely.</p>
<p>Thank you for your letter to us all.</p> <p>Somerset Place needs to be closed to school parenting traffic altogether.</p> <p>We who pay for the SDCC and all its attendant screaming via our Local Taxes are a bit fed up with the size of the school. Even in</p>	<p>I refer to your e-mail of 2nd December 2020 regarding the above. Whilst your comments will be considered as part of the ongoing consultation of the Experiment I thought it might be helpful to address a number of the points raised in your e-mail directly to avoid any future misunderstanding.</p>

<p>America the school should be half the size of that one student-wise.</p> <p>Access to Park Street is impossible as parking is becoming impossible in the area due to people have so many cars per home. Thus, trucks and parents to the SDCC need to use the Raynham Road route to access the lane on that side of the school. Penlee has plenty of space and the traffic and screaming can go that way as there is far more space.</p> <p>Please make sure the double yellow lines are recognised as such. The one way system still blocks residents from accessing their homes because the parents will just park outside and block up the roads and try to turn around on rainy days which cause huge annoyance and chaos. The whole school needs to be halved in size and the access completely forbidden via Somerset Place.</p> <p>I would like a return on my Local Taxes should the annoyance continue and the parking problems increase any further, we pay for that SDCC but would wish to have that part of my payment removed should action not be taken against the students who refuse to take umbrellas and macs to school and to walk in silence through the area.</p> <p>I enclose a copy of the British Psychological Society suggestions for ideal schools. Kindly read it and pass it on to the school department of the PCC.</p> <p>The local area is thinking about taking legal action against the school to save the Conservation Area from the traffic and the awful students who need far less sugar and far more exercise, clearly.</p> <p>That exercise should include walking to and from school in all weathers, quietly.</p> <p>Thank you for asking but the only way is to rethink parking and access via the area with traffic for SDCC, Business Park and using it as a shortcut. It is also on the navigation system that trucks follow which needs addressing as huge trucks come through and get stuck. Please place a sign banning large trucks in Somerset Place at all.</p>	<p>Stoke Damerel Community College has Academy Status, is funded by Central Government and as such is independent of the Local Education Authority. Its size is already established and is not something that can be influenced as part of this process. Neither can access to one class of road users (parents) be separated from general access requirements without putting into place very expensive and complex access control measures for which there is no budget to provide or to maintain. Larger vehicles will be servicing the College or Businesses in the area and their access cannot be curtailed.</p> <p>The issues of parent and student parking as well as modal shift to healthier and more sustainable travel modes are issues which very much concern the City Council and the measures introduced experimentally are focussed on achieving a compromise between a number of conflicting priorities. Unfortunately it is rarely possible to present solutions with which everyone is happy. Diet and Student behaviour on the way to and from school are not matters which the Highway Authority is able to influence.</p>
<p>The car parking congestion is a result of the business park and during term time the school.</p>	<p>Thank you for your recent comments towards the – Experimental Traffic Regulation Order: 2020.2137246</p>

<p>During out of office hours and school hours the road is normal.</p> <p>In our opinion some double yellow lines were required to keep the road passable for wider vehicles but the extensive use of double lines is just moving the problem of parking around the area, i.e. Penlee Way. If extensive double lines are to be the norm then we believe the Council should look at permit parking measures around the area to benefit residents who are there all year.</p> <p>The one-way system will make driving to our houses more inconvenient when approaching from the East/City Centre for all of the year when the problem is mainly school term.</p> <p>We think the bigger issue with traffic in Somerset Place is the speed at which vehicles drive to and from the Business Park near the school. We are surprised that there is no speed reduction systems in place and that there has not been an accident.</p>	<p>Your comments have been logged on our records and will be considered as part of the final decision making process.</p> <p>Plymouth City Council will consider in due course whether the provisions of the experimental order should be continued in force indefinitely.</p>
<p>The new plans are a big improvement but again its all about Penlee way and Somerset place nothing in Penlee Road which is opposite the school and used as a rat run every day, all going to do is move parking down Penlee road of which is not very wide, this should be made residents only or a one way</p>	<p>Thank you for your recent comments towards the – Experimental Traffic Regulation Order: 2020.2137246</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process.</p> <p>Plymouth City Council will consider in due course whether the provisions of the experimental order should be continued in force indefinitely.</p>
<p>Thank you for your letter regarding the above proposal, I would just like to add that the parking will be horrendous in Penlee Road. At present cars are parked on the pavement making them unusable for the public. My concern is that pupils are having to walk in the road and the speed at which some drivers do i am surprised no one has been involved in an accident.</p>	<p>Thank you for your recent comments towards the – Experimental Traffic Regulation Order: 2020.2137246</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process.</p> <p>Plymouth City Council will consider in due course whether the provisions of the experimental order should be continued in force indefinitely.</p>
<p>I have serious concerns about the proposals indicated in the plans provided and it is highly likely they will affect my care and well-being in a detrimental way. My key concerns are:</p>	<p>Thank you for your recent comments towards the – Experimental Traffic Regulation Order: 2020.2137246</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process.</p>

<p>1. That it will be even more difficult for carers to park close to my house when they visit me daily.</p> <p>2. When they need to park as close as possible to my home to take me out to essential visit e.g. medical appointments, and transfer me to their car in my wheelchair.</p> <p>Your proposals do not take into account the fact when school is not in, and the business park users are not there (weekends/during lockdown recently), the road is virtually empty of car and parking is not a problem. This situation has been made worse by the Council, who owns the business park, charging for their car park. Business park users avoid charges by parking on our street.</p> <p>The school has its own car park, but school staff currently don't seem to use as it's a longer walk from there.</p> <p>The small car park between no 31-33 Somerset Place, which is intended for use by residents, currently fills up with school and business park users.</p> <p>The additional yellow lines you are proposing will make it even harder for residents to park/access vehicles, and their essential car workers.</p> <p>It would be appropriate to review the proposals with local residents in mind, without an excuse to charge residents for parking permits. Perhaps marking parking bays and allocating one convenient bay per property, for their exclusive and free use.</p>	<p>Whilst we are aware of the problem of parking in the sheltered accommodation car park and may bring forward proposals in future to help ensure that carers are more likely to be able to find a space, currently carers can park on the double yellow lines when arranging for transport for residents and the business park short stay car park is free for up to 2 hours which carers could take advantage of.</p> <p>This is an experimental process and there is scope for to examine flexibility in how the scheme operates before a decision on the final layout is made.</p> <p>Plymouth City Council will consider in due course whether the provisions of the experimental order should be continued in force indefinitely.</p>
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Officer Comment:-

All comments collected were received in 2020, and no further comments regarding the scheme have been received since. Several assessments of the operation of the scheme have been undertaken throughout the period of the experiment and all have indicated that the scheme is operating as intended and that Access, Parking and School travel issues have all improved since the scheme has been implemented.

4. RECOMMENDATION

After reviewing all comments received our recommendation is below:

It is recommended that the Experimental Order is implemented in its entirety as a permanent Order as advertised.

5. LEGAL CONSIDERATIONS

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

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