



TRO REVIEW 14

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 TRO Review 14 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) Alton Road, the south side from its junction with North Hill for a distance of 14.5 metres in a westerly direction
- (ii) Arcadia Road, the north side from its junction with Doreena Road for a distance of 4 metres in a westerly direction
- (iii) Blandford Road, the north side from its junction with the access road to Manor Court for a distance of 20 metres in an easterly & a westerly direction
- (iv) Blandford Road, the north side from its junction with Plymview Close for a distance of 17 metres in an easterly direction & 16 metres in a westerly direction
- (v) Blandford Road, the south side from its junction with Highfield Close for a distance of 20 metres in an easterly direction & 16 metres in a westerly direction
- (vi) Blandford Road, the south side from its junction with Medway Place for a distance of 20 metres in an easterly direction & 23 metres in a westerly direction
- (vii) Brynmoor Close, both sides from its junction with Brynmoor Park for a distance of 10 metres in an easterly direction **(THIS IS TO BE REDUCED TO 6 METRES)**
- (viii) Brynmoor Park, the east side from its junction with Brynmoor Close for a distance of 3 metres in a northerly direction & 6 metres in a southerly direction
- (ix) Burniston Close, the east side from its junction with Wolverwood Lane for a distance of 10 metres in a northerly direction

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- (x) Burniston Close, the west side from its junction with Wolverwood Lane for a distance of 11 metres in a northerly direction
- (xi) Charfield Drive, the north side from a point 25 metres west of the junction with Linketty Lane East to its junction with Church Hill
- (xii) Charfield Drive, the south side from its junction with Church Hill for a distance of 20 metres in a westerly direction
- (xiii) Cherry Park, both sides from its junction with Wolverwood Lane for a distance of 7 metres in a northerly direction
- (xiv) Doreena Road, the west side from its junction with Arcadia Road for a distance of 16 metres in a northerly direction & 14 metres in a southerly direction
- (xv) Efford Lane, the south side from its junction with Severn Place to a point 10 metres west of its junction with Creedy Road
- (xvi) Estover Road, the north-east side from a point 24 metres south east of its centre line of Estover Close for a distance of 20 metres in a south easterly direction
- (xvii) Estover Road, the north-east side from a point 60 metres south east of its centre line of Estover Close for a distance of 40 metres in a south easterly direction
- (xviii) Estover Road, the north-east side from its junction with Technology House (north west junction) for a distance of 8 metres in a north westerly direction and 8 metres in a south easterly junction
- (xix) Estover Road, the north-east side from its junction with Technology House (South East junction) for a distance of 8 metres in a north westerly direction and 8 metres in a south easterly junction
- (xx) Estover Road, the north-east side from a point 43 metres north west of its junction with Armada Point for a distance of 41 metres in a north westerly direction
- (xxi) Estover Road, the north-east side from its junction with Wrigleys to its junction with Armada Point
- (xxii) Estover Road, the north-east side from its junction with Armada Point for a distance of 15 metres in a north westerly direction

- (xxiii) Estover Road, the north-west side from its junction with Plymbridge Road (southern junction) to a point 10 metres north east of its junction with Drake Mills Industrial Estate (south western junction)
- (xxiv) Estover Road, the north-west side from its junction with Drakes Mill Industrial Estate (north eastern junction) for a distance of 12 metres in a south westerly direction and 12 metres in a north easterly direction
- (xxv) Estover Road, the north-west side from its junction with Plymbridge Road (northern junction) to a point 12 metres north east of its junction with Sisna Park Road
- (xxvi) Estover Road, the south-east side from a point 41 metres north east of its junction with Plymbridge Road (northern junction) for a distance of 26 metres in a north easterly direction
- (xxvii) Estover Road, the south-east side from a point 95 metres north east of its junction with Plymbridge Road (northern junction) for a distance of 28 metres in a north easterly direction
- (xxviii) Estover Road, the south-east side from a point 131 metres north east of its junction with Plymbridge Road (northern junction) for a distance of 22 metres in a north easterly direction
- (xxix) Estover Road, the south-east side from its junction with Plymbridge Road (northern junction) for a distance of 13 metres in a north easterly direction
- (xxx) Estover Road, the south-east side from its junction with Wrigleys for a distance of 23 metres in a south westerly direction
- (xxxi) Estover Road, the south-west side from its junction with Plymbridge House (north western junction) for a distance of 10 metres in a north westerly direction and 9 metres in a south easterly direction
- (xxxii) Estover Road, the south-west side from its junction with Phoenix Mill Business Park (south eastern junction) for a distance of 13 metres in a north westerly direction and 13 metres in a south easterly direction
- (xxxiii) Estover Road, the south-west side from its junction with Plymbridge House (south eastern junction) for a distance of 12 metres in a north westerly direction
- (xxxiv) Estover Road, the south-west side from its junction with Plymbridge House (south eastern junction) to its junction with Phoenix Mill Business Park (north western

junction)

- (xxxv) Estover Road, the south-west side from its junction with Phoenix Mill Business Park (north western junction) for a distance of 13 metres in a south easterly direction
- (xxxvi) Estover Road, the south west & south east side from a point 173 metres north east of its junction with Plymbridge Road (northern junction) for a distance of 84 metres in a north easterly and south easterly direction
- (xxxvii) Estover Road, the south west and north west side from a point 32 metres south east of its junction with Phoenix Mill Business Park (south eastern junction) for a distance of 165 metres in a south easterly & south westerly direction
- (xxxviii) Ford Hill, the east side from a point 36 metres south of its junction with Beresford Street to its junction with Milehouse Road
- (xxxix) Fox Field Close (northern Section), the east & north side from a point 71 metres from the centre line of Norfolk Close for a distance of 19 metres
- (xl) Fox Field Close (northern Section), the south side from its centre line with Norfolk Close for a distance of 7 metres in an easterly direction
- (xli) George Street, the east side from its junction with Pembroke Street for a distance of 6 metres in a northerly direction & 8 metres in a southerly direction
- (xlii) Hawkinge Gardens, the south-east side from its junction with St Eval Place for a distance of 10 metres in a south westerly direction & 8 metres in a north easterly direction
- (xliii) Highfield Close, the east side from its junction with Blandford Road for a distance of 17 metres in a southerly direction
- (xliv) Highfield Close, the west side from its junction with Blandford Road for a distance of 15.5 metres in a southerly direction
- (xlv) Hillsborough, the south side from its junction with Elm Road for a distance of 14 metres in a westerly direction
- (xlvi) Hillsborough, the south side from a point 32 metres west of its junction with Elm Road for a distance of 10 metres in a westerly direction

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- (xlvii) Hoe Approach, the east side from a point 110.5 metres south of its junction with Notte Street to its junction with Hoe Road
- (xlviii) Horn Lane, the west side from its junction with Horn Cross Road to a point 30 metres south of its junction with The Broadway Car Park
- (xlix) Horn Lane, the south-west side from a point 46 metres south of its junction with The Broadway Car Park to a point 64 metres north of its junction with Church Road
- (l) Howard Road, the north side from its junction with Blackberry Close for a distance of 6.5 metres in an easterly & westerly direction
- (li) Howard Road, the north side from its access road to 33-49 Howard Road for a distance of 10 metres in an easterly direction & 8 metres in a westerly direction
- (lii) Kings Road, the east side from its junction with Paradise Road to a point 42 metres south of its junction with Corea Terrace
- (liii) Knowle Avenue, the east side from its junction with North Down Crescent to its boundary between 13 & 15 Knowle Avenue
- (liv) Knowle Avenue, Eastern Arm, both sides for its entirety
- (lv) Meadow Park, both sides from the centre line at the junction with Hooe Road for a distance of 18 metres in a northerly direction
- (lvi) Medway Place, the east side from its junction with Blandford Road for a distance of 15 metres in a southerly direction
- (lvii) Medway Place, the west side from its junction with Blandford Road for a distance of 19 metres in a southerly direction
- (lviii) Moorcroft Close, both sides from its junction with Stanborough Road for a distance of 10 metres in a northerly direction
- (lix) Paradise Road, the south side from its junction with Kings Road to a point 24 metres west of the extended centre line of Kings Court

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- (lx) Peeks Avenue, the south side from closed end to a point 5 metres east of the boundary of house numbers 24 and 26
- (lxi) Pembroke Street, both sides from its junction with George Street for a distance of 8 metres in a westerly direction
- (lxii) Plymview Close, both sides from its junction with Blandford Road for a distance of 5 metres in a northerly direction
- (lxiii) Richmond Walk, the east & south side from a point 66 metres north of its north boundary of The Haven, Richmond Walk to a point 61 metres west of its junction with the access road into Ocean Court
- (lxiv) Springfield Road, the north side from a point 117 west of its junction with Haye Road South to a point 47 metres east of the junction with Haye Road South
- (lxv) St Eval Place, the north side from its junction with Hawkinge Gardens for a distance of 5 metres in an easterly direction
- (lxvi) St Eval Place, the south side from its junction with Hawkinge Gardens for a distance of 8 metres in an easterly direction
- (lxvii) St Modwen Road, both sides from its junction with Longbridge Road (western junction) for a distance of 11 metres in a northerly direction
- (lxviii) St Modwen Road, the north side from a point 35 metres east of its junction with Holly Court for a distance of 39 metres in a easterly direction
- (lxix) St Modwen Road, the north side from a point 101 metres east of its junction with Holly Court for a distance of 37 metres in a easterly direction
- (lxx) St Modwen Road, the north side from a point 167 metres east of its junction with Holly Court for a distance of 32 metres in a easterly direction
- (lxxi) St Modwen Road, the north side from a point 211 metres east of its junction with Holly Court for a distance of 38 metres in a easterly direction
- (lxxii) St Modwen Road, the north-west side from its junction with Willow Court for a distance of 12 metres in a south westerly direction and 10 metres in a north easterly direction

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- (lxxiii) St Modwen Road, the south side from a point 147.5 metres north east of its junction with Longbridge Road (western junction) for a distance of 45 metres in an easterly direction
- (lxxiv) St Modwen Road, the south side from a point 205.5 metres north east of its junction with Longbridge Road (western junction) for a distance of 41 metres in an easterly direction
- (lxxv) St Modwen Road, the south side from a point 278.5 metres north east of its junction with Longbridge Road (western junction) for a distance of 32 metres in an easterly direction
- (lxxvi) St Modwen Road, the south-east side from a point 28 metres north east of its junction with Longbridge Road (western junction) for a distance of 42.5 metres in a north easterly direction
- (lxxvii) St Modwen Road, the west side from a point 330.5 metres north east of its junction with Longbridge Road (western junction) for a distance of 30 metres in a southerly direction
- (lxxviii) Stanborough Road, the north side from its junction with Moorcroft Close for a distance of 9 metres in a westerly direction & 20 metres in an easterly direction
- (lxxix) Upper Knollys Terrace Lane (South East Lane), both sides from its junction with Alma Road for a distance of 5 metres in a north easterly direction
- (lxxx) Whitleigh Way, the east side from its junction with Budshead Road for a distance of 11 metres in a southerly direction
- (lxxxi) Whitleigh Way, the east side from its junction with Bodmin Road for a distance of 10 metres in a northerly direction
- (lxxxii) Whitleigh Way, the west side for its entirety
- (lxxxiii) Widey Lane, the east side from its junction with Charfield Drive for a distance of 51 metres in a southerly direction
- (lxxxiv) Widey Lane, the west side from a point 41m north to a point 55m south of the centre line with Charfield Drive
- (lxxxv) Wolverwood Lane, the north side from its junction with Cherry Park for a distance of 16 metres in an easterly & westerly direction

- (lxxxvi) Wolverwood Lane, the north side from its junction with Burniston Close for a distance of 16 metres in a westerly direction & 14 metres in an easterly direction

Limited Waiting To 1 Hour No Return For 2 Hours Mon-Sat 8am-6pm

Hillsborough, the south side from a point 14 metres west of its junction with Elm Road for a distance of 18 metres in a westerly direction

Limited Waiting To 2 Hours No Return For 2 Hours Mon-Sat 8am-6pm

Horn Lane, the south-west side from a point 30 metres south of its junction with The Broadway Car Park for a distance of 16 metres in a southerly direction

Pay And Display At Any Time Permit Holders Are Exempt

Hoe Approach, the east side from a point 55 metres south of its junction with Notte Street for a distance of 55.5 metres in a southerly direction

Permit Parking Mon-Sat 8am-10am

Hillsborough, the south side from a point 42 metres west of its junction with Elm Road to a point 12 metres east of its junction with Pearson Road

No Loading/Unloading At Any Time

- (i) Wolseley Road, the north-east side from a point 10 metres north west of its junction with Fletemoor Road to a point 233 metres north west of its junction with Hamoaze Avenue
- (ii) Wolseley Road, the north-east side from its junction with Trelawney Avenue to a point 20 metres north west of its junction with Fletemoor Road

School Entrance Clearway At Any Time

- (i) Alton Road, the south side from a point 14.5 metres west of its junction with North Hill for a distance of 26 metres in a westerly direction
- (ii) Paradise Road, the south side from a point 1.5 metres east of the extended centre line of Kings Court for a distance of 25.5 metres in a westerly direction

Weight limit 7.5T (except for access)

St Mary Street

REVOCATIONS

No Waiting At Any Time

- (i) Alton Road, the south side, from the junction with North Hill to a point 2 metres west of the entrance to Plymouth High School for Girls
- (ii) Blandford Road, the north side, from a point 122 metres east of its junction with Douglass Road for a distance of 26 metres in an easterly direction
- (iii) Charfield Drive, the north side, from a point 25 metres west of the junction with Linketty Lane East to a point 11 metres east of the junction with Bridgewater Close
- (iv) Efford Lane, the south side, from a point 61 metres west of its junction with Severn Place to a point 10 metres west of its junction with Creedy Road
- (v) Efford Lane, the south side, from its junction with Severn Place for a distance of 11 metres in a westerly direction
- (vi) Estover Road, the n-e & s-e side, from the junction with Plymbridge Road for a distance of 285 metres
- (vii) Estover Road, the s-w and n-w side, from the junction with Plymbridge Road for a distance of 330 metres
- (viii) Ford Hill, the east side, from the junction with Milehouse Road for a distance of 69 metres
- (i) Fox Field Close (north), the south side, from its junction with Norfolk Road for a distance of 12 metres in an easterly direction
- (ii) George Street, the east side, from its junction with Pembroke Street for a distance of 6 metres in a northerly & southerly direction
- (iii) Hillsborough, the south side, from a point 74 metres east of the junction with Pearson Avenue to the junction with Elm Road
- (iv) Hoe Approach, the east side, side from a point 94 metres south of its junction with Notte Street southerly to its junction with Hoe Road

- (v) Horn Lane, the south & west side, from its junction with Horn Cross Road to a point 64 metres north of the junction with Church Road
- (vi) Knowle Avenue, the east side, from the junction with North Down Crescent for a distance of 3 metres in a northerly direction
- (vii) Knowle Avenue Eastern Section, the north side, for a distance of 7 metres from the junction with North Down Crescent
- (viii) Knowle Avenue Eastern Section, the south side, for a distance of 3 metres from the junction with North Down Crescent
- (ix) Meadow Park, both sides, from the centre line at the junction with Hooe Road for a distance of 9 metres in a northerly direction
- (x) Paradise Road, the south side, from its junction with Kings Road to its junction with Church Path
- (xi) Peaks Avenue, the south side, from the closed end for a distance of 4 metres
- (xii) Pembroke Street, the east & south side, from the junction with George Street for a distance of 2 metres in a westerly direction
- (xiii) Richmond Walk, the east & south side, from a point 26.5 metres south of its junction with Graddons to a point 61 metres west of its junction with the access road into Ocean Court
- (xiv) Springfield Road, the north side, from a point 79 metres west to a point 47 metres east of the junction with Haye Road South
- (xv) Whitleigh Way, both sides, from the junction with Budshead Road for a distance of 11 metres
- (xvi) Whitleigh Way, the west side, from a point 13 metres north from its junction with Bodmin Road for a distance of 5.5 metres in a northerly direction
- (xvii) Whitleigh Way, the west side, from a point 91 metres north from its junction with Bodmin Road for a distance of 5.5 metres in a northerly direction

Limited Waiting To 1 Hour No Return For 2 Hours Mon-Sat 8am-6pm

Hillsborough, the south side, from a point 60 metres east of the junction with Pearson Road for a distance of 8 metres

Permit Parking Mon-Sat 8am-10am

Hillsborough, the south side, from a point 12 metres east of the junction with Pearson Road for a distance of 48 metres in an easterly direction

**Pay And Display Maximum Stay 4 Hours No Return Within 1 Hour 10am-6pm
Permit And**

Visitor Ticket Holders Are Exempt

Hoe Approach, the east side, from a point 55 metres south of its junction with Notte Street for a distance of 39 metres

School Entrance Clearway At Any Time

Blandford Road, the north side, from a point 68 metres east of its junction with Douglass Road for a distance of 32 metres

Disabled Driver Only Parking Bay At Any Time

Efford Lane, the south side, from a point 54 metres west of its junction with Severn Place for a distance of 7 metres in a westerly direction

Pay And Display At Any Time Permit Holders Are Exempt

Hoe Approach, the east side from a point 55 metres south of its junction with Notte Street for a distance of 39 metres

No Loading/Unloading Mon-Sat 8am-9.15am

- (i) Wolseley Road, the north-east side, from a point 10 metres north west of its junction with Fletemoor Road to a point 233 metres north west of its junction with Hamoaze Avenue
- (ii) Wolseley Road, the north-east side, from its junction with Trelawney Avenue to a point 20 metres north west of its junction with Fletemoor Road

3. STATUTORY CONSULTATION

Proposals

The proposals for the TRO Review 14 were advertised on street, in the Herald and on the Plymouth City Council website on 16th April 2025. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 14th May 2025.

There have been 10 representations received relating to the proposals included in the Traffic Regulation Order.


There has been one representation relating to Blandford Road

Consultation	Comment
<p>Regarding the above traffic amendments I saw the notice displayed and asking for ant comments on the amendments.</p> <p>As residents of Medway Place the amendments to the access and egress of same are long in coming given the numbers of commercial vehicles based in the area who use it, and Blandford Road as an 'operating centre' for commercial use.</p> <p>I have spoken with many of our neighbours, who were unaware of the review, partly due to the fact that the review notice, a piece of paper with no weather protection, was fixed to the lamp post at the top of our driveway lasted only a couple of days given the weather.</p> <p>They support the changes as it will make access and egress much safer for all concerned.</p> <p>A further point, but this might be out of your remit, is the number and type of commercial vehicles using the area, from car recovery companies, vehicle breakers, landscapers and roofing companies.</p> <p>Is there something the Western Area Traffic Commissioner possibly can do to address the situation?</p>	<p>Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137338 TRO Review 14.</p> <p>The paper that is used for putting out notices is a plastic type, which is waterproof & not just standard paper. My colleague will ensure a replacement is put out this week.</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>With regards to certain vehicles using the roads around this area, this is not something we can control.</p>

There have been seven representations relating to Brynmoor Close / Park

Consultation	Comment
<p>Whilst I completely appreciate the need to keep the corners of these roads clear for safety, I am concerned of the knock on effects.</p> <ol style="list-style-type: none"> 1. There will be more limited parking, on roads where parking is a huge issue. This will be a problem. 2. Brynmoor Park is a cul-de-sac, and when parking is tight, cars park at the end wall (near the woods). It is a turning circle and parking here prevents safe turning of cars, and blocking of driveways. 3. Cars parking in this turning circle have in the past blocked my driveway - and my neighbours. I have been blocked in overnight. 	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137338 TRO Review 14.</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>4. Cars parking in the turning circle also blocks access to the electric station here.</p> <p>5. There seems a plethora of "work vans" parked alongside private cars. This adds to the problem in a narrow small road.</p>	
<p>I live in Brynmoor Park and would like to object to this proposal on the grounds that parking in our street is already well over capacity before the installation of double yellow lines. As it stands it can be difficult for residents to park at peak times and you will often see vehicles parked in the turning area at the end of the cul-de-sac, making it difficult to turn or access nearby properties, particularly for larger delivery vehicles. This turning area is also the access to an electricity sub station and a path through the woods used by large numbers of children and families walking to school or the local parks, which could be made more dangerous by visibility in this area being reduced by an increase in vehicles parking here. This is made worse by a number of commercial vehicles which regularly park on the street. It is my concern that installing the lines will exacerbate the situation and make parking impossible, which will inevitably have an impact on the community of the street by raising tensions around parking between neighbours and impacting on the safety of pedestrians.</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137338 TRO Review 14.</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 recognise the importance of maintaining access to Brynmoor Close but this is really disappointing news.</p> <p>With parking at a premium on both Brynmoor Park and Brynmoor Close, in reality these proposals mean up to 6 less parking spaces available.</p> <p>Perhaps implementation of lighter touch restrictions could ease the burden for finding a parking place or having to park much further away or in adjacent/neighbouring streets.</p> <p>Thank you for your consideration.</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137338 TRO Review 14.</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'm emailing you to kindly ask if you would please reconsider putting the proposed yellow lines in Brynmoor Park/Brynmoor Close in Higher Compton?</p> <p>I am objecting to these lines as the road is hard pushed for parking at the best of times causing a</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137338 TRO Review 14.</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</p>

<p>'domino' effect when you can't park near your house.</p> <p>I completely understand nobody owns the road and parking outside your house is not a given but if these lines are in place we are going to have to find somewhere else to park and with the proposed yellow lines this would affect approximately six to seven cars having to find somewhere else to go. This is not including visitors.</p> <p>I am fearful we will have to park our cars in a road adjacent to us causing them to have to find somewhere else to go.</p> <p>Thank you for your time. I await your reply.</p>	<p>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>Ref proposed yellow lines in Brynmoor Park / Brynmoor Close</p> <p>We are feverently objecting to the proposed yellow lines being drawn up in the above mentioned roads Our objections are as follows :</p> <p>A) These are narrow cul de sac's built in the 1930's (when few cars around) with scarcely enough road parking spaces for our cars as is .</p> <p>Many of us do not have off road parking / garages / those that do can struggle to get the space to manoeuvre cars with vehicles  often parked both sides of Brynmoor Park . Brynmoor Close being a narrower road again can only accommodate cars parked on the one side & neighbours know this .</p> <p>By the Council installing yellow lines it will severely impact all of us residents. This will in our estimation mean 6 vehicles won't have anywhere to park on an already saturated road . Many households have two vehicles- some a works vehicle too.</p> <p>This is going to cause enormous frustration / neighbourly problems & will push those vehicles to park into the other residential roads around us who ALSO have this same parking problem ! Or has often happened park across others drives / hardstandings. The police have been involved with this problem in the past.</p> <p>B) Am sure the proposal stems from the once weekly dustbin collection. We have lived on Brynmoor Park for over 40 years - it wasn't a huge issue over those decades so why now ? We feel that those residents who reside the bottom of Brynmoor Close whom 'may complain ' about lack of bin collection at certain times should be advised to bring their WHEELIE bins to the top of Brynmoor Park IF your workmen do not want to wheel them up OR use a smaller refuse truck as</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137338 TRO Review 14.</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>you have at times . It's a once weekly collection done during day time hours when less vehicles about - you should see it in the evening .</p> <p>Am sure this scenario must get played out in many other space restricted residential areas worse than our own .</p> <p>C) Have you considered how putting these yellow lines alongside & in front of these two corner properties is likely to DEVALUE them or at the very least make them a less desirable purchase . How unfair is that ?</p> <p>D) IF you do persist with this plan that's going to cause so many problems to most people in these roads perhaps you should consider entering us in the Residents ONLY parking scheme - NOT the route we'd like us to take & would then involve a warden patrolling & the additional costs involved there but it might ensure only those who live here can park . We can foresee many problems otherwise & Sure tax payers monies better used elsewhere .</p>	
<p>Please note my objection to the proposed yellow lines down over 19 metre if Brynmoor Close and almost 10 metres on either side of Brynmoor Park. I think this is unnecessary and a heavy handed approach when an alternative action could have been put in place. I.e. installing two bollards on the corner of both junctions of the Close to prevent obstructive parking for the refuse lorries. There is no need to apply 19 metres of yellow lines done Brynmoor close, it is only the corner parking that creates the issue. I am a resident of the Close and witness some of the refuse lorries struggles when people have parked thoughtlessly. Please adopt a more reasonable approach in order to save the residents of the close and Brynmoor Park losing a high number of parking spaces. Whilst it is inconvenient not to have bins collected on occasion the bigger inconvenience would be having nowhere to park my car when I return from work.</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137338 TRO Review 14.</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 would like to say how relieved I was to hear of the double yellow lines we are to have at the top of our cul de sac. Over the years all the residents in Brynmoor Close have a problem with cars parking on the corner of Brynmoor Close/Park. Making it difficult to get to our property. The bin lorry often misses our collection as it cannot get around the corner because of parked cars. Earlier in the year an ambulance was also delayed as it couldn't get through!</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137338 TRO Review 14.</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</p>

<p>My biggest concern is that a fire engine would have difficulty getting to us heaven forbid if there was an emergency in Brynmoor Close.</p> <p>My neighbours, some elderly are in agreement. Double yellow lines have been asked for many times.</p>	<p>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>
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There has been one representation relating to Howard Road

Consultation	Comment
<p>I would like to appeal against the new changes to howard road as this is unnecessary as parking isn't the greatest on this road for residents as it is</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137338 TRO Review 14.</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 one representation relating to Paradise Road

Consultation	Comment
<p>Recommend also extending the double yellow lines (no waiting) on Providence Place up to the Waterloo Street junction as cars often park on both sides of the road and pavement during college / school time which blocks the road to large vehicles and blocks ones side of the pavement.</p> <p>I would like to see the 'limited waiting' area extended to 2 hours (up from 1 hour).</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137338 TRO Review 14.</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>

4. RECOMMENDATION

Following public consultation, it is recommended that the double yellow lines proposed on Brynmoor Close are reduced from 10 metres to 6 metres on each side.

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.