



TRO REVIEW 9

Briefing Report

1. 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.9.

2. TRAFFIC REGULATION ORDERS REQUIRED

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

To Add;

1.1 No Waiting At Any Time

- (i) Admiralty Road, the south east & north east side from its junction with Mount Stone Road for a distance of 20 metres in a south westerly and south easterly direction
- (ii) Admiralty Road, the north-east side from a point 28.5 metres south west & south east of its junction with Mount Stone Road for a distance of 5 metres in a south easterly direction
- (vi) Albert Road, the north side from its junction with Keppel Place for a distance of 4 metres in an easterly direction
- (x) Athenaeum Street (Lane East), both sides from its junction with Alfred Street for a distance of 38 metres in a northerly direction
- (xiv) Beacon Park Road, the north side from its junction with Recreation Road for a distance of 22 metres in a westerly direction
- (xviii) Beacon Park Road, the south side from a point 35 metres east of its junction with Westeria Terrace for a distance of 16 metres in an easterly direction
- (xxii) Bernice Terrace, the south side from its junction with Bernice Terrace access road to numbers 140-196 for a distance of 30 metres in an easterly direction
- (xxvi) Boringdon Terrace, the south-east side from the extent of the adopted highway for a distance of 27 metres in a south westerly direction
- (xxx) Boringdon Terrace, the south-east side from a point 39 metres south west of the eastern extent for a distance of 8 metres in a south westerly direction
- (xxxiv) Bracken Lane, the north-east side from its junction with Plymbridge Lane (Western Section) for a distance of 26 metres in a southerly direction
- (xxxviii) Bracken Lane, the south-west side from its junction with Plymbridge Lane (Western Section) to its junction with Mercedes-Benz entrance

- (xlii) Briar Road, both sides from its junction with Hill Lane to its boundary of 55 & 57 Briar Road
- (xlv) Colebrook Road, the south side from its junction with Heybrook Avenue for a distance of 10 metres in an easterly direction
- (l) Deptford Place, the north side from its junction with Providence Street for a distance of 15 metres in a westerly direction & 10.5 metres in an easterly direction
- (liv) Estover Close, the north-west side from its junction with Estover Road to the extent of the adopted highway
- (lviii) Estover Close, the south-east side from its junction with the entrance to Unit 1, Haines Estate for a distance of 6 metres in a north easterly direction & 6 metres in a south westerly direction
- (lxii) Estover Close, the south-east side from its junction with Estover Road for a distance of 11 metres in a north easterly direction
- (lxvi) Estover Close, the south-east side from its junction with the entrance to Barden for a distance of 6 metres in a south westerly direction
- (lxx) Estover Road, the north-east side from its junction with Estover Close for a distance of 11 metres in a south easterly direction
- (lxxiv) Ferndale Avenue, both sides from its junction with Wolseley Old Road for a distance of 6 metres in a north easterly direction
- (lxxviii) Ferndale Avenue, both sides from its junction with Wolseley Old Road Lane North East for a distance of 8 metres in a north easterly direction
- (lxxxii) Ferndale Avenue, the north-west side from a point 17 metres north east of its junction with Wolseley Old Road for a distance of 5 metres in a north easterly direction
- (lxxxvi) Headland Park, the north side from its junction with North Hill to its boundary of 25 & 27 Headland Park
- (xc) Headland Park, the north side from its boundary of 33 & 35 Headland Park to its boundary of 41 & 43 Headland Park
- (xciv) Headland Park, the north side from a point 3 metres east of its boundary of 41 & 43 Headland Park for a distance of 4 metres in an easterly direction
- (xcviii) Headland Park, the north, east & south side - from a point 42 metres east of its boundary of 41 & 43 Headland Park for a distance of 27.5 metres in an easterly, southerly & westerly direction
- (cii) Headland Park, the south side from a point 224 metres east, south & west of its boundary of 41 & 43 Headland Park to its junction with North Hill
- (cvi) Headland Park, the south side from a point 111.5 metres east, south & west of its

boundary of 41 & 43 Headland Park for a distance of 15.5 metres in a westerly direction

- (cx) Headland Park, the south side from a point 135 metres east, south & west of its boundary of 41 & 43 Headland Park for a distance of 33 metres in a westerly direction
- (cxiv) Headland Park, the south side from a point 172 metres east, south & west of its boundary of 41 & 43 Headland Park for a distance of 3.5 metres in a westerly direction
- (cxviii) Headland Park, the south side from a point 182.5 metres east, south & west of its boundary of 41 & 43 Headland Park for a distance of 5.5 metres in a westerly direction
- (cxxii) Holly Park Drive, the south side from its junction with Milford Lane for a distance of 50 metres in a westerly direction
- (cxxvi) Keppel Place, both sides from its junction with Albert Road for a distance of 6 metres in a northerly direction
- (cxxx) Keppel Place, the east side from its junction with York Place for a distance of 6 metres in a northerly direction
- (cxxxiv) Keppel Place, the east side from its junction with York Place for a distance of 10 metres in a southerly direction
- (cxxxviii) Kiel Place, both sides from its junction with Manor Lane for a distance of 6 metres in a westerly direction
- (cxlii) Kneele Gardens (North Western Arm), the south-west side from its junction with Linketty Lane West for a distance of 9 metres in a north westerly direction
- (cxlvi) Lakeview Drive, the west side from its junction with Holly Park Drive for a distance of 35.5 metres in a northerly direction
- (cl) Lark Hill, both sides from its junction with North Prospect Road for a distance of 10 metres in a westerly direction
- (cliv) Linketty Lane West, the north-west side from a point 9 metres north east of the boundary of numbers 27 & 29 to its junction with Kneele Gardens (North Western Arm)
- (clviii) Longacre, both sides from its junction with St Margarets Road for a distance of 10 metres in a northerly direction
- (clxii) Marina Road, the south-east side from its junction with Jubilee Road for a distance of 8 metres in a north easterly direction
- (clxvi) Mayers Way, all sides for its entirety
- (clxx) Newnham Road, the north side from its junction with Boringdon Hill for a distance of 23 metres in an easterly direction
- (clxxiv) Old Laira Road, the south side from a point 4 metres east from the western boundary of number 26A for a distance of 6 metres in an easterly direction

- (clxxviii) Pennycross Close, the west side From its junction with Ham Drive for a distance of 18 metres in a northerly direction
- (clxxxii) St John's Road, the south-west side from its junction with Stamford Lane to its junction with Cunliffe Avenue
- (clxxxvi) St Margarets Road, the north side from its junction with Longacre for a distance of 14 metres in a westerly direction & 14 metres in an easterly direction
- (cxc) Trelawney Avenue, the south side from its junction with Tresluggan Road for a distance of 6 metres in a westerly direction and 8 metres in an easterly direction
- (cxciv) Trelawney Avenue, the south side from its junction with Heybrook Avenue for a distance of 10 metres in a westerly direction
- (cxcviii) Tresluggan Road, both sides from its junction with Trelawney Avenue for a distance of 10 metres in a southerly direction
- (ccii) York Place, the north side from its junction with Keppel Place for a distance of 11 metres in an easterly direction
- (ccvi) York Place, the south side from its junction with Keppel Place for a distance of 10 metres in an easterly direction

3.01 Limited Waiting To 2 Hours No Return For 2 Hours Mon-Sat 9am-5pm

Headland Park, the south side from a point 194 metres east, south & west of its boundary of 41 & 43 Headland Park for a distance of 30 metres in a westerly direction

6.12 Goods Loading Bays Mon-Sat 7am-6pm

Lark Hill, the north side from a point 10 metres west of its junction with North Prospect Road for a distance of 10 metres in a westerly direction

8.01 Permit Parking At Any Time

- (i) Admiralty Road, the north-east side from a point 33.5 metres south west & south east of its junction with Mount Stone Road for a distance of 31 metres in a south easterly direction
- (ii) Admiralty Road, the north-east side from a point 20 metres south west & south east of its junction with Mount Stone Road for a distance of 8.5 metres in a south easterly direction
- (vi) Boringdon Terrace, the south-east side from a point 27 metres south west of the eastern extent for a distance of 12 metres in a south westerly direction
- (x) Boringdon Terrace, the south-east side from a point 47 metres south west of the eastern extent for a distance of 23 metres in a south westerly direction

8.03 Permit Parking Mon-Sat 9am-7pm

- (i) Headland Park, the north side from its boundary of 25 & 27 Headland Park to its boundary of 33 & 35 Headland Park
- (ii) Headland Park, the north side from its boundary of 41 & 43 Headland Park for a distance of 3 metres in an easterly direction
- (vi) Headland Park, the north side from a point 7 metres east of its boundary of 41 & 43 Headland Park for a distance of 35 metres in an easterly direction
- (x) Headland Park, the south side from a point 69.5 metres east, south & west of its boundary of 41 & 43 Headland Park for a distance of 42 metres in a westerly direction
- (xiv) Headland Park, the south side from a point 127 metres east, south & west of its boundary of 41 & 43 Headland Park for a distance of 8 metres in a westerly direction
- (xviii) Headland Park, the south side from a point 168 metres east, south & west of its boundary of 41 & 43 Headland Park for a distance of 4 metres in a westerly direction
- (xxii) Headland Park, the south side from a point 175.5 metres east, south & west of its boundary of 41 & 43 Headland Park for a distance of 7 metres in a westerly direction
- (xxvi) Headland Park, the south side from a point 188 metres east, south & west of its boundary of 41 & 43 Headland Park for a distance of 6 metres in a westerly direction

REVOCATIONS

No Waiting At Any Time

- i. Admiralty Road, the n-e & east side, from its junction with Mount Stone Road for a distance of 23 metres in a southerly and south easterly direction
- ii. Admiralty Road, the north-east side, from a point 28 metres south and east of its junction with Mount Stone Road for a distance of 2 metres in a south easterly direction
- iii. Admiralty Road, the north-east side, from a point 45 metres south and east of its junction with Mount Stone Road for a distance of 6 metres in a south easterly direction
- iv. Boringdon Road, the south side, from the extent of the adopted highway (entrance to MOD property for a distance of 27 metres in a westerly direction
- v. Boringdon Road, the south side, from a point 39 metres west of the entrance to the MOD property for a distance of 12 metres in a westerly direction
- vi. Colebrook Road, the east side, for the entire length

- vii. Ferndale Avenue, both sides, from the junction with Wolseley Old Road to a point 8 metres north east of the junction with Wolseley Old Road Lane North East
- viii. Headland Park, the north side, from the junction with North Hill for a distance of 42 metres
- ix. Headland Park, the north side, from the closed end for a distance of 10 metres in a westerly direction
- x. Headland Park, the south side, from the junction with North Hill for a distance of 40 metres
- xi. Headland Park, the south side, from the closed end and including the eastern kerbline for a distance of 9 metres in a westerly direction.
- xii. Holly Park Drive, the south & west side, from the junction with Milford Lane for a distance of 14 metres
- xiii. Trelawney Avenue, the south side, from its junction with Heybrook Avenue to a point 6 metres west of its junction with Tresluggan Road
- xiv. St Johns Road, the south & west side, from a point 15 metres north west of its boundary between 47 & 55 St Johns Road for a distance of 58 metres in a north westerly direction
- xv. Pennycross Close, the west side, from its junction with Ham Drive for a distance of 12 metres in a northerly direction.
- xvi. Lakeview Drive, the west side, from its junction with Holly Park Drive for a distance of 12 metres in a northerly direction
- xvii. Deptford Place, the north side, from its junction with Providence Street for a distance of 15 metres in a westerly direction & 14 metres in an easterly direction

No Waiting Mon-Sat 8am-6.30pm

- (i) Trelawney Street, the north side, from a point 103 metres east of the junction with Wolseley Road for a distance of 18 metres in an easterly direction
- (ii) Tresluggan Road, the east side, from the junction with Trelawney Avenue for a distance of 16 metres in a southerly direction

No Waiting Mon-Sat 9am-6pm

Newnham Road, the north-west side, from the junction with Boringdon Hill for a distance of 51 metres in a north easterly direction

No Waiting Mon-Sat 9am-7pm

- (i) Headland Park, the north side, from a point 42 metres east of its junction with North

Hill for a distance of 20 metres in an easterly direction

- (ii) Headland Park, the north side, from a point 69 metres east of its junction with North Hill for a distance of 32 metres in an easterly direction
- (vi) Headland Park, the north side, from a point 124 metres east of the junction with North Hill for a distance of 22 metres in an easterly direction
- (x) Headland Park, the north side, from a point 149 metres east of the junction with North Hill for a distance of 4 metres in an easterly direction
- (xiv) Headland Park, the south side, from a point 131 metres east of the junction with North Hill for a distance of 11 metres in an easterly direction
- (xviii) Headland Park, the south side, from a point 87 metres east of its junction with North Hill for a distance of 32 metres in an easterly direction
- (xxii) Headland Park, the south side, from a point 80 metres east of its junction with North Hill for a distance of 3 metres in an easterly direction

Limited Waiting To 2 Hours No Return For 2 Hours Mon-Sat 9am-5pm

Headland Park, the south side, from a point 40 metres east of the junction with North Hill for a distance of 20 metres in an easterly direction

Permit Parking At Any Time

- (i) Boringdon Road, the south-east side, from a point 27 metres south-west of the eastern extent (entrance to MOD property) for a distance of 12 metres in a south westerly direction
- (ii) Boringdon Road, the south-east side, from a point 51 metres south-west of the eastern extent (entrance to MOD property) for a distance of 24 metres in a south westerly direction

Permit Parking Mon-Sat 9am-7pm

- (i) Headland Park, the north side, from a point 101 metres east of the junction with North Hill for a distance of 21 metres in an easterly direction
- (ii) Headland Park, the north side, from a point 153 metres east of the junction with North Hill for a distance of 35 metres in an easterly direction
- (vi) Headland Park, the north side, from a point 143 metres east of its junction with North Hill for a distance of 2 metres in an easterly direction
- (x) Headland Park, the south side, from a point 72 metres east of its junction with North Hill for a distance of 8 metres in an easterly direction

- (xiv) Headland Park, the south side, from a point 83 metres east of its junction with North Hill for a distance of 4 metres in an easterly direction
- (xviii) Headland Park, the south side, from a point 60 metres east of the junction with North Hill for a distance of 7 metres in an easterly direction
- (xxii) Headland Park, the south side, from a point 119 metres east of the junction with North Hill for a distance of 12 metres in an easterly direction
- (xxvi) Headland Park, the south side, from a point 142 metres east of the junction with North Hill for a distance of 42 metres in an easterly direction

Permit Parking At Any Time

- (i) Admiralty Road, the north-east side, from a point 23 metres south-east of its junction with Mount Stone Road for a distance of 5 metres in a south easterly direction
- (ii) Admiralty Road, the north-east side, from a point 30 metres south-east of its junction with Mount Stone Road for a distance of 15 metres in a south easterly direction
- (vi) Admiralty Road, the north-east side, from a point 76 metres north-west of its junction with Durnford Street for a distance of 14 metres in a north westerly direction

Goods Loading Bays Mon-Sat 7am-6pm

Lark Hill, the north side, from a point 13.5 metres west of its junction with North Prospect Road for a distance of 10 metres in a westerly direction

3. STATUTORY CONSULTATION

Proposals

The proposals for the TRO Review.9 were advertised on street, in the Herald and on the Plymouth City Council website on 27th June 2022. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 22nd June 2022.

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

There have been 3 representations received relating to Boringdon Terrace

Consultation	Comments
<p>I am writing this email to OBJECT Amd.2022.2137281 TRO Review 9 point 4 Amend Permit Parking At Any Time on lengths of the following road: Boringdon Terrace.</p> <p>The reason for my objection is because of the following reason...</p> <ul style="list-style-type: none"> - It's not clearly stated where the extension of the permit parking only, will actually start/finish. <p>Over the last year I've had repeated issues with access to the residential and commercial property</p>	<p>Thank you for your recent comments towards the proposals – 2022.2137281.</p> <p>I have attached the plan for you and can confirm that the Keep Clear marking will not be removed and is staying in situ.</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</p>

<p>of Boringdon Terrace, Turnchapel, Plymouth. I've had numerous email correspondence with a Traffic Management Technician with regards access to the original private end of Boringdon Terrace being blocked by residents and also visitors to the village itself. The outcome of said correspondence was the installation of 'Keep Clear' markings in front of the private lane of Boringdon Terrace installed by PCC.</p> <p>Since these marking have been placed, I have had to contact Devon & Cornwall Police on numerous occasions as vehicles have been causing an obstruction and blocking the end of the terrace, resulting in failed deliveries.</p> <p>In correspondence with the technician, she informed me that <i>'Obstruction is a police matter and if vehicles are blocking assess this should be called through to 101.</i> This has been done on several occasions. I've received only one Police Log Number which is as follows: <i>DCP-20220427-0339</i>, the rest of the calls i logged all came back with the same response... <i>'Your local council's traffic enforcement officers are best suited to deal with parking issues such as vehicles parking on double yellow lines or not abiding by parking rules and regulations.'</i></p> <p>The addition of having the Keep Clear sign on the road is crucial to the residents and the commercial property of the privatised section of Boringdon Terrace as it allows an adequate amount of space for a turn onto the terrace should cars need to park outside their own properties and also for deliveries to said properties and the commercial property itself.</p> <p>If there is guarantee that the Keep Clear markings will not be removed to allow for the Permit Parking Only extension then I would happily change my view of objection</p>	<p>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 any extended residents parking , or enforcement of no waiting time in the area at the front of the property on Boringdon Terrace heading West for ten meters to the entrance of the elevated terrace Road on the grounds of the uncertainty of ownership . Whilst PCC have shown some recent adoptive plans marked with hatch ,I still dispute the legal ownership of this small area , as from this historic photo you can clearly see the extended original wall , approximately 6 meters, this section of wall was incomplete and in need of rebuilding and was removed by the council instead of reinstating it to the position it presently terminates at. A previous permit parking bay was removed from this area</p>	<p>Thank you for your recent comments towards the proposals – 2022.2137281.</p> <p>I can confirm that the land is HMPE land which means Highway Maintainable at Public Expense.</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>over fifteen years ago for this very reason of ownership. the concrete pad still remains today showing where a post was fixed . If there was no question over ownership PCC would not of approved its removal.</p> <p>We already have to endure the resent KEEP CLEAR advisory, marking laid down by PCC in front of Grade II listed houses in a conservation area.</p> <p>I do not have a problem with extending the permit parking further, in an Easterly direction outside of No 3 Boringdon Terrace by a car length of six meters as this currently has double yellow lines and would be more suitable to becoming a resident parking bay . The public house Boringdon Arms does not receive any deliveries along this private section of road, and any refuse collection is removed at the entrance of this elevated section of road once a week as it cannot drive down this section due to cars parking to one side and the vehicle being too wide. The refuse vehicle would have to go over the pedestrian pavement causing a safety issue and damage to the walkway that is made up of a mix of granite, and limestone flagstones an expensive product with historical interest.</p>	<p>You will be notified if and when the proposals will be implemented.</p>
<p>I am writing this email to OBJECT Amd.2022.2137281 TRO Review 9 point 4 Amend Permit Parking At Any Time on lengths of the following road: Boringdon Terrace.</p> <p>The reason for my objection is because of the following reason...</p> <ul style="list-style-type: none"> - It's not clearly stated where the extension of the permit parking only, will actually start/finish. <p>Over the last year I've had repeated issues with access to the residential and commercial property on Boringdon Terrace, Turnchapel. I've had numerous email correspondence with a Traffic Management Technician with regards access to the original private end of Boringdon Terrace being blocked by residents and also visitors to the village itself. The outcome of said correspondence was the installation of 'Keep Clear' markings in front of the private lane of Boringdon Terrace installed by PCC.</p> <p>Since these marking have been placed, I have had to contact Devon & Cornwall Police on numerous occasions as vehicles have been causing an obstruction and blocking the end of the terrace, resulting in failed deliveries.</p> <p>In correspondence the technician, she informed me that <i>'Obstruction is a police matter and if vehicles are blocking assess this should be called through to 101.</i></p>	<p>Thank you for your recent comments towards the proposals – 2022.2137281.</p> <p>I have attached the plan for you and can confirm that the Keep Clear marking will not be removed and is staying in situ.</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>This has been done on several occasions. I've received only one Police Log Number which is as follows: <i>DCP-20220427-0339</i>, the rest of the calls i logged all came back with the same response... <i>'Your local council's traffic enforcement officers are best suited to deal with parking issues such as vehicles parking on double yellow lines or not abiding by parking rules and regulations.'</i></p> <p>The addition of having the Keep Clear sign on the road is crucial to the residents and the commercial property of the privatised section of Boringdon Terrace as it allows an adequate amount of space for a turn onto the terrace should cars need to park outside their own properties and also for deliveries to said properties and the commercial property itself.</p> <p>If there is guarantee that the Keep Clear markings will not be removed to allow for the Permit Parking Only extension then I would happily change my view of objection.</p>	
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There have been 2 representations received relating to Briar Road

Consultation	Comments
<p>Comment 1:</p> <p>I am writing in respect of the above order and the negative effect this will have on the residents of Briar Road- of which I am one and surrounding roads such as Widey View and Hill Lane.</p> <p>At the present time we already suffer with lack of car parking spaces for the residents cars and the removal of an additional three parking spaces by the imposition of this new “no waiting at any time” restriction will cause huge problems for us and the residents of Widey View (the nearest adjoining road) as we fight for spaces to park our cars overnight.</p> <p>I cannot imagine the reasons for the imposition of this order as I have never in the 25 years that I have been a resident had any problems with road blockages caused by the cars parked at the end of our road.</p> <p>Our road leads to an un-adopted lane which is in poor condition and therefore little used and therefore imposing parking restrictions at the end of what is essentially a dead end seems ludicrous.</p> <p>Please can I ask for the reasons behind this order and why notices informing us of this decision have only appeared within the last few days seemingly leaving us little time to express our concerns.</p> <p>Comment 2:</p> <p>Thank you for taking the time to reply to my email.</p>	<p>Response 1:</p> <p>Thank you for your recent comments towards the proposals – 2022.2137281.</p> <p>The reasoning for this proposal is to prevent obstruction at the end of Briar Road near to the private lane, emergency vehicles have been obstructed at this point.</p> <p>The street notices were placed on Briar Road on the 24th June 2022.</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>Response 2:</p> <p>Thank-you for your further comments, I can confirm that they will be added to our records for consideration.</p> <p>I can also confirm that a site visit was undertaken and if vehicles park in this location it would cause an obstruction not only to the private lane but to some houses also.</p>

<p>I am still confused as to why this proposal is being considered- I wonder if an actual inspection of the area has been undertaken?</p> <p>The track that links Hill Lane with the end of Briar Road is just that- a private unmade lane that is too narrow and in a condition that would mean only a vehicle the size of a car would be able to access it. Certainly ambulances and fire vehicles would not be able to access it due to their size and the road condition.</p> <p>Therefore it makes no sense to put parking restrictions at the end of the road to allow access to this “inaccessible lane”.</p> <p>In fact by creating more traffic problems I.e. by causing a reduction in car parking spaces on Briar Road, you are more likely to create blockages at the beginning of the road where it joins Widey View, where there are few turning points and vehicles will attempt to park and end up blocking the road.</p> <p>Parking on the road is already challenging and by reducing the space available you will create more blockages for emergency vehicles- the very situation you are hoping to resolve.</p> <p>I hope this feedback can be added to your records for consideration.</p>	<p>You will be notified if and when the proposals will be implemented.</p>
<p>Please accept this email as our full support in the adding of no waiting at any time, double lines being added in Briar Road.</p> <p>As owners of a property on Briar Road, we see the safety, obstruction and visibility concerns the parking of vehicles so close to the tight bend on to unadopted Hill Lane.</p> <p>Although this leave no parking directly outside some properties, the bigger picture is the loss of just 1-2 spaces versus safety of children of the nearby school and other dangerous impacts the obstructions cause.</p> <p>Visitors can easily park in the nearby bigger roads and walk a few minutes if necessary, safety is paramount to us.</p> <p>Delivery vans and bigger vehicles ask some residents to open their gates to allow for them to turn, due to vehicles being parked by the bend, which does not then allow for vehicles to safely navigate the bend into Hill Lane.</p> <p>An ambulance got stuck as per the attached picture, for which thankfully they turned on a drive and this allowed them to get to hospital. We are conscious that a few added minutes whilst an Ambulance is delayed could have devastating</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2022.2137281.</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>consequences for a patient in need of urgent hospital treatment.</p> <p>We have discussed with the neighbours who are those who may be affected with the yellow lines and all are in full support of this safety improvement.</p>	
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There has been 1 representation received relating to Headland Park

Consultation	Comments
<p>I have no objections to the change from single to double yellow lines in the street but I do object most strongly to the loss of the residents parking bay in front of 11-13 Headland Park. Parking for residents in the street is already very difficult; the current layout has operated without problems for over 20 years now. This section of road regularly accommodates large delivery vehicles, council refuse lorries and even fire engines without any obvious issues. I do not know what has changed recently to justify the removal of the parking bay.</p> <p>I would like to suggest an alternative to reduce parking demand in the street. Highways policy is that where there is intensification of use, i.e. where a family home is converted to flats or a HMO, that property is removed from the Residents Permit list. Currently, this only comes to light when a planning application is approved. A large number of properties in Headland Park have been converted without planning permission which is why only 4 of 53 houses are on the Permit Exclusion List, which is clearly massively unrepresentative of the true position. A simple cross check against the authority's records of Council Tax exempt student properties would show those properties that should be removed from the permit list for intensification.</p> <p>To restate, I am strongly opposed to the removal of the parking bay for no demonstrably good reason.</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 permits, following the redevelopment of a number of residential properties, the Council introduced an exclusion process in May 1997 which stipulates any property situated within a controlled parking zone that obtained planning consent to be: demolished or re-developed, be changed from a single occupancy to multiple occupancy or be subject to any other changes that would increase the demand for parking would automatically be excluded from buying a resident parking permit to park on-street. However, prior to September 2012 there was no requirement to apply for planning permission to change a property to a house in multiple occupation (HMO). Therefore, properties that were a HMO prior to September 2012 would be still eligible for resident parking permits, as the exclusion process would not apply.</p> <p>If you are concerned that a property has undergone changes without planning consent, then you can report this at www.plymouth.gov.uk/planninganddevelopment/planningapplications/reportallegedunauthoriseddevelopment. Planning will fully investigate, and this may result in the property being retrospectively excluded from the residents parking scheme.</p>

There has been 1 representation received relating to Lakeview Drive and Holly Park Drive

Consultation	Comments
<p>Comment 1:</p>	<p>Response 1:</p> <p>Thank you for your recent comments towards the proposals – 2022.2137281.</p>

<p>I am writing to strongly 'object' to the proposed extension of double yellow lines along the west side of Lake view drive.</p> <p>With the previous extension along Lake view drive of double yellow lines it has already placed a strain on the roadside parking with many people now forced to park down Holly park drive to accommodate. Of an evening there are zero spaces on the road.</p> <p>By adding further restrictions this will amplify the issue, and will be sure to cause neighbourhood tensions over parking.</p> <p>The bus access is more than adequate at the junction between Holly park drive and Lake view drive, I have never seen a bus not able to pass with ease.</p> <p>The issue occurs when the bus drivers like to cut across the corner which creates a hazard for drivers travelling towards the Holly park drive junction. When they take the corner as they should, by going slightly wide due to the length of their vehicle, there are no issues and visibility of traffic coming down the road is ample.</p> <p>Has this been reviewed by the council? I could sit outside all day and see no issues other than when the bus drivers cut the corner.</p> <p>I feel that citybus have made a complaint and this has not been looked into, when, in fact the bus drivers are at fault.</p> <p>Myself and my wife both need cars, due to working various shifts patterns for both the NHS and Babcock. The public transport would never accommodate our shift patterns.</p> <p>This proposal will mean we now cannot park outside/ near our home or we will be taking up other properties roadside parking.</p> <p>With two young children that are both taken to school/ collected each day, we would more than likely be forced to move home, which after both working right through the pandemic, classified as critical workers, would be a real kick in the teeth, especially with the money we've invested in the property.</p> <p>The buses also do not cover this street on the weekends anymore, but you feel double yellow lines which will affect all residents near the junction 24/7 is the solution. I cannot see how this is acceptable. How many people actually use this bus service as normally it's empty after travelling down lake view drive/ close, and I've lived on these roads since 2012.</p>	<p>The reasoning for this proposal is due to the service being unable to collect passengers on this route and City Bus provided evidence of this.</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>Response 2:</p> <p>Please see photographic evidence attached.</p> <p>Response 3:</p> <p>Many thanks for your further comments.</p> <p>At the end of the consultation period, I will meet with City Bus and see if I can reduce the proposed restrictions.</p> <p>You will be notified if and when the proposals will be implemented.</p>
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<p>Has the council thought about widening the road, as there is a grass verge on the west side, owned by the council, or contacting home owners about discussing options like extending off road parking and dropping curbs to allow for driveway extensions?</p> <p>Appreciate communication on this as it will seriously affect my family.</p> <p>Comment 2:</p> <p>Would it be possible to see this evidence? Which shows a bus not being able to get through the junction, as I don't believe cars on the west side of Lake view drive would be a contributing factor. I appreciate what your trying to achieve but taking residential parking away because a bus service simply doesn't like a road layout seems ludicrous.</p> <p>Comment 3:</p> <p>Thank you. As you can see in the photos, at the point the bus passes the yellow car) the width of the road is more than enough for a bus to pass, the white car does not live near the junction, I would guess they were parking up to visit the post box on the corner, which is convenient for them to use this as evidence as normally 99% of the time the only car on the west side is my wife's.</p> <p>This does not show justification to put double yellow lines all the way up to my drive.</p> <p>I can take photo evidence everyday for the next week if you wish to prove my point?</p>	
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There has been 1 representation received relating to St Margaret's Road

Consultation	Comments
<p>I have sent this e mail to object to the proposed double yellow lines on St Margarets Rd and Longacre. I have also sent a paper copy with photos as evidence. I know the residents of Longacre have got together to take and share photos of parked cars I've attached a screenshot of their Facebook group. This is not a true representation of the street back in 2019 Plymouth road was having major work done causing huge volumes of traffic in St Margarets Rd and a house was having a big extension built so for a while we had tradesmen and lorries delivering building goods so it was chaos for a while but I have attached photos showing how our street is now photos we're taken at all different times of the day. We have already lost so much on street</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2022.2137281.</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>

parking due to two huge marked out bus stops one double the length of a bus. I have written more in my paper copy as emails are limited on the attachments I can send.	
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4. RECOMMENDATION

After reviewing all comments received, our recommendations are below:

During the final sign off meeting, Councillor Jonathan Drean abandoned the proposals relating to Lakeview Drive and Holly Park Drive. It was agreed that this will be investigated again in the future if required

It is recommended that Headland Park is implemented as advertised and that the section of Limited Waiting will be reviewed in the next Traffic Regulation Order review to see if Permit Parking can be increased.

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.