



Oversight and Governance

Chief Executive's Department

Plymouth City Council

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Delegated Decisions

Delegated Executive/Officer Decisions

Delegated Executive and Officer decisions are published every Wednesday and are 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 Unit by 4.30 pm on Wednesday 09 June 2021. 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 on Thursday 10 June 2021 if they are not called-in.

Delegated Decisions

I. Councillor Jonathan Dreaan (Cabinet Member for Transport)

- I.a The City of Plymouth (Traffic Regulation Orders) (Amendment No. 2021.2137254 - Ponsonby Road) Order **(Pages 1 - 16)**

EXECUTIVE DECISION

made by a Cabinet Member



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

Executive Decision Reference Number – SPII 17 20/21

Decision	
1	<p>Title of decision:</p> <p>The City of Plymouth (Traffic Regulation Orders) (Amendment No. 2021.2137254 – Ponsonby Road) Order</p>
2	<p>Decision maker (Cabinet member name and portfolio title): Councillor Jonathan Drean, Cabinet Member for Transport</p>
3	<p>Report author and contact details: Holly Curtis, Traffic Management Technician, email: holly.curtis@plymouth.gov.uk</p>
4	<p>Decision to be taken:</p> <p>To implement amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004 (as amended).</p> <p>The effect of the order shall be to Add/Amend:</p> <p>No Waiting At Any Time on lengths of the following road:</p> <p>Ponsonby Road</p> <p>As set out in the briefing report.</p>
5	<p>Reasons for decision:</p> <p>Plymouth’s population is forecast to reach 300,000 by 2034, an increase of 17%, with an accompanying increase in economic opportunity. Modelling forecasts show that by 2034, even with currently committed transport schemes and modal shift away from private car to sustainable transport of between 5 and 10%, congestion will worsen which will inevitably impact upon public transport reliability so encouraging greater car use.</p> <p>28% of Plymouth households do not have access to a vehicle. An expanding and improving walking and cycling network, will help create inclusive, low carbon growth, improve productivity and address unemployment which is currently 4.7% –1.4% higher than the regional average, and 0.3% higher than the national average.</p> <p>To address this sustainably, and help make Plymouth an attractive place in which to live, work and invest, the Joint Local Plan identifies that major infrastructure investments are needed, which will improve journey reliability. With 67% of Plymouth commuters working in the city, and with 38% of car journeys less than 2km, walking and cycling have a key role to play.</p> <p>This scheme will also help address physical inactivity which is a major problem in Plymouth with</p>

	<p>just 18.6% of the adult population exercising for 30 minutes three times a week. Physical inactivity is estimated to cost the NHS £4.1 million pa in Plymouth with far greater costs to the wider economy.</p> <p>This is a busy route for school children travelling to and from the school in Somerset Place. The proposed parking restrictions ensure that the individual's access and egress to the cycle way and the visibility splay is not restricted by parked vehicles.</p> <p>Ponsonby Road does not experience on street parking pressures, is not part of a Residents Parking Zone and almost all of the houses in the vicinity have their own off street parking.</p>			
6	<p>Alternative options considered and rejected:</p> <p>The project involves the widening of the existing footpath to allow for shared use along the entire length. In order to achieve this widening the entrance to the footpath has been moved north which means the new entrance comes in line with the area where vehicles are currently parking. Therefore in order to maintain access for pedestrians/cyclists double yellow lines are required to prevent vehicles parking in this area.</p> <p>One possible alternative would have been to extend the footpath out into this area. This was discounted as the extents of the original scheme was reduced at this point. This would still have prohibited parking in this area. This option would have also impeded the movement of refuse vehicles and other large vehicles turning right towards Alma Road from Ponsonby.</p> <p>Another alternative option would have been to use bollards to prevent vehicles parking in this area however as with the footpath extension this would have impeded the movement of refuse vehicles and other large vehicles turning right towards Alma Road from Ponsonby.</p>			
7	<p>Financial implications:</p> <p>The Traffic Regulation Orders and the wider scheme are entirely funded from the Department for Transport's Transforming Cities Fund (tranche 1) and Section 106 money;</p> <p>The intention is that this scheme will be delivered by South West Highways under the existing Plymouth Highways Term Maintenance Contract. This approach was identified in the successful funding bid to tranche 1 of the Transforming Cities Fund.</p>			
8	<p>Is the decision a Key Decision? (please contact Democratic Support for further advice)</p>	<p>Yes</p>	<p>No</p>	<p>Per the Constitution, a key decision is one which:</p> <p>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</p> <p>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</p> <p>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.</p>

	If yes, date of publication of the notice in the Forward Plan of Key Decisions	
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)	The decision will enable safe and convenient access for pedestrians and cyclists, therefore providing an alternative to the private car. More than 28% of the city's carbon emissions are associated with transport, a proportion that is rising. Therefore, it is expected that this decision, and the associated scheme, will be beneficial in reducing the city's carbon impact.


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

13a	Are any other Cabinet members' portfolios affected by the decision?	Yes		
		No	x	(If no go to section 14)
13b	Which other Cabinet member's portfolio is affected by the decision?			

I3c	Date Cabinet member consulted							
I4	Has any Cabinet member declared a conflict of interest in relation to the decision?	Yes		If yes, please discuss with the Monitoring Officer				
		No	x					
I5	Which Corporate Management Team member has been consulted?	Name	Anthony Payne					
		Job title	Strategic Director for Place					
		Date consulted	06/04/2021					
Sign-off								
I6	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS133 20/21					
		Finance (mandatory)	pl.21.22.01					
		Legal (mandatory)	LS/36504/JP/070421					
		Human Resources (if applicable)						
		Corporate property (if applicable)						
		Procurement (if applicable)						
Appendices								
I7	Ref.	Title of appendix						
	A	Briefing report						
	B	Equalities Impact Assessment						
Confidential/exempt information								
I8a	Do you need to include any confidential/exempt information?	Yes		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)				
		No	x					
		Exemption Paragraph Number						
		1	2	3	4	5	6	7

I8b	Confidential/exempt briefing report title:							
Background Papers								
I9	<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 I 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	26/05/2021			
Print Name	Councillor Jonathan Drean (Cabinet Member for Transport)							

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PONSONBY ROAD

1. INTRODUCTION

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

TRAFFIC REGULATION ORDERS REQUIRED

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

To Add;

No Waiting at Any Time

- (i) Ponsonby Road, the north east, north west & south west sides from a point 73 metres south west of its junction with Alma Road for a distance of 25 metres in a north west, south west and south east direction

No Revocations

2. STATUTORY CONSULTATION

Proposals

The proposals for Ponsonby Road were advertised on street, in the Herald and on the Plymouth City Council website on 03rd March 2021. Details were sent to the Councillors representing the affected ward and statutory consultees on 26th February 2021.

There has been one representation received relating to the Traffic Regulation Order proposals.

Comment	Response
<p>Comment 1:</p> <p>I'm writing in regards to the proposed double yellow lines (that will be painted) on Ponsonby Rd.</p> <p>As a resident we are concerned by various points of this proposal.</p> <p>I : whilst I appreciate you wish to encourage cycling and use of the path. It hasn't been well thought out. Cyclists are now approaching a blind corner, where there have been numerous close calls and at least two collisions. By placing the hatched off area where you want, this will encourage cyclists and pedestrians to cross the road where they mightn't be seen.</p>	<p>Response 1:</p> <p>Thank you for your email, responding to the public consultation being carried out at the moment, regarding installing double yellow lines in the vicinity of the new shared use path. I am sorry to hear you have concerns with what has been proposed.</p> <p>The design has been produced in accordance with all current design standards and has been subject to an independent road safety review. All visibility and sight lines are within current design requirements. Bollards are to be installed at the end of the shared use path to help reduce the speed of approaching cyclists.</p>

<p>This end of the road is very busy with vans,lorries and cars all approaching from both directions. Some at considerable speed.</p> <p>2: this area is currently used by two(pre COVID) commercial vehicles as they were out of the way and not causing congestion along Ponsonby.Also used by one of your employees during the current works at Citybus.</p> <p>3: Ponsonby is also used by the users of the allotments at Stoke Damerall school. Their vehicles are also parked in this area, to lose this will mean that residents will be inconvenienced (not all can park on drives etc)</p> <p>4: Plymouth Argyle match day parking is chaotic along this Road. This won't improve the situation.</p> <p>5: perhaps if consultation with local residents had taken place a suitable compromise could've been found. This development has been forced upon us and now we have no recourse.</p> <p>Comment 2:</p> <p>Many thanks for answering my questions,</p> <p>But this in turn raises even more questions as far as I'm concerned.</p> <p>Can I see the independent report on road safety that has been carried out?</p> <p>Can you explain how cyclists approaching from Alma road have a clear sight line when there is a hedge blocking the view of the approaching traffic?</p> <p>If you think that this area is big enough to turn a refuse vehicle around in.....well I won't go there!</p> <p>Actually, vans and cars parked there would not affect any sight lines of this path as they would not overhang the path. Also the cyclists would be exiting the path slowly due to the bollards that you say will be in position.</p>	<p>This is not a designated parking area, it is designed to be a turning area for refuse vehicles and other large vehicles. By placing double yellow lines here will help to stop any restriction to the movement of these vehicles. In addition vans, cars etc parking in this area would restrict safe cyclist movement from the shared used path as they would restrict visibility and sight lines.</p> <p>I hope you feel this response has addressed your concerns.</p> <p>Response 2:</p> <p>In response to your further queries:</p> <p>We do not issue copies of walking and cycling audits to the public as they are technical documents not intended for public consumption and there is a risk that information in the reports could be misinterpreted. However, I can advise that the audit did not raise any concerns about the safety of the design with regard to cyclists and pedestrians entering or exiting the eastern end of the path where it joins Ponsonby Road.</p> <p><i>Can you explain how cyclists approaching from Alma road have a clear sight line when there is a hedge blocking the view of the approaching traffic?</i></p> <p>We understand your comment about the visibility that cyclist might have of approaching traffic on Ponsonby Road as they approach the exit of the path heading eastward. However:</p> <ul style="list-style-type: none"> • the new path will include two bollards (shown as B1 on the attached drawing) that will cause eastbound cyclists to slow down on approach to the exit • the new path will include a strip of ribbed tactile paving across the entrance to the path (see the pale orange rectangle on the attached drawing) which will also encourage eastbound cyclists to moderate their speed on approach to the exit • the alignment of the new path, in addition to being much wider than the old path, will be shifted northwards slightly so that as they enter or exit the path in either direction both pedestrians
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and cyclists will have better visibility of anyone coming in the opposite direction or from around the corner.

- widening the path and shifting the alignment northwards will also mean that eastbound cyclists (as can be seen on the attached drawing) will not exit the path immediately into the path of vehicles that may be passing, and which in any event will be travelling at relatively slow speed as they approach the right hand turn towards Alma Road
- the replacement of the existing fence on the southern side of the path fence and the cutting back of the currently overgrown vegetation along the fence of 43a facing Ponsonby Road will also slightly improve visibility between the new path and the road.

If you think that this area is big enough to turn a refuse vehicle around in.....well I won't go there!

When I explained that the area where double yellow lines are proposed is designed to be a turning area for refuse vehicles and other large vehicles, I did not mean for vehicles to turn around in. I meant it is an area intended to allow larger vehicles (including refuse vehicles) to undertake the wide sweep necessary to safely turn right into the narrow part of Ponsonby Road that joins to Alma Road.

Actually, vans and cars parked there would not affect any sight lines of this path as they would not overhang the path. Also the cyclists would be exiting the path slowly due to the bollards that you say will be in position.

As you can see from the attached drawing, by virtue of widening and shifting northwards the alignment of the path, any vehicles parked in the areas where we propose double yellow lines will find themselves directly in the way of and thus in the line of sight of eastbound cyclists exiting the path.

I do hope this response has addressed your subsequent concerns.

4. RECOMMENDATION

It is recommended to proceed with original proposals as advertised and make the Traffic Regulation Order.

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.

TRANSFORMING CITIES FUND – TRANCHE I

Creating a world class sustainable transport system.



STAGE 1: What is being assessed and by whom?

What is being assessed - including a brief description of aims and objectives?	
	<p>Transforming Cities Fund – Tranche I</p> <p><u>Aims:</u></p> <ul style="list-style-type: none">• Improvements to walking and cycling, improving both the main north/south and east/west corridors and access to these corridors, thereby increasing the catchment area for access to the main cycle routes.• An extension of real time information provision to encourage bus patronage and an improved journey experience, through new or upgraded Real Time Passenger Information screens, new bus shelters and web departure boards in key employment locations.• A significant increase in Electric Vehicle chargepoints removing one of the barriers to drivers switching to EV and ensuring the city has the infrastructure to encourage and grow EV use.• Improvements for the passenger experience at Plymouth Stations.<ul style="list-style-type: none">○ Plymouth Station Tranche I bid will provide improvements to the concourse, including a new, wider Gateline which is currently a source of passenger delay and congestion.

STAGE 1: What is being assessed and by whom?	
	<p>Objectives:</p> <ul style="list-style-type: none"> • Support the local economy and facilitate economic development, for example by improving access to centres of employment, Enterprise Zones, and development sites that have the potential to create additional jobs, reducing congestion, or improving the reliability and predictability of journey times. • Reduce carbon emissions. • Support housing delivery. • Bring about improvements to air quality, particularly to support compliance with legal limits in those areas where NO2 exceedances have been identified and are in the process of developing plans.
Responsible Officer	Sally Farley
Department and Service	Strategic Planning and Infrastructure
Date of Assessment	21/11/2018

STAGE 2: Evidence and Impact				
Protected Characteristics (Equality Act)	Evidence and information (e.g. data and feedback)	Any adverse impact?	Actions	Timescale and who is responsible?
Age	50+ Plymouth - 34.1% (nationally - 33.3%) • 75+ Plymouth -	The scheme is not anticipated to have any adverse impact on specific age groups.	N/A	N/A


STAGE 2: Evidence and Impact				
Protected Characteristics (Equality Act)	Evidence and information (e.g. data and feedback)	Any adverse impact?	Actions	Timescale and who is responsible?
	<p>7.6% (nationally - 7.5%)</p> <ul style="list-style-type: none"> • 0-15 Plymouth - 17.5% <p>(nationally - 20.2%)</p> <ul style="list-style-type: none"> • Over 75's predicted to rise faster than any other group (19k in 2011 to 24k k in 2021). 			
Disability	<p>31,164 people declared themselves having long term health problem or disability.</p>	<p>The scheme is not anticipated to have any adverse impact on specific disability groups.</p>	<p>Crossings and other facilities will be provided to support the visually and mobility impaired.</p>	
Faith, Religion or Belief	<p>Christian 148,917 people (58.1%).</p> <p>Islam</p>	<p>The scheme is not anticipated to have any adverse impact on specific faiths, religions</p>	<p>N/A</p>	

STAGE 2: Evidence and Impact				
Protected Characteristics (Equality Act)	Evidence and information (e.g. data and feedback)	Any adverse impact?	Actions	Timescale and who is responsible?
Gender - including marriage, pregnancy and maternity	<p>2,078 people (0.8%).</p> <p>Buddhism 881 people (0.3%).</p> <p>Hinduism 567 people (0.2%) described their religion as Hindu.</p> <p>Judaism 168 people (0.1%)</p> <p>Sikhism 89 people (<0.1%)</p>	or beliefs.	N/A	
	<p>50.6% of population are women.</p> <p>Of those aged 16 and over 90,765 (42.9%) people are married. 5,190 (2.5%) are separated and still legally married or legally in a same-sex civil partnership.⁷</p> <p>34 Civil Partnership Formations in Plymouth in 2013</p>	The scheme is not anticipated to have any adverse impact on specific faiths, religions or beliefs.		

STAGE 2: Evidence and Impact				
Protected Characteristics (Equality Act)	Evidence and information (e.g. data and feedback)	Any adverse impact?	Actions	Timescale and who is responsible?
	0 Teenage conceptions in Derriford West & Crownhill in 2012.			
Gender Reassignment	26 referrals from Plymouth were made to the Newton Abbot clinic, in 2013/14 to February 6.	The scheme is not anticipated to have any adverse impact on specific gender reassignment.	N/A	
Race	92.9% of Plymouth's population identify themselves as White British. 7.1% identify themselves as Black and Minority Ethnic (BME) with White Other (2.7%), Chinese (0.5%) and Other Asian (0.5%) the most common ethnic groups.	The scheme is not anticipated to have any adverse impact on specific race.	N/A	
Sexual Orientation -including Civil Partnership	It estimated that there are 12,500 – 17,500 Lesbian, gay or bi-sexual people aged over 16.	The scheme is not anticipated to have any adverse impact on specific sexual	N/A	

STAGE 2: Evidence and Impact				
Protected Characteristics (Equality Act)	Evidence and information (e.g. data and feedback)	Any adverse impact?	Actions	Timescale and who is responsible?
		orientation group.		

STAGE 3: Are there any implications for the following? If so, please record 'Actions' to be taken				
Local Priorities	Implications		Timescale and who is responsible?	
Reduce the inequality gap, particularly in health between communities.	It is not anticipated to have an impact on the inequality gap, particularly in health between communities.		2019/2020 Head of Transport, Infrastructure & Investment.	
Good relations between different communities (community cohesion).	It is not anticipated to have an impact on good relations between communities.		2019/2020 Head of Transport, Infrastructure & Investment.	
Human Rights	It is not anticipated that people's human rights will be impacted upon by the scheme.		2019/2020 Head of Transport, Infrastructure & Investment.	

STAGE 4: Publication				
Director, Assistant Director/Head of Service approving EIA.		Date		
			22/05/2019	