



# ELECTRONIC VEHICLE BAYS

## I. INTRODUCTION

This report seeks delegated authority to implement amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004 in association with the Electric Vehicle Bays TRO.

## 2. TRAFFIC REGULATION ORDERS REQUIRED

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

### **No Waiting At Any Time**

- (i) Hartley Avenue, the east & north side from a point 11.5 metres east of its junction with Eggbuckland Road for a distance of 4 metres in an easterly & northerly direction
  
- (ii) Hartley Avenue, the north side from its junction with Eggbuckland Road for a distance of 6 metres in an easterly direction
  
- (iii) Hartley Avenue, the west side from its junction with Eggbuckland Road for a distance of 8 metres in a southerly direction

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

Royal William Square, the east side from a point 23 metres south of its junction with Royal William Road for a distance of 9 metres in a southerly direction

### **Limited Waiting To 1 Hour No Return For 1 Hour Mon-Fri 9am-11am and Sat 8am-1pm Exemption For Permit And Ticket Holders**

Lipson Road, the south-east side from a point 29 metres north east of its junction with Pentyre Terrace for a distance of 48 metres in a north-easterly direction

### **Pay And Display Maximum Stay 6 Hours No Return Within 1 Hour 10am-4pm Visitor Ticket Holders Are Exempt**

Cliff Road, the south side from a point 13 metres west of its junction with Elliot Street for a distance of 38.5 metres in a westerly direction

### **Pay And Display Maximum Stay 6 Hours No Return Within 1 Hour 10am-4pm Electric Vehicles Only - Permit & Visitor ticket holders with electric vehicles are exempt**

Cliff Road, the south side from a point 51.5 metres west of its junction with Elliot Street for a distance of 15.5 metres in a westerly direction

### **Electric Vehicle Recharging Point At Any Time**

- (i) Dingle Road, from a point 15 metres west of the extended centre line of its junction with Beacon Park Road, for a distance of 7.5 metres in a westerly direction
- (ii) Hartley Avenue, the west side from a point 8 metres south of its junction with Egguckland Road for a distance of 5.5 metres in a southerly direction
- (iii) Lipson Road, the south-east side from a point 21.5 metres north-east of its junction with Pentyre Terrace for a distance of 7.5 metres in a north-easterly direction
- (iv) Madden Road, the east side from a point 44 metres north of its junction with Damerel Close for a distance of 13 metres in a northerly direction
- (v) Royal William Square, the east side from a point 15.5 metres south of its junction with Royal William Road for a distance of 7.5 metres in a southerly direction

### **Car Club Vehicles Only At Any Time**

- (i) Hartley Avenue, the north side from a point 6 metres east of its junction with Egguckland Road for a distance of 5.5 metres in an easterly direction
- (ii) Lipson Road, the south-east side from a point 16 metres north-east of its junction with Pentyre Terrace for a distance of 5.5 metres in a north-easterly direction
- (iii) Royal William Square, the east side from a point 10 metres south of its junction with Royal William Road for a distance of 5.5 metres in a southerly direction

## **REVOCATIONS**

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

Royal William Square (roundabout), the outer side, from a point 10 metres south of its junction with Royal William Road for a distance of 22 metres in a southerly direction

**Limited Waiting To 1 Hour No Return For 1 Hour Mon-Fri 9am-11am and Sat 8am-1pm Exemption For Permit And Ticket Holders**

Lipson Road, the south-east side, from a point 16 metres north east of the junction with Pentyre Terrace for a distance of 61 metres in a north easterly direction

**Pay And Display Maximum Stay 6 Hours No Return Within 1 Hour 10am-4pm Visitor Ticket Holders Are Exempt**

Cliff Road, the south side, from a point 13 metres west of the junction with Elliot Street for a distance of 54 metres in a westerly direction

**Pay And Display At Any Time Permit Holders Are Exempt**

Cliff Road, the south side from a point 13 metres west of the junction with Elliot Street for a distance of 54 metres in a westerly direction

**3. STATUTORY CONSULTATION**

**Proposals**

The proposals for the Electric Vehicle Bay TRO were advertised on street, in the Herald and on the Plymouth City Council website on 11<sup>th</sup> August 2023. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 07<sup>th</sup> August 2023.

**There has been 1 representation received relating to the proposals included in the Traffic Regulation Order.**

**There have been 1 representation received relating to Hartley Avenue**

Consultation	Comment
<p>I would like to raise some concerns with regards to the implementation of no waiting and the introduction of electric vehicles only in a designated area of Hartley Avenue.</p> <p>I am a resident at the top end of Gleneagle Road that intersects with Hartley Avenue at the junction where the new scheme is being considered. At present this part of the road is constantly used by a number of residents in the local area to park business vehicles such as vans and minibuses. By restricting the parking in this area these vehicles will relocate to the surrounding areas and cause congestion, not only for residents, but also make navigating the steep decline of Gleneagle Road difficult for delivery vehicles and services such as refuge and emergency services.</p> <p>Parking at present in the Hartley Avenue and Gleneagle Road vicinity is at a premium. Currently there is at least one empty property and another under construction. Once these properties are occupied parking will be made</p>	<p><b>Response sent:</b></p> <p>Thank you for your recent comments towards the proposals – 2023.2137303.</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>

more difficult. Not only is the local road network used by residents, but also by parents using the local school and patients to the nearby doctor's surgery and physiotherapy. Gleneagle Road is steeply sloped so a number of elderly drivers/passengers use the designated area to park for convenience and safety as well as those visiting/staying in the nearby Pearn retirement housing.

The recent introduction of Beryl bikes has already caused some nuisance for residents, with many being stowed incorrectly in and around the stands causing possible trip hazards for the aforementioned people and damage to nearby cars.

I understand the need to try to get electric charging points to residential areas that have no off-street parking and personal charging ability. Unfortunately, I think the scheme at present will not help the local residents but only hinder them.

#### 4. RECOMMENDATION

**Due to parking constraints and the changes that are planned for Plymouth Argyle and The Brickfields Sports Centre it has been decided to abandon the Madden Road proposal and revisit at a later date. It is recommended that all other proposals are 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.