



# 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 25<sup>th</sup> September 2023. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 20<sup>th</sup> 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>
--	--

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.