



SALTRAM MEADOWS

I. INTRODUCTION

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

2. TRAFFIC REGULATION ORDERS REQUIRED

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

No Waiting At Any Time

- (i) Ashbrook Street, the north side from a point 174 metres west of its junction with Broxton Drive for a distance of 5 metres in a westerly direction
- (ii) Ashbrook Street, the north side from its junction with Broxton Drive for a distance of 11 metres in a westerly direction
- (iii) Ashbrook Street, the north side from a point 21 metres west of its junction with Broxton Drive for a distance of 5 metres in a westerly direction
- (iv) Ashbrook Street, the north side from a point 64 metres west of its junction with Broxton Drive for a distance of 5 metres in a westerly direction
- (v) Ashbrook Street, the north side from a point 79 metres west of its junction with Broxton Drive for a distance of 14 metres in a westerly direction
- (vi) Ashbrook Street, the north side from a point 103 metres west of its junction with Broxton Drive for a distance of 15 metres in a westerly direction
- (vii) Ashbrook Street, the north side from a point 128 metres west of its junction with Broxton Drive for a distance of 22 metres in a westerly direction
- (viii) Ashbrook Street, the north side from a point 160 metres west of its junction with Broxton Drive for a distance of 4 metres in a westerly direction
- (ix) Ashbrook Street, the north side from a point 190 metres west of its junction with Broxton Drive to its junction with Coscombe Circus
- (x) Ashbrook Street, the south side from its junction with Coscombe Circus to a point 6 metres west of its westerly boundary of 33 Ashbrook Street
- (xi) Ashbrook Street, the south side from a point 2 metres east of its westerly boundary of 33 Ashbrook Street for a distance of 6 metres in an easterly direction
- (xii) Ashbrook Street, the south side from a point 18 metres east of its westerly boundary of 33 Ashbrook Street for a distance of 4 metres in an easterly direction
- (xiii) Ashbrook Street, the south side from a point 32 metres east of its westerly boundary of 33 Ashbrook Street for a distance of 21.5 metres in an easterly direction

- (xiv) Ashbrook Street, the south side from a point 63.5 metres east of its westerly boundary of 33 Ashbrook Street for a distance of 4 metres in an easterly direction
- (xv) Ashbrook Street, the south side from a point 77.5 metres east of its westerly boundary of 33 Ashbrook Street for a distance of 17 metres in an easterly direction
- (xvi) Ashbrook Street, the south side from a point 104.5 metres east of its westerly boundary of 33 Ashbrook Street for a distance of 4 metres in an easterly direction
- (xvii) Ashbrook Street, the south side from a point 118.5 metres east of its westerly boundary of 33 Ashbrook Street for a distance of 20 metres in an easterly direction
- (xviii) Ashbrook Street, the south side from a point 148.5 metres east of its westerly boundary of 33 Ashbrook Street for a distance of 13 metres in an easterly direction
- (xix) Ashbrook Street, the south side from a point 171.5 metres east of its westerly boundary of 33 Ashbrook Street to its junction with Broxton Drive
- (xx) Ashbrook Street, the north side from a point 36 metres west of its junction with Broxton Drive for a distance of 18 metres in a westerly direction
- (xxi) Bathampton Way, the south side from its junction with Broxton Drive for a distance of 8 metres in an easterly direction
- (xxii) Bathampton Way, the north side from its junction with Broxton Drive for a distance of 10 metres in an easterly direction
- (xxiii) Broxton Drive, both sides from its junction with Ashbrook Street for a distance of 10 metres in a northerly direction
- (xxiv) Broxton Drive, the east side from its junction with Bathampton Way to its junction with the industrial estate
- (xxv) Broxton Drive, the west side from its junction with Ashbrook Street for a distance of 74 metres in a southerly direction
- (xxvi) Coscombe Circus, the inner roundabout for its entirety
- (xxvii) Coscombe Circus, the outer side from its junction with Halecombe Road for a distance of 7 metres in a north easterly direction
- (xxviii) Coscombe Circus, the outer side from a point 17 metres north east of its junction with Halecombe Road for a distance of 14 metres in an easterly direction
- (xxix) Coscombe Circus, the outer side from a point 40 metres east of its junction with Halecombe Road to its junction with Ashbrook Street
- (xxx) Coscombe Circus, the outer side from its junction with Ashbrook Street to a point 1 metre south of its boundary of 1 & 3 Coscombe Circus
- (xxxi) Coscombe Circus, the outer side from a point 10 metres south of its boundary of 1 & 3 Coscombe Circus for a distance of 2 metres in a southerly direction
- (xxxii) Coscombe Circus, the outer side from a point 20 metres south of its boundary of 1 & 3 Coscombe Circus to its junction with Kilmar Street
- (xxxiii) Coscombe Circus, the outer side from its junction with Kilmar Street for a distance of 3 metres in a westerly direction

- (xxxiv) Coscombe Circus, the outer side from a point 12 metres west of its junction with Kilmar Street for a distance of 2 metres in a westerly direction
- (xxxv) Coscombe Circus, the outer side from a point 24 metres north west of its junction with Kilmar Street to its junction with Halecombe Road
- (xxxvi) Halecombe Road, the north side from its junction with Killerton Lane to its easterly property boundary of 18 Halecombe Road
- (xxxvii) Halecombe Road, the north side from a point 10 metres east of its easterly property boundary of number 18 Halecombe Road for a distance of 7 metres in an easterly direction
- (xxxviii) Halecombe Road, the north side from a point 32 metres east of its easterly property boundary of number 18 Halecombe Road for a distance of 25 metres in an easterly direction
- (xxxix) Halecombe Road, the north side from a point 67 metres east of its easterly property boundary of number 18 Halecombe Road to its junction with Coscombe Circus
- (xl) Halecombe Road, the south side from its junction with Coscombe Circus to a point 2 metres west of its boundary of 3 & 5 Halecombe Road
- (xli) Halecombe Road, the south side from a point 12 metres west of its boundary of 3 & 5 Halecombe Road for a distance of 27 metres in a westerly direction
- (xlii) Halecombe Road, the south side from a point 54.5 metres west of its boundary of 3 & 5 Halecombe Road for a distance of 4 metres in a westerly direction
- (xliii) Halecombe Road, the south side from a point 70.5 metres west of its boundary of 3 & 5 Halecombe Road for a distance of 4 metres in a westerly direction
- (xliv) Halecombe Road, the south side from a point 84.5 metres west of its boundary of 3 & 5 Halecombe Road to its junction with Killerton Lane
- (xlv) Killerton Lane, both sides from its southerly boundary of 24 Killerton Lane to its junction with Halecombe Road
- (xlvi) Kilmar Street, both sides from its junction with Coscombe Circus for a distance of 10 metres in a southerly direction
- (xlvii) Sourton Square, the east & north side from a point 4 metres north of its extended northern kerbline of Westleigh Way for a distance of 37 metres in a southerly and easterly direction

Bus Lane

- (i) On Killerton Lane

3. STATUTORY CONSULTATION

Proposals

The proposals for the Saltram Meadows TRO were advertised on street, in the Herald and on the Plymouth City Council website on 21st March 2025. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 17th March 2025.

There have been 2 representations received relating to the proposals included in the Traffic Regulation Order.

Consultation	Comment
<p>I am writing to formally object to the proposed traffic order that seeks to introduce “No Waiting” restrictions and a bus lane on various roads within the Saltram Meadows estate.</p> <p>Saltram Meadows is a growing family-oriented community where many households rely on on-street parking due to limited driveway or allocated parking spaces. These proposed restrictions will have a significant negative impact on the daily lives of families living here. Parents with young children, families with multiple cars, and visitors — including relatives, carers, and tradespeople — will all be affected. The lack of suitable parking alternatives will create unnecessary stress and inconvenience.</p> <p>Furthermore, this estate was designed with the expectation of accessible on-street parking. Removing this will force residents to park further away from their homes, which is not safe or practical for families with young children, elderly residents, or those with mobility issues. It will also likely increase congestion on surrounding roads and potentially create hazards where vehicles are forced into unsuitable parking areas.</p> <p>I understand the need for traffic management and improved transport links, but I strongly feel that these measures have not fully taken into account the realities of life on a family estate. I urge the council to reconsider this proposal or, at the very least, engage directly with residents to find a solution that balances public transport needs with the needs of the community.</p>	<p>Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137336 Saltram Meadows</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented</p>
<p>I am writing with ref to a proposed traffic parking order notice that has been put up on a lamppost outside my home. I understand this is an order to stop people parking, including myself right outside my own home! I did not purchase my home with these conditions in place. I would like to object to this. My reasons being I. There is already a serious lack of parking spaces especially since parking spaces were abolished on cuscombe circus., that has now become a playground!</p>	<p>Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137336 Saltram Meadows</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</p>

2. A proposed bus lane is insane. The road is not large enough or long enough or even used enough to have a bus lane. I further object to this proposal and this is my official complaint. I wish this to be logged with immediate effect.	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
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4. RECOMMENDATION

It is recommended that the 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.