



Oversight and Governance

Chief Executive's Department

Plymouth City Council

Ballard House

Plymouth PL1 3BJ

T 01752 305155

www.plymouth.gov.uk/democracy

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Delegated Decisions

Delegated Executive/Officer Decisions

Delegated Executive and Officer decisions are published, and available at the following link - <https://tinyurl.com/ms6umor>

Cabinet decisions subject to call-in are published at the following link - <http://tinyurl.com/yddrql6>

Notice of call-in for non-urgent decisions must be given to the Democratic Support Team by 4.30 pm on Friday 9 February 2024. Please note – urgent decisions and non-key Council Officer decisions cannot be called in. Copies of the decisions together with background reports are available for viewing as follows:

- on the Council's Intranet Site at <https://modgov/mgDelegatedDecisions.aspx>
- on the Council's website at <https://tinyurl.com/jhnax4e>

The decisions detailed below may be implemented at 4.30pm on Friday 9 February 2024 if they are not called-in.

Delegated Decisions

I. Councillor Mark Coker, Cabinet Member for Strategic Planning and Transport:

- I.I. SPT11 23/24 - THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2023.2137309 - NORTH HILL) ORDER

(Pages 1 - 18)

EXECUTIVE DECISION

made by a Cabinet Member



REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY BY AN INDIVIDUAL CABINET MEMBER

Executive Decision Reference Number – SPT11 23/24


Decision	
1	Title of decisions: THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2023.2137309 – NORTH HILL) ORDER
2	Decision maker: Councillor Mark Coker (Cabinet Member for Strategic Planning & Transport).
3	Report author and contact details: Amy Neale, Senior Traffic Management Technician, email: trafficmanagementinbox@plymouth.gov.uk
4	<p>Decision to be taken: To implement the following amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004</p> <p>The effect of the order shall be to:</p> <p>Add/Amend Parking Restrictions on lengths of the following road: North Hill</p> <p>As set out in the briefing report.</p>
5	<p>Reasons for decision:</p> <p>The proposal is to provide a new loading bay to accommodate the development of 41 North Hill, and to permanently remove the limited waiting restrictions, which are currently covered by a TTRO.</p> <p>The reason for the TRO is to permanently relocate the existing bus stop to accommodate a new loading bay, which is required as a planning condition.</p> <p>This has also resulted in the removal of on street parking bays, amendment to existing double yellow lines to accommodate new loading bay to service the development and other existing properties along North Hill.</p>
6	<p>Alternative options considered and rejected:</p> <p>There are no viable alternatives. This was a planning agreement as per the new development.</p>
7	<p>Financial implications and risks:</p> <p>The Traffic Regulation Orders (TRO's) and associated works are being funded by the development, planning number 17/02091/FUL- Pure Projects. The cost of the TRO is £4,100.</p>

8	Is the decision a Key Decision? (please contact Democratic Support for further advice)	Yes	No	Per the Constitution, a key decision is one which:
			x	in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total
			x	in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1 million
		x	is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.	
	If yes, date of publication of the notice in the Forward Plan of Key Decisions	N/A		
9	Please specify how this decision is linked to the Council's corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget:	The Local Transport Plan (LTP) details the transport strategies and policies that the City Council has adopted and will be key in helping the city meet its Corporate Plan priorities, and growth agenda.		
10	Please specify any direct environmental implications of the decision (carbon impact)	N/A		

Urgent decisions

11	Is the decision urgent and to be implemented immediately in the interests of the Council or the public?	Yes		(If yes, please contact Democratic Support (democraticsupport@plymouth.gov.uk) for advice)
		No	x	(If no, go to section 13a)
12a	Reason for urgency:			
12b	Scrutiny Chair Signature:		Date	
	Scrutiny Committee name:			
	Print Name:			

Consultation			
I3a	Are any other Cabinet members' portfolios affected by the decision?	Yes	
		No	x
			(If no go to section I4)
I3b	Which other Cabinet member's portfolio is affected by the decision?	N/A	
I3c	Date Cabinet member consulted	N/A	
I4	Has any Cabinet member declared a conflict of interest in relation to the decision?	Yes	
		No	x
			If yes, please discuss with the Monitoring Officer
I5	Which Corporate Management Team member has been consulted?	Name	Anthony Payne
		Job title	Strategic Director for Place
		Date consulted	17 October 2023
Sign-off			
I6	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS 99 23/24
		Finance (mandatory)	CH 17.10.23 1014
		Legal (mandatory)	LS/02534/JP/241023
		Human Resources (if applicable)	N/A
		Corporate property (if applicable)	N/A
		Procurement (if applicable)	N/A
Appendices			
I7	Ref.	Title of appendix	
	A	Briefing report for publication	
	B	Equalities Impact Assessment	
Confidential/exempt information			
I8a	Do you need to include any confidential/exempt information?	Yes	
		No	x
			If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in I8b below.

				(Keep as much information as possible in the briefing report that will be in the public domain)				
		Exemption Paragraph Number						
		1	2	3	4	5	6	7
18b	Confidential/exempt briefing report title:							
Background Papers								
19	<p>Please list all unpublished, background papers relevant to the decision in the table below.</p> <p>Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part 1 of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.</p>							
Title of background paper(s)		Exemption Paragraph Number						
		1	2	3	4	5	6	7
Cabinet Member Signature								
20	<p>I agree the decision and confirm that it is not contrary to the Council’s policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council’s duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act and those who do not. For further details please see the EIA attached.</p>							
Signature				Date of decision	31/01/2024			
Print Name	Councillor Mark Coker, Cabinet Member for Strategic Planning & Transport							



NORTH HILL

I. INTRODUCTION

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

2. TRAFFIC REGULATION ORDERS REQUIRED

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

No Waiting At Any Time

- (i) North Hill, the west side from a point 5 metres south of its junction with Skardon Place to a point 7 metres north of its junction with St Lawrence Road
- (ii) North Hill, the west side from a point 23 metres south of its junction with Skardon Place to its junction with Portland Place East

Goods Loading Bay At Any Time

- (i) North Hill, the west side from a point 5 metres south of its junction with Skardon Place for a distance for 18 metres in a southerly direction

No Loading/Unloading At Any Time

- (i) North Hill, the west side from a point 5 metres south to a point 15 metres north of its junction with Skardon Place
- (ii) North Hill, the west side from a point 23 metres south of Skardon Place for a distance of 89 metres in a southerly direction

REVOCATIONS

No Waiting At Any Time

- (i) North Hill, the west side, from its junction with Portland Place East to a point 15 metres north of its junction with Skardon Place
- (ii) North Hill, the west side, from a point 7 metres north of its junction with St Lawrence Road to a point 38 metres north of its junction with Skardon Place

Limited Waiting To 1 Hour No Return For 3 Hours Mon-Sat 8am-3.45pm

- (i) North Hill, the west side, from a point 15 metres north of its junction with Skardon Place for a distance of 21 metres in a northerly direction

No Waiting Mon-Sat 3.45pm-6pm

- (i) North Hill, the west side, from a point 15 metres north of its junction with Skardon Place for a distance of 21 metres in a northerly direction

Limited Waiting To 1 Hour No Return For 3 Hours Mon-Sat 8am-3.45pm

- (i) North Hill, the west side, from a point 15 metres north of its junction with Skardon Place for a distance of 21 metres in a northerly direction

No Loading/Unloading At Any Time

- (i) Drake Circus/north Hill, the west side, from a point 112 metres south to a point 15 metres north of the junction with Skardon Place

No Loading/Unloading Mon-Sat 3.45pm-6pm

- (i) North Hill, the west side, from a point 15 metres north of the junction with Skardon Place for a distance of 21 metres in a northerly direction

3. STATUTORY CONSULTATION**Proposals**

The proposals for the North Hill TRO were advertised on street, in the Herald and on the Plymouth City Council website on 25th September 2023. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 20th September 2023.

There have been 3 representations received relating to the proposals included in the Traffic Regulation Order.

Consultation	Comments
<p>Temporary stop location problems:</p> <p>Only allows one vehicle (bus) to pull in at a time, because of the nearby build outs for the pedestrian crossing area any following bus then blocks the roadway.</p> <p>The pavement does not meet the requirements to install a bus shelter.</p> <p>This would remove 4 limited (1 hour) parking spaces. Whilst this would seem good for public transport in reality at this location it only encourage more people to use the 'bus bay' to quickly use the nearby shops/businesses.</p> <p>Previous (original) stop location:</p> <p>Buses were able to operate from the bus lane, through the lights and pull into the stop without changing lanes or joining ongoing traffic.</p> <p>Following buses were able to pull straight in behind any bus already stop without impeding following traffic as the road is wide enough for traffic to overtake.</p>	<p>Thank you. I have added your email to the comments to this scheme.</p> <p>I have also spoken to public transport regarding the bus stop, they have said that they were going to leave it out of the ground with the option of reviewing it further into the contract. Whilst well used there are alternative shelters, one 225m further uphill and one 270m downhill.</p>

<p>The road space from curb to curb is around 11.5 meters wide with no parking or build outs. The road space at the temporary stop location is around 8.1 meters because of build outs and parking places which hinders traffic from overtaking stopped buses when other traffic is oncoming.</p> <p>A shelter will need to be located here again, because it was high passenger use before and with the new development going in it is likely to see these number rise.</p>	
<p>Due to the development at 41 North Hill we understood the new arrangement for transfer of bus stop and installation of new loading bay which appears to be a fait accompli. However the loss of four parking spaces will make parking on North Hill all the more difficult. We have lived in Skardon Place for 45 years when we were the only residents with a car!</p> <p>There is huge over demand for parking space, for both shops and services, including the busy dentist, eating places and takeaways, and The Box down the hill. The North Hill car park is always full and the new Spar will add to the problem. There are frequently cars parked on the double yellow lines on North Hill around the entrance to Skardon Place.</p> <p>However my great concern is that the bus shelter should be reinstated at the new location. This is an extremely busy bus stop with so many buses traversing North Hill, every few minutes. The medical students live in the city but travel to Derriford for their studies. There are also a large number of older residents living in the area -five residential homes in Greenbank - and they tend to have a lot of hospital appointments. North Hill has southerly aspect and the prevalent south west winds whistles up there from the Hoe -it is no place to stand in the wind and rain.</p>	<p>Thank you for your recent comments towards the proposals – 2023.2137309.</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 have contacted the Public Transport team and they have informed me that unfortunately the bus shelter is not going to be reinstated.</p>
<p>I have sent the council submissions about parking problems in the area several times.</p> <p>Summarising my previous points, due to heavy demand for parking in the area, drivers - be they takeaway food drivers, cabs, delivery</p>	<p>Thank you for your recent comments towards the proposals – 2023.2137309.</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</p>

<p>drivers or shoppers - regularly park on the double yellow lines in front of 41 North Hill.</p> <p>Additionally, drivers park on the narrow pavements in Skardon Place near the junction with North Hill. They also park on the junction itself and in the bus stops. There seems to be no enforcement, thus there is no deterrent.</p> <p>Inconsiderate and illegal parking on North Hill and Skardon Place has prevented staff from gaining access to their designated parking areas accessed via the back lane which runs between North Hill and North Road East.</p> <p>The loss of parking places following the development of 41 North Hill and moving the bus stop from outside 41 North Hill to where there used to be public parking outside the Red Lantern has increased demand already limited parking.</p> <p>The incidence of illegal and dangerous parking in the vicinity has increased over the past 18 months or so.</p> <p>When the new Spar opens at 41a North Hill, there will be even more pressure from drivers trying to park in the area.</p> <p>Supermarket deliveries and refuse collections will take place on the northbound carriageway of North Hill. However, drivers already park illegally on the double yellow lines in this location.</p> <p>Due to illegal parking on North Hill and on the junction with Skardon Place means that sight lines for residents and businesses exiting Skardon Place on to North Hill are regularly blocked making the manoeuvre much more dangerous. In addition, the illegal and dangerous parking can make it difficult for buses and larger vehicles to safely pass.</p>	<p>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>If the Traffic Order goes ahead, I will ensure the enforcement team are aware of the issues and ask them to regularly enforce the area.</p>
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Added to the mix are the traffic lights at the junction of Armada Street and North Hill. Drivers often speed up 'to beat the lights', making it more dangerous exiting Skardon Place when vehicles are parked illegally outside 41 North Hill.

In summary, many drivers already break the law parking on the double yellow lines outside 41 North Hill. They will continue to do so once the loading bay is established. As there is next to no enforcement, it may well be that delivery lorries and refuse collection trucks for the new supermarket at 41a North Hill will find vehicles parked in the bay.

The new supermarket, when it opens, will lead to more shoppers parking illegally in the vicinity - whether that is on North Hill, in the bus stops, across the junction with Skardon Place and on the pavements and double yellow lines in Skardon Place.

It is not uncommon for three of four vehicles to be parked on the pavement in Skardon Place forcing pedestrians - including parents with children in buggies - into the road. This is dangerous as cars turning into Skardon Place are not expecting to find pedestrians in the road.

Drivers seeking to park in the area are so inconsiderate that they drive along the pavement behind pedestrians (or indeed towards pedestrians) peeping for people to get off the pavement!

Enforcement is woeful in the area. This traffic order provides the council with an opportunity to introduce proper enforcement - be that more officers or by means of cameras. Such is the amount of offending, proper enforcement could be very lucrative.

4. RECOMMENDATION

It is recommended to proceed with original proposals 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.

EQUALITY IMPACT ASSESSMENT – NORTH HILL

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

<p>Author(s): This is the person completing the EIA template.</p>	<p>Amy Neale</p>	<p>Department and service:</p>	<p>Plymouth Highways, Traffic Management</p>	<p>Date of assessment:</p>	<p>17/10/2023</p>
<p>Lead Officer: Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.</p>	<p>Mike Artherton</p>	<p>Signature:</p>	<p><i>M. Artherton</i></p>	<p>Approval date:</p>	<p>27/10/2023</p>
<p>Overview:</p>	<p>The proposal is to provide a new loading bay to accommodate the development of 41 North Hill, and to permanently remove the limited waiting restrictions which are currently covered by a TTRO.</p> <p>The reason for the TRO is to permanently relocate the existing bus stop to accommodate a new loading bay which is required as a planning condition.</p> <p>This has also resulted in the removal of on street parking bays, amendment to existing double yellow lines to accommodate new loading bay to service the development and other existing properties along North Hill.</p>				
<p>Decision required:</p>	<p>THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2023.21 37309 – NORTH HILL) ORDER</p> <p>To implement the following amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004</p> <p>The effect of the order shall be to:</p> <p>Add/Amend Parking Restrictions on lengths of the following road: North Hill</p> <p>As set out in the briefing report.</p>				

SECTION TWO: EQUALITY IMPACT ASSESSMENT SCREENING TOOL

<p>Potential external impacts: Does the proposal have the potential to negatively impact service users, communities or residents with protected characteristics?</p>	Yes		No	√
<p>Potential internal impacts: Does the proposal have the potential to negatively impact Plymouth City Council employees?</p>	Yes		No	√
<p>Is a full Equality Impact Assessment required? (if you have answered yes to either of the questions above then a full impact assessment is required and you must complete section two)</p>	Yes	√	No	
<p>If you do not agree that a full equality impact assessment is required, please set out your justification for why not.</p>				

SECTION THREE: FULL EQUALITY IMPACT ASSESSMENT

Protected characteristics (Equality Act, 2010)	Evidence and information (e.g. data and consultation feedback)	Adverse impact	Mitigation activities	Timescale and responsible department
Age	<p>Plymouth</p> <ul style="list-style-type: none"> 16.4 per cent of people in Plymouth are children aged under 15. 65.1 per cent are adults aged 15 to 64. 18.5 percent are adults aged 65 and over. 2.4 percent of the resident population are 85 and over. 	No adverse impact anticipated		

	<p>South West</p> <ul style="list-style-type: none"> • 15.9 per cent of people are aged 0 to 14, 61.8 per cent are aged 15 to 64. • 22.3 per cent are aged 65 and over. <p>England</p> <ul style="list-style-type: none"> • 17.4 per cent of people are aged 0 to 14. • 64.2 per cent of people are aged 15 to 64. • 18.4 per cent of people are aged 65 and over. <p>(2021 Census)</p>			
<p>Care experienced individuals (Note that as per the Independent Review of Children’s Social Care recommendations, Plymouth City Council is treating care experience as though it is a protected characteristic).</p>	<p>It is estimated that 26 per cent of the homeless population in the UK have care experience. In Plymouth there are currently 7 per cent of care leavers open to the service (6 per cent aged 18-20 and 12 per cent of those aged 21+) who are in unsuitable accommodation.</p> <p>The Care Review reported that 41 per cent of 19-21 year old care leavers are not in education, employment or training (NEET) compared to 12 per cent of all other young people in the same age group.</p> <p>In Plymouth there are currently 50 per cent of care leavers aged 18-21 Not in Education Training or Employment (54 per cent of all those care leavers aged 18-24 who are open to the service).</p>	<p>No adverse impact anticipated</p>		

	There are currently 195 care leavers aged 18 to 20 (statutory service) and 58 aged 21 to 24 (extended offer). There are more care leavers aged 21 to 24 who could return for support from services if they wished to.			
Disability	<p>9.4 per cent of residents in Plymouth have their activities limited 'a lot' because of a physical or mental health problem.</p> <p>12.2 per cent of residents in Plymouth have their activities limited 'a little' because of a physical or mental health problem (2021 Census)</p>	No bus stop shelter going back in which could have an adverse impact.	Raised issues with Public transport	Their response is that were going to leave it out of the ground with the option of reviewing it further into the contract. Whilst well used there are alternative shelters, one 225m further uphill and one 270m downhill.
Gender reassignment	0.5 per cent of residents in Plymouth have a gender identity that is different from their sex registered at birth. 0.1 per cent of residents identify as a trans man, 0.1 per cent identify as non-binary and, 0.1 per cent identify as a trans women (2021 Census).	No adverse impact anticipated		
Marriage and civil partnership	<p>40.1 per cent of residents have never married and never registered a civil partnership. 10 per cent are divorced, 6 percent are widowed, with 2.5 per cent are separated but still married.</p> <p>0.49 per cent of residents are, or were, married or in a civil partnerships of the same sex. 0.06 per cent of residents are in a civil partnerships with the opposite sex (2021 Census).</p>	No adverse impact anticipated		

Pregnancy and maternity	The total fertility rate (TFR) for England was 1.62 children per woman in 2021. The total fertility rate (TFR) for Plymouth in 2021 was 1.5.	No adverse impact anticipated		
Race	<p>In 2021, 94.9 per cent of Plymouth's population identified their ethnicity as White, 2.3 per cent as Asian and 1.1 per cent as Black (2021 Census)</p> <p>People with a mixed ethnic background comprised 1.8 per cent of the population. 1 per cent of the population use a different term to describe their ethnicity (2021 Census)</p> <p>92.7 per cent of residents speak English as their main language. 2021 Census data shows that after English, Polish, Romanian, Chinese, Portuguese, and Arabic are the most spoken languages in Plymouth (2021 Census).</p>	No adverse impact anticipated		
Religion or belief	<p>48.9 per cent of the Plymouth population stated they had no religion. 42.5 per cent of the population identified as Christian (2021 Census).</p> <p>Those who identified as Muslim account for 1.3 per cent of Plymouth's population while Hindu, Buddhist, Jewish or Sikh combined totalled less than 1 per cent (2021 Census).</p>	No adverse impact anticipated		
Sex	51 per cent of our population are women and 49 per cent are men (2021 Census).	No adverse impact anticipated		

SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

Human Rights	Implications	Mitigation Actions	Timescale and responsible department
	No adverse impact has been identified.		

SECTION FIVE: OUR EQUALITY OBJECTIVES

Equality objectives	Implications	Mitigation Actions	Timescale and responsible department
Celebrate diversity and ensure that Plymouth is a welcoming city.	No adverse impact has been identified.		
Pay equality for women, and staff with disabilities in our workforce.	No adverse impact has been identified.		
Supporting our workforce through the implementation of Our People Strategy 2020 – 2024	No adverse impact has been identified.		
Supporting victims of hate crime so they feel confident to report incidents, and working with, and through our partner organisations to achieve positive outcomes.	No adverse impact has been identified.		
Plymouth is a city where people from different backgrounds get along well.	No adverse impact has been identified.		

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