



DEPOSIT DOCUMENT

PROPOSALS

THE CITY OF PLYMOUTH (TRAFFIC REGULATION)(AMENDMENT No. 2008.02 - WEST END PROJECT) ORDER 2007

These documents should remain
for public inspection until
of 2007

Laura Jayne Sawley
NETWORK MANAGEMENT
Floor 10, Civic Centre
Plymouth, PL1 2AA



Transportation, Infrastructure & Engineering Service

Department of Development

Civic Centre
Plymouth PL1 2AA

Tel: 01752 307870

Fax: 01752 304922

Email: laura.sawley@plymouth.gov.uk

www.plymouth.gov.uk

«ADDA»
«ADDB»
«ADDC»
«ADDD»
«ADDE»
«ADDF»
«ADDG»
«PC»

08 July 2008

When calling or telephoning please ask for: Laura Jayne Sawley

My Ref: TIE/NM/TRO/2008.02

Dear Sir or Madam:

RE ADVERTISEMENT OF PROPOSALS

Notice is hereby given that Plymouth City Council propose to make the following Traffic Regulation and Street Parking Places Orders under the relevant sections of the Road Traffic Regulations Act 1984 (as amended) and of all other enabling powers, and after consultation with the chief officer of police in accordance with Paragraph 20 of Schedule 9 to the Act of 1984:

THE CITY OF PLYMOUTH (TRAFFIC REGULATION)(AMENDMENT No. 2008.02 - WEST END PROJECT) ORDER 2007

Plymouth City Council is seeking to improve the Western End of the City Centre by introducing a new vehicular access to Frankfort Gate from Western Approach and allowing cars to access the currently pedestrianised area from the bottom of New George Street to Courtenay Street. Allowing this access to vehicles will enable the creation of approximately 70 new short stay Pay and Display car parking spaces within the currently pedestrianised area. It will also include a 20mph zone to keep vehicle speeds throughout the area low.

The Pay and Display parking is subject to daytime and evening timings – daytime parking will be from 8am – 6pm, 1 hour maximum stay, no return for 2 hours – charged at £1 per hour. Evening parking will be from 6pm – 8am, 3 hours maximum stay, no return for 4 hours – charged at 50p per hour.

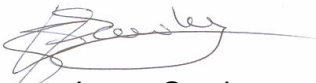
It is well understood that proposals such as this can have a large impact on the way individuals and vehicles will be able to move around this area. It is therefore the intention of this letter combined with press and on street notices to invite feedback from the public. After the advertisement period has ended, any comments we have received regarding this scheme will be summarised, along with our officer's recommendations and taken to the relevant Local Area Committee meeting.

Please find enclosed a plan of our proposed amendments. If you wish to offer any comment to the proposed Order(s) you should send the grounds in writing to the Transportation, Infrastructure and Engineering Manager quoting reference **Amd 2008.02/JG** by the **11th of JANUARY 2008**.

Full details are contained in the Order, which, together with the relevant plans, any Orders amended, and a statement of reasons for making the Orders may be examined on Mondays to Fridays at First Stop, Civic Centre, Plymouth between 9am and 5.30pm Monday to Friday.

Please note: the Civic Centre will be closed from Christmas Day and will re-open on the 2nd of January.

Yours sincerely



Laura Jayne Sawley
Network Management Officer
Network Management

cc None

The information in this letter is also available in Braille and large print (this size) upon request. To obtain a copy please telephone (01752) 307870

The following people were consulted:

ADDA	ADDB	ADDC	ADDD	ADDE	ADDF	ADDG	PC
PC Ian Tanner The Fire Officer	Plympton Police Station, West Division HQ,	Station Road, Glen Road,	Plympton, Plympton,	Plymouth, Plymouth,			PL7 3ZW PL7 3XT
The Assistant Divisional Officer, The Road Haulage Association, The Freight Transport Association, The Traffic Office Manager, TW 21 MJ Jenkins	Westcountry Ambulance Service, c/o Andrew D Reeve - Administrator, c/o Isobel Harding - Policy Administrator Royal Mail, Traffic Warden Admin,	Derriford Ambulance Station, Roadway House, Hermes House, 29, Central Park Avenue, Charles Cross Police Station,	Morlaix Drive, Cribbs Causeway, 20, Coventry Road, Stoke, Charles Cross,	Derriford, Bristol, Cubbington, Plymouth, Plymouth,	Plymouth, Leamington Spa,		PL6 5AB BS10 7TU CV32 7JN PL1 1AA PL4 8HG
Mr Steve Penaluna - Assistant Area Manager, P Gowen, Mr Roy Hamilton - Secretary, Mrs Iris Sears, Mr David Manson, Mrs Pauline Burrows,	AA Roadwatch (IT IS) Touring Information, PLTA, 56, Hornchurch Road, 189, Taunton Avenue, Parking Systems Co-ordinator, Network Management and Maintenance Manager	Trafficlink Bristol, RAC Motoring Services, 24, Herbert Place, Ernesettle, Whitleigh, Parking Unit, TIE,	Bristol United Press, PO Box 700, Stoke, Plymouth, Plymouth, Ground Floor, Floor 10,	Temple Way, Bradley Stoke, Plymouth, Plymouth, Civic Centre, Civic Centre,	Bristol, Bristol, Plymouth, Plymouth, Plymouth,		BS99 1RB PL2 1RU PL5 2TF PL5 4HZ PL1 2AA PL1 2AA
Mr John Lee, Mr Paul Swinscoe, Ms Jane Slavin, Mrs Margaret McArthur, Cllr Kevin Wigens, Mr Steve Bagley,	Development Co-ordinator, Press Office, Transport and Planning, Members Room, Public Transport, Highway, Maintenance and Operations,	Parking Unit, Floor 1, Floor 9, Civic Centre, Floor 12, TIE,	Ground Floor, Civic Centre, Civic Centre, Civic Centre, Civic Centre, Floor 10,	Civic Centre, Plymouth, Plymouth, Plymouth, Plymouth, Civic Centre,	Plymouth, Plymouth, Plymouth, Plymouth, Plymouth, Plymouth,		PL1 2AA PL1 2AA PL1 2AA PL1 2AA PL1 2AA PL1 2AA
Mr Peter Harvey, Mrs J Bishop - Casework Manager	The Government Office for the South West, Managing Director,	Planning Team, Plymouth City Centre Company, Lifelong Learning Department, Lifelong Learning Department,	1st Floor, Civic Centre, Civic Centre, Windsor House, Windsor House,	2, Rivergate, Temple Quay, Plymouth, Tavistock Road Tavistock Road	Bristol, Plymouth, Plymouth,		BS1 6EH PL1 2AA PL6 5UF PL6 5UF
Margaret Vincent Sue Malone Mr Peter Oliver - Commercial Officer, Mr J Preece - Director, Mr R Risk, Mr Dave Tokley,	Transport Officer (Education) Transport Officer - School Crossing Patrols Plymouth Citybus Ltd, Key Cabs Ltd, Taxi Fast House, Target Travel, First Western National Buses Ltd,	Milehouse, Faraday Mill Business Park 4, Arcadia, The Ride,	Plymouth, Faraday Road, Elburton, Chelson Meadow, Plymouth,	Plymouth, Plymouth, Plymouth, Plymouth,			PL3 4AA PL4 0ST PL9 8EF PL9 7JZ

STATEMENT OF REASONS

THE CITY OF PLYMOUTH (TRAFFIC REGULATION)(AMENDMENT No. 2008.02 - WEST END PROJECT) ORDER 2007

The Plymouth City Council as traffic authority proposes to make the Order referred to above: -

- a) To facilitate ease of movement of vehicular traffic;
- b) To facilitate the passage of traffic and/or pedestrians along the road

**Chris Sane, Infrastructure and Engineering Services Manager,
Plymouth City Council,
12th Floor, Civic Centre,
Plymouth, PL1 2AA.**

**THE CITY OF PLYMOUTH (TRAFFIC
REGULATION)(AMENDMENT No. 2008.02 - WEST END
PROJECT) ORDER 2007**

The City of Plymouth in exercise of their powers under the Road Traffic Regulation Act 1984, and of all other enabling powers, and after consultation with the chief officer of police in accordance with Paragraph 20 of Schedule 9 to the Act of 1984, hereby make the following Order:

THE CITY OF PLYMOUTH (TRAFFIC REGULATION)(AMENDMENT No. 2008.02 - WEST
END PROJECT) ORDER 2007

This shall have the effect of amending “The City of Plymouth (Traffic Regulation and Street Parking Places)(Consolidation) Order 2004” as follows:

1) The following items be added to the specified Schedules in the correct alphabetical Order:

LIST OF SCHEDULES

- 1 No Waiting At Any Time
- 4 Pay And Display Maximum Stay 1 hour No Return Within 2 Hours 8am-6pm
- 4 Pay And Display Maximum Stay 3 Hours No Return Within 4 Hours 6pm-midnight and midnight-8am
- 6 Goods Loading Bay At Any Time
- 7 Disabled Driver Only Parking Bay At AnyTime
- 9 No Loading/Unloading At Any Time
- 201 One Way Traffic
- 205 20 mph maximum speed limit

Schedule No

1.1 No Waiting At Any Time

- (i) Cornwall Street, the north & n-w side from its junction with Market Avenue for a distance of 15 metres in a northeasterly and easterly direction
- (ii) Cornwall Street, the north side from a point 12 metres west of its junction with Market Way for a distance of 1 metre in a westerly direction
- (iii) Cornwall Street, the north side from a point 20 metres west of its junction with Market Way for a distance of 1 metre in a westerly direction
- (iv) Cornwall Street, the north side from a point 28 metres west of its junction with Market Way for a distance of 1 metre in a westerly direction
- (v) Cornwall Street, the north side from a point 35 metres west of its junction with Market Way for a distance of 1 metre in a westerly direction
- (vi) Cornwall Street, the north side from a point 42 metres west of its junction with Market Way for a distance of 1.5 metres in a westerly direction
- (vii) Cornwall Street, the north side from a point 50 metres west of its junction with Market Way for a distance of 1 metre in a westerly direction
- (viii) Cornwall Street, the north side from a point 58 metres west of its junction with Market Way for a distance of 1 metre in a westerly direction
- (ix) Cornwall Street, the north side from its junction with Market Way for a distance of 37 metres in a southerly and easterly direction

- (x) Cornwall Street, the south side from its junction with the extended western kerbline of Market Avenue for a distance of 24 metres in an easterly direction and 7 metres in a westerly direction

- (xi) Cornwall Street, the south side from a point 13 metres west from its junction with the extended western kerbline of Market Way for a distance of 1 metre in a westerly direction

- (xii) Cornwall Street, the south side from a point 21 metres from its junction with the extended western kerbline of Market Way for a distance of 1 metre in a westerly direction

- (xiii) Cornwall Street, the south side from a point 29 metres from its junction with the extended western kerbline of Market Way for a distance of 1 metre in a westerly direction

- (xiv) Cornwall Street, the south side from a point 36 metres from its junction with the extended western kerbline of Market Way for a distance of 1 metre in a westerly direction

- (xv) Cornwall Street, the south side from a point 44 metres from its junction with the extended western kerbline of Market Way for a distance of 1 metre in a westerly direction

- (xvi) Cornwall Street, the south side from a point 51 metres from its junction with the extended western kerbline of Market Way for a distance of 1 metre in a westerly direction

- (xvii) Cornwall Street, the south side from a point 59 metres from its junction with the extended western kerbline of Market Way for a distance of 1 metre in a westerly direction

- (xviii) Cornwall Street, the west side from its junction with Market Way for a distance of 6

metres in a southerly direction

- (xix) Frankfort Gate, the north & west side from its junction with Market Avenue to its junction with Western Approach
- (xx) Frankfort Gate, the south side from its junction with Western Approach for a distance of 23 metres in a southerly and easterly direction
- (xxi) Frankfort Gate, the south side from its junction with Market Avenue for a distance of 10 metres in a westerly direction
- (xxii) Market Avenue, the east & south side from a point 38 metres north of its junction with the extended northern kerbline of Frankfort Gate for a distance of 21 metres in a northerly and easterly direction
- (xxiii) Market Avenue, the east side from its junction with the extended northern kerbline of Frankfort Gate for a distance of 18 metres in a northerly direction
- (xxiv) Market Avenue, the east side from its junction with the extended northern kerbline of Frankfort Gate for a distance of 23 metres in a southerly direction
- (xxv) Market Avenue, the west side from its junction with Frankfort Gate to its junction with Cornwall Street
- (xxvi) Market Avenue, the west side from its junction with Frankfort Gate to its junction with New George Street
- (xxvii) New George Street, the east & north side from a point 6 metres south of its junction with the extended southern kerbline of Campbell Court Car Park entrance to its junction with Courtenay Street

- (xxviii) New George Street, the east & south side from a point 26 metres north and east from its junction with Raleigh Street for a distance of 26 metres in a westerly and southerly direction
- (xxix) New George Street, the south & west side from a point 23 metres north and west from its junction with Raleigh Street for a distance of 24 metres in an easterly and southerly direction
- (xxx) New George Street, the south & west side from its junction with Courtenay Street for a distance of 19 metres in a northerly and westerly direction
- (xxxi) New George Street, the south & west side from a point 25 metres north and west from its junction with Raleigh Street for a distance of 4 metres in a northerly and westerly direction
- (xxxii) New George Street, the south side from a point 65 metres north and west from its junction with Raleigh Street for a distance of 2 metres in a westerly direction
- (xxxiii) New George Street, the south side from a point 51 metres north and west from its junction with Raleigh Street for a distance of 2 metres in a westerly direction
- (xxxiv) New George Street, the south side from a point 37 metres north and west from its junction with Raleigh Street for a distance of 2 metres in a westerly direction
- (xxxv) New George Street, the south side from a point 29 metres north and west from its junction with Courtenay Street for a distance of 2 metres in a westerly direction
- (xxxvi) New George Street, the south side from a point 43 metres north and west from its junction with Courtenay Street for a distance of 2 metres in a westerly direction
- (xxxvii) New George Street, the south side from a point 57 metres north and west from its

junction with Courtenay Street for a distance of 2 metres in a westerly direction

- (xxxviii) New George Street, the south side from a point 32 metres north and west from its junction with Raleigh Street for a distance of 2 metres in a westerly direction

- (xxxix) New George Street, the south side from a point 47 metres north and west from its junction with Raleigh Street for a distance of 2 metres in a westerly direction

- (xl) New George Street, the south side from a point 61 metres north and west from its junction with Raleigh Street for a distance of 2 metres in a westerly direction

- (xli) Raleigh Street, the east side from its junction with New George Street for a distance of 58 metres in a southerly direction

Schedule No

4.23 Pay And Display Maximum Stay 1 hour No Return Within 2 Hours 8am-6pm

- (i) Cornwall Street, the north side from a point 20 metres west of its junction with Market Way for a distance of 6 metres in a westerly direction
- (ii) Cornwall Street, the north side from a point 28 metres west of its junction with Market Way for a distance of 6 metres in a westerly direction
- (iii) Cornwall Street, the north side from a point 36 metres west of its junction with Market Way for a distance of 6 metres in a westerly direction
- (iv) Cornwall Street, the north side from a point 43 metres west of its junction with Market Way for a distance of 6 metres in a westerly direction
- (v) Cornwall Street, the north side from a point 51 metres west of its junction with Market Way for a distance of 6 metres in a westerly direction
- (vi) Cornwall Street, the north side from a point 58 metres west of its junction with Market Way for a distance of 6 metres in a westerly direction
- (vii) Cornwall Street, the north side from a point 8 metres west of its junction with Market Way for a distance of 3 metres in a westerly direction
- (viii) Cornwall Street, the north side from a point 13 metres west of its junction with Market Way for a distance of 6 metres in a westerly direction
- (ix) Cornwall Street, the south side from a point 7 metres west of its junction with the extended western kerbline of Market Way for a distance of 6 metres in a westerly direction

- (x) Cornwall Street, the south side from a point 15 metres west of its junction with the extended western kerbline of Market Way for a distance of 6 metres in a westerly direction
- (xi) Cornwall Street, the south side from a point 30 metres west of its junction with the extended western kerbline of Market Way for a distance of 6 metres in a westerly direction
- (xii) Cornwall Street, the south side from a point 37 metres west of its junction with the extended western kerbline of Market Way for a distance of 6 metres in a westerly direction
- (xiii) Cornwall Street, the south side from a point 45 metres west of its junction with the extended western kerbline of Market Way for a distance of 6 metres in a westerly direction
- (xiv) Cornwall Street, the south side from a point 52 metres west of its junction with the extended western kerbline of Market Way for a distance of 6 metres in a westerly direction
- (xv) Cornwall Street, the south side from a point 52 metres west of its junction with the extended western kerbline of Market Way for a distance of 6 metres in a westerly direction
- (xvi) Cornwall Street, the south side from a point 60 metres west of its junction with the extended western kerbline of Market Way for a distance of 6 metres in a westerly direction
- (xvii) Frankfort Gate, the south side from a point 10 metres west of its junction with Market Avenue for a distance of 55 metres in a westerly direction
- (xviii) New George Street, the south side from a point 18 metres north and west from its

junction with Courtenay Street for a distance of 12 metres in a westerly direction

- (xix) New George Street, the south side from a point 32 metres north and west from its junction with Courtenay Street for a distance of 12 metres in a westerly direction
- (xx) New George Street, the south side from a point 46 metres north and west from its junction with Courtenay Street for a distance of 12 metres in a westerly direction
- (xxi) New George Street, the south side from a point 25 metres north and west from its junction with Raleigh Street for a distance of 5 metres in a westerly direction
- (xxii) New George Street, the south side from a point 34 metres north and west from its junction with Raleigh Street for a distance of 5 metres in a westerly direction
- (xxiii) New George Street, the south side from a point 41 metres north and west from its junction with Raleigh Street for a distance of 5 metres in a westerly direction
- (xxiv) New George Street, the south side from a point 48 metres north and west from its junction with Raleigh Street for a distance of 5 metres in a westerly direction
- (xxv) New George Street, the south side from a point 56 metres north and west from its junction with Raleigh Street for a distance of 5 metres in a westerly direction
- (xxvi) New George Street, the south side from a point 63 metres north and west from its junction with Raleigh Street for a distance of 5 metres in a westerly direction
- (xxvii) New George Street, the south side from a point 8 metres east of its junction with Market Avenue for a distance of 2 metres in an easterly direction
- (xxviii) New George Street, the south side from a point 60 metres west of its junction with

Courtenay Street for a distance of 12 metres in a westerly direction

Schedule No

4.24 Pay And Display Maximum Stay 3 Hours No Return Within 4 Hours 6pm-midnight and midnight-8am

- (i) Cornwall Street, the north side from a point 20 metres west of its junction with Market Way for a distance of 6 metres in a westerly direction
- (ii) Cornwall Street, the north side from a point 28 metres west of its junction with Market Way for a distance of 6 metres in a westerly direction
- (iii) Cornwall Street, the north side from a point 36 metres west of its junction with Market Way for a distance of 6 metres in a westerly direction
- (iv) Cornwall Street, the north side from a point 43 metres west of its junction with Market Way for a distance of 6 metres in a westerly direction
- (v) Cornwall Street, the north side from a point 51 metres west of its junction with Market Way for a distance of 6 metres in a westerly direction
- (vi) Cornwall Street, the north side from a point 58 metres west of its junction with Market Way for a distance of 6 metres in a westerly direction
- (vii) Cornwall Street, the north side from a point 8 metres west of its junction with Market Way for a distance of 3 metres in a westerly direction
- (viii) Cornwall Street, the north side from a point 13 metres west of its junction with Market Way for a distance of 6 metres in a westerly direction
- (ix) Cornwall Street, the south side from a point 7 metres west of its junction with the extended western kerbline of Market Way for a distance of 6 metres in a westerly direction

- (x) Cornwall Street, the south side from a point 15 metres west of its junction with the extended western kerbline of Market Way for a distance of 6 metres in a westerly direction
- (xi) Cornwall Street, the south side from a point 22 metres west of its junction with the extended western kerbline of Market Way for a distance of 6 metres in a westerly direction
- (xii) Cornwall Street, the south side from a point 30 metres west of its junction with the extended western kerbline of Market Way for a distance of 6 metres in a westerly direction
- (xiii) Cornwall Street, the south side from a point 37 metres west of its junction with the extended western kerbline of Market Way for a distance of 6 metres in a westerly direction
- (xiv) Cornwall Street, the south side from a point 45 metres west of its junction with the extended western kerbline of Market Way for a distance of 6 metres in a westerly direction
- (xv) Cornwall Street, the south side from a point 52 metres west of its junction with the extended western kerbline of Market Way for a distance of 6 metres in a westerly direction
- (xvi) Cornwall Street, the south side from a point 60 metres west of its junction with the extended western kerbline of Market Way for a distance of 6 metres in a westerly direction
- (xvii) Frankfort Gate, the south side from a point 10 metres west of its junction with Market Avenue for a distance of 55 metres in a westerly direction

- (xviii) New George Street, the south side from a point 18 metres north and west from its junction with Courtenay Street for a distance of 12 metres in a westerly direction
- (xix) New George Street, the south side from a point 32 metres north and west from its junction with Courtenay Street for a distance of 12 metres in a westerly direction
- (xx) New George Street, the south side from a point 46 metres north and west from its junction with Courtenay Street for a distance of 12 metres in a westerly direction
- (xxi) New George Street, the south side from a point 63 metres north and west from its junction with Raleigh Street for a distance of 5 metres in a westerly direction
- (xxii) New George Street, the south side from a point 56 metres north and west from its junction with Raleigh Street for a distance of 5 metres in a westerly direction
- (xxiii) New George Street, the south side from a point 48 metres north and west from its junction with Raleigh Street for a distance of 5 metres in a westerly direction
- (xxiv) New George Street, the south side from a point 41 metres north and west from its junction with Raleigh Street for a distance of 5 metres in a westerly direction
- (xxv) New George Street, the south side from a point 34 metres north and west from its junction with Raleigh Street for a distance of 5 metres in a westerly direction
- (xxvi) New George Street, the south side from a point 8 metres east of its junction with Market Avenue for a distance of 2 metres in an easterly direction
- (xxvii) New George Street, the south side from a point 25 metres north and west from its junction with Raleigh Street for a distance of 5 metres in a westerly direction

Schedule No

6.01 Goods Loading Bay At Any Time

- (i) Market Avenue, the east side from a point 17 metres north of its junction with the extended northern kerbline of Frankfort Gate for a distance of 20 metres in a northerly direction

- (ii) Market Avenue, the east side from a point 18 metres south of its junction with the extended southern kerbline of Frankfort Gate for a distance of 23 metres in a southerly direction

Schedule No

7.01 Disabled Driver Only Parking Bay At AnyTime

- (i) Cornwall Street, the north side from a point 8 metres west of its junction with Market Way for a distance of 3 metres in a westerly direction

- (ii) Frankfort Gate, the south side from a point 65 metres west of its junction with Market Avenue for a distance of 2 metres in a westerly direction

- (iii) New George Street, the south side from a point 72 metres west of its junction with Courtenay Street for a distance of 3 metres in a westerly direction

- (iv) New George Street, the south side from a point 5 metres east of its junction with Market Avenue for a distance of 3 metres in an easterly direction

Schedule No

9.01 No Loading/Unloading At Any Time

- (i) Cornwall Street, the north side from a point 12 metres west of its junction with Market Way for a distance of 1 metre in a westerly direction
- (ii) Cornwall Street, the north side from a point 20 metres west of its junction with Market Way for a distance of 1 metre in a westerly direction
- (iii) Cornwall Street, the north side from a point 28 metres west of its junction with Market Way for a distance of 1 metre in a westerly direction
- (iv) Cornwall Street, the north side from a point 36 metres west of its junction with Market Way for a distance of 1 metre in a westerly direction
- (v) Cornwall Street, the north side from a point 43 metres west of its junction with Market Way for a distance of 1 metre in a westerly direction
- (vi) Cornwall Street, the north side from a point 51 metres west of its junction with Market Way for a distance of 1 metre in a westerly direction
- (vii) Cornwall Street, the north side from a point 58 metres west of its junction with Market Way for a distance of 1 metre in a westerly direction
- (viii) Cornwall Street, the north side from its junction with Market Way for a distance of 37 metres in a southerly and easterly direction
- (ix) Cornwall Street, the south side from its junction with the extended western kerbline of Market Avenue for a distance of 24 metres in an easterly direction and 7 metres in a westerly direction

- (x) Cornwall Street, the south side from a point 13 metres west from its junction with the extended western kerbline of Market Way for a distance of 1 metre in a westerly direction

- (xi) Cornwall Street, the south side from a point 21 metres from its junction with the extended western kerbline of Market Way for a distance of 1 metre in a westerly direction

- (xii) Cornwall Street, the south side from a point 29 metres from its junction with the extended western kerbline of Market Way for a distance of 1 metre in a westerly direction

- (xiii) Cornwall Street, the south side from a point 36 metres from its junction with the extended western kerbline of Market Way for a distance of 1 metre in a westerly direction

- (xiv) Cornwall Street, the south side from a point 44 metres from its junction with the extended western kerbline of Market Way for a distance of 1 metre in a westerly direction

- (xv) Cornwall Street, the south side from a point 51 metres from its junction with the extended western kerbline of Market Way for a distance of 1 metre in a westerly direction

- (xvi) Cornwall Street, the south side from a point 59 metres from its junction with the extended western kerbline of Market Way for a distance of 1 metre in a westerly direction

- (xvii) Cornwall Street, the south side from its junction with Cornwall Street Access Road and Perimeter Road of Car Park for a distance of 20 metres in a northerly and easterly direction

- (xviii) Cornwall Street, the west side from its junction with Market Way for a distance of 6 metres in a southerly direction
- (xix) Frankfort Gate, the north & west side from its junction with Market Avenue to its junction with Western Approach
- (xx) Frankfort Gate, the south side from its junction with Western Approach for a distance of 23 metres in a southerly and easterly direction
- (xxi) Frankfort Gate, the south side from its junction with Market Avenue for a distance of 10 metres in a westerly direction
- (xxii) Market Avenue, the east & south side from a point 38 metres north of its junction with the extended northern kerblines of Frankfort Gate for a distance of 20 metres in a northerly and easterly direction
- (xxiii) Market Avenue, the east side from its junction with the extended northern kerblines of Frankfort Gate for a distance of 18 metres in a northerly direction
- (xxiv) Market Avenue, the east side from its junction with the extended northern kerblines of Frankfort Gate for a distance of 23 metres in a southerly direction
- (xxv) Market Avenue, the east side from its junction with Frankfort Gate to its junction with Cornwall Street
- (xxvi) Market Avenue, the west side from its junction with Frankfort Gate to its junction with Cornwall Street
- (xxvii) New George Street, the east & north side from a point 6 metres south of its junction with the extended southern kerblines of Campbell Court Car Park entrance to its junction with Courtenay Street

- (xxviii) New George Street, the east & south side from its junction with Raleigh Street for a distance of 25 metres in a northerly and easterly direction
- (xxix) New George Street, the south & west side from its junction with Raleigh Street for a distance of 23 metres in a northerly and westerly direction
- (xxx) New George Street, the south & west side from its junction with Courtenay Street for a distance of 17 metres in a northerly and westerly direction
- (xxxi) New George Street, the south side from a point 29 metres north and west from its junction with Courtenay Street for a distance of 2 metres in a westerly direction
- (xxxii) New George Street, the south side from a point 43 metres north and west from its junction with Courtenay Street for a distance of 2 metres in a westerly direction
- (xxxiii) New George Street, the south side from a point 57 metres north and west from its junction with Courtenay Street for a distance of 2 metres in a westerly direction
- (xxxiv) New George Street, the south side from a point 37 metres north and west from its junction with Raleigh Street for a distance of 2 metres in a westerly direction
- (xxxv) New George Street, the south side from a point 51 metres north and west from its junction with Raleigh Street for a distance of 2 metres in a westerly direction
- (xxxvi) New George Street, the south side from a point 65 metres north and west from its junction with Raleigh Street for a distance of 2 metres in a westerly direction
- (xxxvii) New George Street, the south side from a point 61 metres north and west from its junction with Raleigh Street for a distance of 2 metres in a westerly direction

- (xxxviii) New George Street, the south side from a point 47 metres north and west from its junction with Raleigh Street for a distance of 2 metres in a westerly direction

- (xxxix) New George Street, the south side from a point 32 metres north and west from its junction with Raleigh Street for a distance of 2 metres in a westerly direction

- (xl) New George Street, the south side from a point 25 metres north and west from its junction with Raleigh Street for a distance of 4 metres in a northerly and westerly direction

- (xli) Raleigh Street, the east side from its junction with New George Street for a distance of 58 metres in a southerly direction

Schedule No

201 One Way Traffic

- (i) Frankfort Gate, the all side from its junction with Western Approach to its junction with Market Avenue in an easterly direction

- (ii) New George Street, the all side from a point 10 metres north of its junction with Raleigh Street to a point 10 metres south of its junction with Courtenay Street in an easterly and southerly direction

Schedule No

205.2 20 mph maximum speed limit

- (i) Cornwall Street, from its junction with Market Avenue to its junction with Cornwall Street Access Road and Perimeter Road of Car Park
- (ii) Courtenay Street, from its junction with New George Street to its junction with Royal Parade
- (iii) Frankfort Gate, from its junction with Western Approach to its junction with Market Avenue
- (iv) Market Avenue, from its junction with Frankfort Gate to its junctions with Cornwall Street and New George Street
- (v) New George Street, from its junction with Market Avenue to its junction with Courtenay Street
- (vi) Raleigh Street, from its junction with New George Street to its junction with Derrys Cross

SCHEDULE OF REVOCATIONS

Items to be revoked from:
THE COUNTY OF DEVON (CITY CENTRE AREA PLYMOUTH) (TRAFFIC REGULATION) AMENDMENT ORDER 1986

Prohibition of Driving

- (i) Courtenay Street, from its junction with New George Street southwards for a distance of 22 metres
- (ii) New George Street, from its junction with Raleigh Street eastwards to its junction with the eastern kerblines of the access road to the Weston Morning News rear court

Items to be revoked from:
THE CITY OF PLYMOUTH (TRAFFIC REGULATION AND STREET PARKING PLACES) (CONSOLIDATION) ORDER 2004

No Waiting At Any Time

- (i) Cornwall Street (city Centre), the north side, from a point 4 metres east of the extended western building line of the properties on the eastern side of Market Avenue to a point 32 metres east of the junction with Market Way
- (ii) Market Avenue, the west side, from a point 3 metres south of the projected kerblines of Cornwall Street to the junction with New George Street
- (iii) New George Street, both sides, for the entire length .
- (iv) Raleigh Street, the east side, from the north kerblines of New George Street to a point 9 metres south of the projected southern building line of New George Street

Goods Loading Bay At Any Time

- (i) Cornwall Street, the south side, from the junction with Market Street for a distance of 17 metres in an easterly direction

- (ii) Market Avenue, the east side, from the junction with Cornwall Street for a distance of 9 metres

No Loading/Unloading At Any Time

- (i) Cornwall Street (city Centre), the north side, from a point 4 metres east of the extended western building line of the properties on the eastern side of Market Avenue to a point 32 metres east of the junction with Market Way
- (ii) Cornwall Street (city Centre), the south side, from a point 17 metres east of its junction with Market Avenue to a point 17 metres east of the junction with the Market Square rear court access road
- (iii) Market Avenue, the east side, from a point 9 metres south of its junction with Cornwall Street to a point 9 metres north of the extended north kerblines of Colin Campbell Court Car Park Access Road
- (iv) Market Avenue, the west side, from the junction with Cornwall Street to the junction with New George Street
- (v) New George Street, the north side, from the junction with Raleigh Street to the junction with Market Avenue
- (vi) New George Street, the south side, from the junction with Market Avenue for a distance of 22 metres

No Loading/Unloading Mon-Sat 9am-6pm

New George Street, the south side, from the junction with Raleigh Street to a point 22 metres east of its junction with Market Avenue

- (ii) Raleigh Street, the east side, from the junction with Derrys Cross to the junction with New George Street

Items to be revoked from:

THE CITY OF PLYMOUTH (TRAFFIC REGULATION AND STREET PARKING PLACES) (AMENDMENT NO 2004.03A/06A - VARIOUS ROADS) ORDER 2005

No Waiting At Any Time

Cornwall Street, the north side, from a point 2 metres west to a point 4 metres east of the extended western face of building line of the buildings on the eastern side of Market Avenue

- (ii) Market Avenue, the east side, from a point 3 metres south of the junction with Cornwall Street to a point 9 metres north of the extended northern kerb line of Colin Campbell Court Car Park Access Road

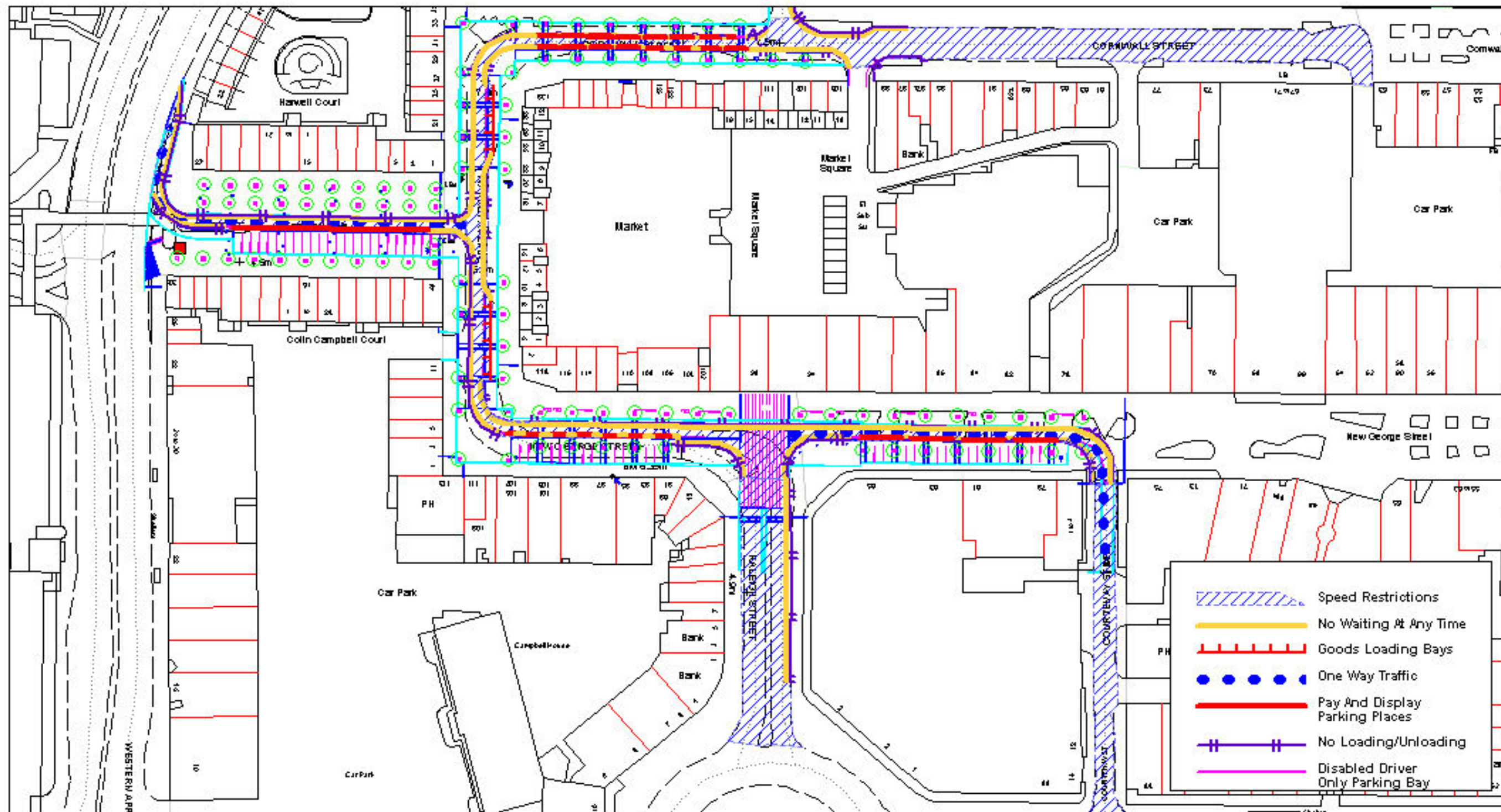
Goods Loading Bay At Any Time

Market Avenue, the east side, from a point 9 metres north of the extended northern kerblines of Colin Campbell Court to the junction with New George Street

No Loading/Unloading At Any Time

Cornwall Street, the north side, from a point 2 metres west to a point 4 metres east of the extended western face of building line of the buildings on the eastern side of Market Avenue

RELEVANT PLANS



West End Project - SUBJECT TO DESIGN DETAIL

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SCALE	1 : 1500
DATE	21/12/2007
DRAWING No.	
DRAWN BY	