



# TRO REVIEW 12

## I. INTRODUCTION

This report seeks authority to implement amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004 & The City of Plymouth (Traffic Movement and Speed Limit Regulations) (Consolidation) Order 2022 in association with the TRO review 12.

## 2. TRAFFIC REGULATION ORDERS REQUIRED

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

### No Waiting At Any Time

- (i) Barton Road, both sides from its centre line with Hooe Road for a distance of 18 metres in a northerly direction
- (ii) Beacon Park Road, the south side from its junction with Montpelier Road for a distance of 10 metres in an easterly direction
- (iii) Cecil Street, the west side from a point 8 metres south of its junction with Neswick Street to a point 27 metres north of its junction with Neswick Street
- (iv) Cecil Street, the west, north & east side from a point 52.5 metres north of its junction with Neswick Street for a distance of 67 metres in a northerly, easterly & southerly direction - including the turning head.
- (v) Church Road, the west & north side from a point 27 metres north of its junction with Fore Street for a distance of 27 metres in a northerly & easterly direction
- (vi) Derry Avenue, the east side from a point 72 metres south of its junction with Glen Park Avenue to a point 85 metres north of its junction with North Road East
- (vii) Dunstone Drive, the east side from its junction with Dunstone Road for a distance of 23 metres in a northerly direction
- (viii) Earls Mill Road, the north side from its junction with the access road to the west of 70 Earls Mill Road for a distance of 10 metres in an easterly and westerly direction
- (ix) Fisher Road, the east side from its junction with St Levan Road for a distance of 12 metres in a southerly direction
- (x) Fisher Road, the west side from its junction with St Levan Road for a distance of 10 metres in a southerly direction
- (xi) Ganges Road, the east side from its junction with St Levan Road for a distance of 12 metres in a southerly direction
- (xii) Ganges Road, the west side from its junction with St Levan Road for a distance of 10 metres in a southerly direction
- (xiii) George Street, the east side from its junction with Pembroke Street for a distance of 6 metres in a northerly & southerly direction
- (xiv) George Street, the east side from its junction with Theatre Ope for a distance of 7.5 metres in a northerly direction

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- (xv) George Street, the east side from a point 19.5 metres north of its junction with Theatre Ope to its junction with Cumberland Road
- (xvi) Hooe Road, the north side from its junction with Barton Road to a point 8 metres east of its junction with Harris Court
- (xvii) Hotham Place, the south-east & north-east side from a point 29.5 metres east of its junction with Molesworth Road to the boundary of house numbers 2 & 3 Hotham Place
- (xviii) Keswick Crescent, the north side from its junction with Wythburn Gardens for a distance of 10 metres in a westerly direction
- (xix) Langstone Road, the south side from its junction with Montpelier Road to a point 19 metres east of its junction with Beauchamp Road
- (xx) Lipson Vale, the south side from a point 12 metres east of its junction with Chudleigh Road to a point 40 metres west of its junction with Chudleigh Road
- (xxi) Maristow Avenue, the east side from its junction with St Aubyn Avenue for a distance of 7 metres in a northerly & southerly direction- **THIS IS NOW TO BE ABANDONED.**
- (xxii) Marsh Close, the north-east side for its entirety.
- (xxiii) Montpelier Road, the north-west side from its junction with Beacon Park Road for a distance of 10 metres in a southerly direction
- (xxiv) Montpelier Road, the north-west side from a point 33 metres south of its junction with Beacon Park Road for a distance of 10 metres in a southerly direction
- (xxv) Montpelier Road, the south-east side from its junction with The Range for a distance of 5.5 metres in a northerly & southerly direction
- (xxvi) Montpelier Road, the south-east side from its centre line of Beacon Park Road for a distance of 25 metres in a southerly direction
- (xxvii) Normandy Way, the south side from its junction with Kernow Gate for a distance of 15 metres in an easterly direction & 10 metres in a westerly direction
- (xxviii) North Road East, the south side from a point 11 metres west of its junction with James Street to a point 8 metres south west of its boundary of 69/67 North Road East
- (xxix) Old Priory, the north side from its junction with Market Road for a distance of 33 metres in an easterly direction
- (xxx) Old Priory, the north side from a point 18 metres east of its junction with Osmand Gardens for a distance of 13 metres in an easterly direction
- (xxxi) Old Priory, the south side from its junction with Market Road for a distance of 23 metres in an easterly direction
- (xxxii) Pembroke Street, both sides from its junction with George Street for a distance of 6 metres in an easterly direction
- (xxxiii) Pomphlett Road, the north-east side from a point 5 metres south east of its boundary of 141/143 Pomphlett Road to its junction with Church Road
- (xxxiv) Ponsonby Road, the east & south side from a point 5 metres north of its boundary with number 42 & 41 to its junction with Alma Road
- (xxxv) Restormel Road, the west side from a point 5 metres south of its junction with Glen Park Avenue to a point 6 metres north of its junction with Glen Park Avenue
- (xxxvi) Restormel Road, the west side from a point 16 metres north of its junction with Glen Park Avenue to its junction with Glen Park Avenue Lane North

- (xxxvii) Restormel Road, the west side from its junction with North Road East for a distance of 12 metres in a northerly direction
- (xl) Rocky Park Road, the south & east side from its boundary with 11A & 15 for a distance of 24 metres in a westerly and southerly direction
- (xli) Rothbury Gardens, the east side from its junction with Miller Way for a distance of 12 metres in a northerly direction
- (xlii) Rothbury Gardens, the west side from its junction with Miller Way for a distance of 20 metres in a northerly direction
- (xliii) St Aubyn Avenue, the north side from its junction with Maristow Avenue for a distance of 5 metres in an easterly direction- **THIS IS NOW TO BE ABANDONED.**
- (xliv) St Aubyn Avenue, the south side from its junction with Maristow Avenue for a distance of 7 metres in an easterly direction- **THIS IS NOW TO BE ABANDONED.**
- (xlv) Taunton Avenue, the north side from a point 8 metres west to a point 33 metres east of its western junction with Aylesbury Crescent
- (xlvi) Upper Knollys Terrace Lane (southerly Lane), the north-west side from its junction with Upper Knollys Terrace Lane (easterly lane) for a distance of 13 metres in a south westerly direction **THIS IS TO BE REDUCED TO 7 METRES.**
- (xlvii) Wandle Place, the internal circumference of the verge for its entirety
- (xlviii) Wythburn Gardens, the west side from its junction with Keswick Crescent for a distance of 8 metres in a northerly direction

#### **Limited Waiting To 30 Mins No Return For 30 Mins Mon-Sat 8am-6.30pm**

- (i) Montpelier Road, the north-west side from a point 10 metres south of its junction with Beacon Park Road for a distance of 23 metres in a southerly direction
- (ii) Montpelier Road, the south-east side from a point 25 metres south of its centre line of Beacon Park Road for a distance of 27 metres in a southerly direction

#### **Permit Parking Mon-Sat 9am-7pm**

- (i) Derry Avenue, the east side from a point 56 metres north of its junction with North Road East for a distance of 29 metres in a northerly direction
- (ii) North Road East, the south side from a point 8 metres south west of its boundary of 69/67 North Road East for a distance of 47 meters in a north easterly direction
- (iii) Restormel Road, the west side from a point 6 metres north of its junction with Glen Park Avenue for a distance of 10 metres in a northerly direction
- (iv) Restormel Road, the west side from a point 12 metres north of its junction with North Road East for a distance of 19 metres in a northerly direction

#### **School Entrance Clearway At Any Time**

Cecil Street, the west side from a point 27 metres north of its junction with Neswick Street for a distance of 25.5 metres in a northerly direction

#### **School Entrance Clearway Mon-Fri 8am-5pm**

Lipson Vale, the south side from a point 40 metres west of its junction with Chudleigh Road for a distance of 26 metres in a westerly direction

### **30mph speed limit**

Pennys Lane – for its entirety

### **Prohibition of Driving**

Frogmore Avenue – from a point 14m east of its junction with Frogmore Court for a distance of 35m in an easterly direction

### **One Way**

Greatlands Place – from 10 Greatlands Place to its junction with Wolseley Road

## **REVOCATIONS**

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

- i. Barton Road, the east side, from the junction with Hooe Road for a distance of 32 metres
- ii. Barton Road, the east side, from a point 100 metres north of the junction with Hooe Road for a distance of 8 metres in a northerly direction
- iii. Barton Road, the west side, from the junction with Hooe Road for a distance of 104 metres
- iv. Cecil Street South Section, the west side, from the northern extent including the turning head to a point 8 metres south of the junction with Neswick Street
- v. Derry Avenue, the east side, from a point 71 metres south of the junction with Glen Park Avenue for a distance of 18 metres in a southerly direction
- vi. Fisher Road, the east side, from the junction with St Levan Road for a distance of 39 metres
- vii. Ganges Road, the east side, from the junction with St Levan Road for a distance of 39 metres
- viii. George Street, the east side, from the junction with Cumberland Road to the junction with Theatre Ope
- ix. Langstone Road, the south side, from a point 5 metres west to a point 19 metres east of the junction with Beauchamp Road
- x. Langstone Road, the south side, from a point 5 metres west to a point 19 metres east of the junction with Beauchamp Road
- xi. Lipson Vale, the south side, from the junction with Chudleigh Road Lane West to a point 12 metres east of the junction with Chudleigh Road
- xii. North Road East, the south side, from a point 11 metres west of its junction with James Street to a point 38 metres east of its junction with James Street
- xiii. Old Priory, both sides, from the junction with Market Road for a distance of 23 metres
- xiv. Pomphlett Road, the north-east side, from the junction with Church Road for a distance of 57 metres
- xv. Restormel Road, the west side, from the junction with Glen Park Avenue Lane to a point 5 metres south of the junction with Glen Park Avenue
- xvi. Restormel Road, the west side, from the junction with North Road East for a distance of 18 metres
- xvii. Rothbury Gardens, both sides, from the junction with Miller Way for a distance of 22 metres

- xviii. Taunton Avenue, the north side, from a point 33 metres west to a point 33 metres east of the western junction with Aylesbury Crescent
- xix. Hooe Road, the north side, from its junction with Barton Road to a point 8 metres east of its junction with Harris Court
- xx. Beacon Park Road, the south side, from a point 10 metres west of its junction with Montpelier Road in an easterly direction to a point 10 metres south of that junction
- xxi. Dunstone Drive, the east side, from its junction with Dunstone Road to a point 7 metres north of its boundary between 2 & 4 Dunstone Drive
- xxii. Marsh Close, the north side, from its junction with Marsh Close (Access road to houses 34-56) for a distance of 8 metres in a westerly direction and 9 metres in a easterly direction
- xxiii. Marsh Close, the north side, from a point 94.3 metres east from its junction with Longbridge Close for a distance of 10 metres in a westerly direction
- xxiv. Marsh Close, the north side, from a point 100 metres east from its junction with Longbridge Close for a distance of 10 metres in an easterly direction
- xxv. Marsh Close, the north side, from a point 40 metres east from its junction with Longbridge Close for a distance of 10 metres in an easterly direction
- xxvi. Marsh Close, the north side, side from a point 33.8 metres east from its junction with Longbridge Close for a distance of 10 metres in a westerly direction
- xxvii. Marsh Close, the north side, from its junction with Longbridge Close for a distance of 8 metres in an easterly direction
- xxviii. Hotham Place, the south-east side, from a point 29.5 metres east of its junction with Molesworth Road for a distance of 13 metres in a north easterly & north westerly direction

**Limited Waiting To 1 Hour No Return For 3 Hours 8am-6.30pm**

- i. Barton Road, the east side, from a point 32 metres north of the junction with Hooe Road for a distance of 68 metres in a northerly direction

**Permit Parking Mon-Sat 9am-7pm**

- i. Derry Avenue, the east side, from a point 61 metres north of the junction with North Road East for a distance of 18 metres in a northerly direction
- ii. North Road East, the south side, from a point 40 metres east of the junction with James Street for a distance of 37 metres
- iii. Restormel Road, the west side, from a point 18 metres north of the junction with North Road East for a distance of 13 metres in a northerly direction

**No Loading/Unloading At Any Time**

- i. Market Road, the east side, from its junction with Old Priory for a distance of 8 metres in a northerly direction
- ii. Market Road, the east side, from its junction with Old Priory to its junction with Priory Mill
- iii. Old Priory, the north side, from its junction with Market Road for a distance of 22 metres in an easterly direction
- iv. Old Priory, the south side, from its junction with Market Road for a distance of 24 metres in an easterly direction
- v. Priory Mill, the north side, from its junction with Market Road for a distance of 11 metres in an easterly direction

**3. STATUTORY CONSULTATION**

**Proposals**

The proposals for the TRO review 12 were advertised on street, in the Herald and on the Plymouth City Council website on 17<sup>th</sup> January 2024. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 12<sup>th</sup> January 2024.

**There have been 11 representations received relating to the proposals included in the Traffic Regulation Order as detailed below:**

**There have been 3 representations received relating to Earls Mill Road**

<b>Consultation</b>	<b>Comment</b>
<p>I would like to register my support for double yellow lines to be painted on the junction corner of Earls mill Road.</p> <p>I am a resident and use the rear access lane regularly to access my garage.</p> <p>Cars park too close to the junction which restricts viewing up and down the road so at times we pull out blind as to what's coming.</p> <p>Double yellow lines at the junction would ensure safety when exiting the rear access lane and stop cars parking illegally and inconsiderately.</p>	<p><b>Standard response sent:</b></p> <p>Thank you for your recent comments towards the proposals – 2024.2137315.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>We are residents of Earls Mill Road who use access to our garage on a daily basis via the service lane at the rear of house numbers 32 to 70.</p> <p>On many occasions we struggle to exit the service lane due to cars parked right on/overlapping the lane. This is extremely dangerous as there is no clear sight either way which means we need to drive forward on what is a busy road as it is a through road for traffic taking shortcuts off Glen Road/Moorland Road, the Police and Parents using it to drop off/pick up their children from Plympton Academy.</p> <p>My husband and I fully support the idea of placing double yellow lines on the corners, which will not only assist us and other residents of the street but those who also use the road in staying safe.</p>	<p><b>Standard response sent:</b></p> <p>Thank you for your recent comments towards the proposals – 2024.2137315.</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 emailing in support of the proposed double yellow lines at the rear service lane junction on Earls mill road.</p> <p>AMD. 2024.2137315</p> <p>I live on that side of the road and at times when I use the rear lane there are cars parked so close to the corner it's dangerous to pull out onto earls mill road as you cannot see if any cars are coming. Also police cars use the road and go along at speed which is dangerous. Also at times I struggle to pull out as there are cars parked both sides of the road at the junction so there is not space to swing around.</p> <p>Double yellow lines will be welcomed.</p>	<p><b>Standard response sent:</b></p> <p>Thank you for your recent comments towards the proposals – 2024.2137315.</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 2 representations received relating to Hooe Road & Barton Road**

<b>Consultation</b>	<b>Comment</b>
<p>As a resident of Hooe, I am writing in regards to “THE CITY OF PLYMOUTH (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) (AMENDMENT ORDER No. 2024.2137315 TRO REVIEW.120 ORDER) to express my concerns and opposition to the proposals in the document related to the above listed reference, especially as pertaining to Hooe Road and Barton Road.</p> <p>It is proposed that double yellow lines are added to Hooe Road / Barton Road for “junction protection” and “to prevent vehicles” parking on the grass. However, if the implementation of these double yellow lines is permitted, it will eliminate the perfectly legal parking area along Barton Road on which so many people in Hooe depend. There is very little public parking available in Hooe and reducing it even further will have numerous determinantal effects:</p> <ul style="list-style-type: none"> <li>• The village of Hooe is home to a Primary School, an Infant School and a Nursery. Many parents temporarily park in Barton Road so they can safely drop their children off, or take their children to one of these area establishments. As neither the nursery or the schools have their own parking facilities, removal of the limited parking area in Barton Road could indirectly put the lives of children at risk, children who could be dropped off on the main road instead of a safe place such as Barton Road. The removal of these lines could also directly cause congestion as parents attempt to park in areas close to the schools, regardless whether it is safe or legal to do so as they will have no other choice.</li> <li>• For similar reasons to my last point, the village of Hooe has a number of small businesses who rely on passing traffic for their custom. This of course requires that those passing customers are able to stop and access the businesses. Again, Barton Road is perfect for this. Reducing the available parking will deter people from stopping or trying to stop as it will be easier, safer and more convenient for them to drive to other businesses where they can park, thus resulting in the potential loss of these Hooe based businesses. While people might state that there is a parking facility behind the flats, as far as I am aware, these are for residents of the flats only and are not meant for public parking.</li> <li>• Barton Road allows the park in Hooe to become accessible to many as it allows people to drive and park right beside the park and to enjoy its benefits,</li> </ul>	<p><b>Standard response sent:</b></p> <p>Thank you for your recent comments towards the proposals – 2024.2137315.</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>

to get exercise, to socialise and simply just to be out in the fresh air. However, not all people can simply walk there as they might not be physically able. Senior citizens for example, or those who have underlying conditions or disabilities. In essence, removing the ability to park in Barton Road would be a form of discrimination against these very individuals. The only other method of transportation to the park, the bus service is in itself impractical, especially if an individual does not live on a direct bus route to Hooe. Said individual would still be required to walk and then take a bus. There are then the problems inherent with the bus service itself. Buses to Hooe are few and far between, are often late or fail to turn up at all and are overpriced for what they are.

- I mentioned this briefly in my first point but I would like to discuss congestion in greater detail. Thanks to the purposeful and moronic narrowing of the road outside McMullin Motors and the bus stop beside the Chinese takeaway, Ying Wah, we already have congestion. Every time a bus stops at this bus stop, no car behind the bus is able to overtake the stationary bus as there is no longer any room. Not only does this cause congestion, but additional pollution as cars waiting to complete their journey sit behind the bus with idling engines. These measures were already a complete waste of money and of everyone's time. Now, imagine if this was compounded by the effect of people trying to find alternative places to park because Barton Road is no longer an option.

Not being familiar with the other areas listed in the proposal, I can only comment generally. However, such measures seem to be a concerted effort on mass to reduce parking across Plymouth without providing suitable and free parking alternatives and to penalise those who own a motor vehicle regardless of their situation. In general, the proposed actions are ill conceived and fail to take into account the consequences of what will happen to each area if the proposed course of action is allowed to proceed. I therefore oppose specifically those proposed actions relating to Hooe and generally oppose those proposed actions across Plymouth until such a time that serious thought has been given to A) the consequences of such actions and B) how to mitigate these consequences in way that isn't detrimental to the people in and around these areas, especially drivers.

Thank you for your time and consideration.



<p>I am writing to you to convey objections to a section of the Order stated in the title - particularly in reference to the intended extension of parking prohibition reaching up Barton Road from its junction with Hooe Road.</p> <p>I present objections as follows:</p> <p>1) The area in question is in close proximity to a school - Hooe Primary Academy - and its accompanying preschool. I would imagine a fairly significant group of attending children would be transported in by parents or guardians through use of a vehicle.</p> <p>As the parking in the local area is predominantly either privatised or prioritised to residents that live nearby (notably in Lake Road), parents and guardians must find other places to stop. Barton Road has been one such place, but its exclusion may lead to children being dropped off on Hooe Road itself. That is unquestionably the more dangerous of the two options.</p> <p>2) Another aspect of Barton Road has been overlooked. Turnchapel Wharf (formerly a Marine barracks) now hosts a number of businesses, many of which deal with maritime operations. As a result of this Barton Road is used as the sole access route to and from the wharf, most importantly for transportation of water-going vessels.</p> <p>Because of this, the access route needs to be wide. However, as the road bottlenecks where it starts to run alongside Hooe Lake it would take only one parked vehicle in the section to cause a blockage.</p> <p>It would seem economically imprudent not to acknowledge this concern in addition to what has been proposed in the Order. Having less space for vehicles to park towards the junction means vehicles are more likely to park at the bottleneck.</p> <p>3) I am led to understand that Barton Road is a private road; as such Plymouth City Council should have no jurisdiction. I am curious as to whether or not the person or people responsible for Barton Road have been consulted on this matter, and whether or not they have permitted the Council to make such an alteration.</p>	<p><b>Response Sent:</b></p> <p>Thank you for your recent comments towards the proposals – 2024.2137315.</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>I can confirm the section of Barton Road we currently are proposing to place restrictions on is Plymouth City Councils land. The first approx. 70 metres of Barton Road (from the junction with Hooe Road) is owned by Plymouth City Council. As the restrictions on Barton Road are proposed for 18 metres, this is well within Plymouths land and we do not need permission from any other land owners.</p> <p>The section of the road running alongside the lake is not Plymouth City Councils and therefore we would not be able to carry out restrictions on this section.</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 Hotham Place**

<p><b>Consultation</b></p>	<p><b>Comment</b></p>
<p>Please take this email as rejection of double yellows to be added outside 98 Hotham Place and continuing around the corner of Hotham Place.</p> <p>The current parking is already difficult due to Wilton Street and Molesworth Road parking on Hotham</p>	<p><b>Response Sent:</b></p> <p>Thank you for your recent comments towards the proposals – 2024.2137315.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making</p>

<p>Place, we also have the molesworth road shops and the park which makes parking worse. Ocean Lodge (previously The Edgecumbe) which I can only say has multiple occupancy of at least 3/4 cars has also caused no end of issues with these cars parking for long periods of time in the same spot, without being moved regularly. At weekends regular football matches and lots of cars parked for dog/kids makes leaving the house on weekends difficult especially as I have a young baby, managing to get both the baby and shopping is almost impossible. Sometimes I have to park 10/15 houses away.</p> <p>The additional lines remove 3 parking spaces on the street pushing the problem down the road and to side roads. Individuals who applied for the lines moved in August 2023 aware their front door opened onto the pavement and was purchased with this knowledge. This property also has private off street parking spaces so this is done with no consideration to the rest of the street. Their child is not in a Push chair and therefore access in and out of their door isn't an issue.</p> <p>Speed is also another issue, sometimes travelling 30+mph to avoid the crossing on Moleswroth road. Could the end of the road be blocked off with bollards to create addition parking ? And to stop taxis delivery drivers and all in sundry speeding down our road? Could a permit system be installed to rectify this issue?</p> <p>We also have an issue with people leaving cars for long periods and walking to the train station.</p>	<p>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>Implementing a Controlled Parking Zone (CPZ) would not effectively address the parking issues on Hotham Place and the surrounding streets, which are primarily caused by the high level of car ownership among residents exceeding the available parking spaces. In fact, the introduction of a CPZ may lead to a further reduction in the overall parking space on the road compared to the current situation. Further parking prohibitions where parking is deemed dangerous or obstructive maybe a necessary measure to allow for passing points, access, and visibility. Consequently, there may be occasions when the available parking spaces for both residents and their visitors are insufficient. It is important to note that even if residents pay a fee for a permit, a CPZ does not guarantee them a parking space.</p> <p>With regard to engineering interventions, as I am sure you appreciate, there are a large number of locations throughout the City where casualties are occurring on a regular basis as a result of highway collisions. There is a limited road safety budget and therefore a need to prioritise remedial treatment to those locations where maximum benefit would be achieved. Hotham Place currently has a good safety record with no personal injury collisions recorded by the Police in the previous five years. Making Hotham Place a No Through Road, would not be a feasible option for a number of reasons. The vast majority of the residents would need to be in favour, there are not any turning areas for residents to turn safely, there would be displacement onto other roads, the main access point would be from Wilton Street which is already a very busy junction with the local shop and many children going to School in this direction, the busier you make this junction adds to risk of conflict and would add to residents journey times during peak travel times.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>We would like to raise our concerns about the application of double yellow in Hotham Place as this will take away parking spaces in already overcrowded street where residents cannot park.</p>	<p><b>Standard response sent:</b></p> <p>Thank you for your recent comments towards the proposals – 2024.2137315.</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>Please find this email as a rejection to the plans to extend the double yellow lines on Hotham Place.</p> <p>Currently parking is already problematic with people living on adjacent Wilton Street and Molesworth Road parking on Hotham Place. Also, with the change of occupancy to Ocean Lodge (previously The Edgecumbe) on the end of Hotham Place which adjoins Molesworth Road, there are increased cars on Hotham Place. At weekends the park is busy with regular football matches and lots of cars parked (ignoring the current double yellow lines).</p> <p>I moved in to Hotham Place 7.5 yrs ago and parking has become much worse in those years. I live on my own with one car and often have to park away from my house and walk back late at night due to working at the hospital.</p> <p>The proposed plans will take out a further 3 parking spaces on the street pushing the problem further down the road and to the surrounding areas. I believe the people that applied for the lines are new to the street and moved in in August 2023 knowing full well that their front door opened onto the pavement. This property also has parking for two private off street parking spaces so this will cause no problem for them.</p> <p>Myself and neighbours have been talking about parking for a number of years now; it would be better if the road was permit parking or a no through road where Hotham Place meets Molesworth Road. Hotham Place is regularly used as a cut through to jump the lights at the junction of Molesworth and Wilton street. Cars travel at speed and dogs have been knocked over. It is also challenging for people when they have things to unload from their cars or young Mum's taking baby's out of the car when feeling pressure from drivers who want to whizz along.</p> <p>Another reason why permits would be a good idea is people use our street to park in the day to go to the train station and if working in close vicinity.</p> <p>To confirm; please find this email as a rejection to the proposed extension of double yellow lines at Hotham Place.</p>	<p>You will be notified if and when the proposals will be implemented.</p> <p><b>Response Sent:</b></p> <p>Thank you for your recent comments towards the proposals – 2024.2137315.</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>Implementing a Controlled Parking Zone (CPZ) would not effectively address the parking issues on Hotham Place and the surrounding streets, which are primarily caused by the high level of car ownership among residents exceeding the available parking spaces. In fact, the introduction of a CPZ may lead to a further reduction in the overall parking space on the road compared to the current situation. Further parking prohibitions where parking is deemed dangerous or obstructive maybe a necessary measure to allow for passing points, access, and visibility. Consequently, there may be occasions when the available parking spaces for both residents and their visitors are insufficient. It is important to note that even if residents pay a fee for a permit, a CPZ does not guarantee them a parking space.</p> <p>With regard to engineering interventions, as I am sure you appreciate, there are a large number of locations throughout the City where casualties are occurring on a regular basis as a result of highway collisions. There is a limited road safety budget and therefore a need to prioritise remedial treatment to those locations where maximum benefit would be achieved. Hotham Place currently has a good safety record with no personal injury collisions recorded by the Police in the previous five years. Making Hotham Place a No Through Road, would not be a feasible option for a number of reasons. The vast majority of the residents would need to be in favour, there are not any turning areas for residents to turn safely, there would be displacement onto other roads, the main access point would be from Wilton Street which is already a very busy junction with the local shop and many children going to School in this direction, the busier you make this junction adds to risk of conflict and would add to residents journey times during peak travel times.</p> <p>You will be notified if and when the proposals will implemented.</p>
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**There has been 1 representation received relating to Maristow Avenue**

<b>Consultation</b>	<b>Comment</b>
<p>I'm writing this email to oppose the introduction of new No Waiting Areas on the junction of Maristow Avenue and St Aubyn Avenue.</p> <p>These are already very quiet streets and parking in this area is already at a premium, implementing this would cause local residents a headache in the future and I believe will just move the issue to another local area.</p> <p>I hope that this decision can be amended and stopped.</p>	<p><b>Standard response sent:</b></p> <p>Thank you for your recent comments towards the proposals – 2024.2137315.</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. You will be notified if and when the proposals will be implemented.</p>

**There has been 1 representation received relating to Rocky Park Road**

<b>Consultation</b>	<b>Comment</b>
<p>Regarding Rocky Park Road, whilst I agree the order is needed, the issue has arisen because the high wall was not included in the original planning consent and PCC failed to enforce it with previous owners of 15 Rocky Park Road, IIA was initially the garage for 15 and the high wall didn't exist.</p>	<p><b>Standard response sent:</b></p> <p>Thank you for your recent comments towards the proposals – 2024.2137315.</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. You will be notified if and when the proposals will be implemented.</p>

**There has been 1 representation received relating to Upper Knollys Terrace Lane**

<b>Consultation</b>	<b>Comment</b>
<p>I hope this email finds you well, I have noted your notice in regards to the RTO. Primarily I would like to bring to your attention the proposal for the yellow lines to be implemented on the southeastern side of Upper Knollys Terrace Lane. Whilst I agree this is a much needed measure that needs to be implemented as the road is often blocked for any vehicle larger than a typical 5 door vehicle, this would also create a bottleneck reducing the amount of parking spaces available. This will therefore have a detrimental impact on us, the local residents of the streets who struggle already with on street parking to access our homes. Due to the position of the street and houses on Alma Road but also Upper Knollys Terrace Lane we often struggle to park anywhere near if the lane has no spaces, which it often does not. There is a lack of free parking in the surrounding areas as well which make it</p>	<p><b>Response sent:</b></p> <p>Thank you for your recent comments towards the proposals – 2024.2137315.</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>I regret to inform you that, based on our current policy, 64 to 102 Alma Road and I and II Upper Knollys Terrace Lane does not meet the criteria to introduce a Controlled Parking Zone. This decision is based on the fact that over 50% of the properties</p>

even more difficult for the residents. I have just finished a night shift and have had to walk at 4 in morning to get home up a dark back Lane. Please can you consider and implement a permit parking system like you have done for most of the surrounding streets on Upper Knollys Terrace Lane.

either already possess parking facilities within their property boundaries or could create parking facilities within the curtilage of their own property.

You will be notified if and when the proposals will be implemented.

#### **4. RECOMMENDATION**

**It is recommended that:**

Upper Knollys Terrace Lane double yellow lines are reduced from 13 metres to 7 metres to allow one extra car parking space.

After consultation with the Public & Councillors, Maristow Avenue & St Aubyn Avenue is abandoned.

**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.