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DRAKE, EFFORD & LIPSON AND SUTTON & MOUNT GOULD AREA COMMITTEE

DATE: THURSDAY 21 JANUARY 2010

TIME: 6.00 PM

**PLACE: EAST END COMMUNITY RESOURCE CENTRE, 37A
CATTEDOWN ROAD, PLYMOUTH, PL4 0PG**

Members –

Councillor Rennie, Chair

Councillor Fox, Vice Chair

Councillors Mrs Aspinall, Kerswell, Miller MBE, Mrs Nelder, Ricketts and Vincent

Co-opted Representatives –

Mohamed El M'Hamdi, Gabby Moore, Sally Anne Parkes, Mike Smith and John Truscott

Members are invited to attend the above meeting to consider the items of business overleaf

Members and Officers are requested to sign the attendance list at the meeting.

A location map of the venue is attached to the agenda*

BARRY KEEL
CHIEF EXECUTIVE

**DRAKE, EFFORD & LIPSON AND SUTTON & MOUNT GOULD AREA
COMMITTEE**

PART I (PUBLIC COMMITTEE)

AGENDA

1. APOLOGIES

To receive apologies for non-attendance submitted by Committee Members.

2. DECLARATIONS OF INTEREST

Members will be asked to make any declarations of interest in respect of items on this Agenda.

3. MINUTES

(Pages 1 - 4)

The Committee will be asked to confirm the minutes of the meeting held on 29 October 2009.

Please note any questions relating to these minutes can be asked under question time for members of the public.

4. CHAIR'S URGENT BUSINESS

To receive reports on business which, in the opinion of the Chair, should be brought forward for urgent consideration.

**5. POLICING ISSUES AND POLICE AND COMMUNITIES
TOGETHER (PACT) PRIORITIES**

Representatives from the Devon and Cornwall Constabulary will report on any relevant local issues.

6. COUNCIL PRIORITIES REVIEW

To receive an interactive presentation on the review of Council Priorities.

7. EASTERN CORRIDOR UPDATE

(Pages 5 - 12)

To receive a briefing paper on the East End scheme from the Major Schemes Project Manager.

8. UPDATE ON SCHOOL 20 MPH ZONE

(Pages 13 - 14)

To receive an update on the Schools 20 MPH zone.

9. LOCAL ENVIRONMENT FUND (Pages 15 - 16)

To receive a briefing note on new finance arrangements in relation to the LEF.

10. CYCLING ACCESSIBILITY IMPROVEMENTS - GLEN PARK AVENUE (Pages 17 - 20)

To receive recommendations regarding cycling accessibility improvement on Glen Park Avenue.

11. FUTURE AGENDA ITEMS

The Committee will consider requests from individual Committee Members for future agenda items and identify items that are still outstanding from previous meetings.

12. QUESTIONS FROM MEMBERS OF THE PUBLIC

The Committee and Officers will respond to questions from members of the public attending the Committee. Any question not answered shall be the subject of a written response within ten working days.

13. DATE AND VENUE OF THE NEXT MEETING

The next meeting will be held on 18 March 2010 St Pauls Church, Efford.

14. EXEMPT BUSINESS

To consider passing a resolution under Section 100A (4) of the Local Government Act 1972 to exclude the press and public from the meeting for the following item(s) of business on the grounds that it (they) involve(s) the likely disclosure of exempt information as defined in paragraph(s) of Part 1 of Schedule 12A of the Act, as amended by the Freedom of Information Act 2000.

PART II (PRIVATE COMMITTEE)

AGENDA

MEMBERS OF THE PUBLIC TO NOTE

that under the law, the Panel is entitled to consider certain items in private. Members of the public will be asked to leave the meeting when such items are discussed.

Nil.

Schedules of planning applications received in respect of the Committee's three Wards are attached for Members' information only. Copies of the schedules will be available for inspection by members of the public at the meeting.

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Drake, Efford & Lipson and Sutton & Mount Gould Area Committee

Thursday 29 October, 2009

PRESENT:

Councillor Rennie, in the Chair.

Councillor Fox, Vice-Chair.

Councillors Mrs. Aspinall, Kerswell, Miller MBE, Mrs. Nelder, Ricketts and Vincent.

Co-opted Representatives: Sally Anne Parkes, Mike Smith and John Truscott.

Apologies for absence: None received.

Also in attendance: Sgt. Marcus Hodges, Devon and Cornwall Constabulary, Sarah O'Leary, University of Plymouth Active in Communities Coordinator, and Aleshia Sampson, President, University of Plymouth Student Union.

The meeting started at 6.00 p.m. and finished at 8.00 p.m.

Note: At a future meeting, the committee will consider the accuracy of these draft minutes, so they may be subject to change. Please check the minutes of that meeting to confirm whether these minutes have been amended.

27. DECLARATIONS OF INTEREST

There were no declarations of interest made by members in accordance with the Code of Conduct.

28. MINUTES

Resolved that the minutes of the meeting held on 10th September 2009 be approved as a correct record.

29. CHAIR'S URGENT BUSINESS

The Chair informed Committee of proposals for a traffic management scheme at Drake Circus. Members were advised that although the area affected fell outside of this particular Committee's remit, details of the proposals would be circulated to them for information as the proposals would affect a neighbouring ward.

(In accordance with Section 100(B)(4)(b) of the Local Government Act, 1972, the Chair brought forward the above item of business because of the need to inform Members).

30. POLICING ISSUES AND POLICE AND COMMUNITIES TOGETHER (PACT) PRIORITIES

A representative from Devon and Cornwall Constabulary reported on relevant local issues highlighting that overall crime levels were down on the same period last year. In considering each area individually, the Committee was advised that –

(i) Efford

- there had been a 15% reduction in anti-social behaviour
- criminal damage was down 26%
- incidents of theft were down 27.5%
- currently aiming for a 25-30% reduction in crime overall
- problems at Thames Gardens – there had been 3 calls in the last month which had been dealt with by local patrols. The situation would continue to be monitored
- Kennet Close – Units continued to attend but officers were looking for a long term solution and considering other measures

(ii) Lipson

- there had been a 17% reduction in anti-social behaviour
- there was a youth provision deficit in the Efford and Lipson area and local officers were looking at what else can be done, particularly in Foxfield Close
- Lipson Park PACT Priority – there had been one call this month which resulted in youths being spoken to (no alcohol involved). The local PCSO's were engaging with schools on litter picking

(iii) Mount Gould

- there had been a 31% reduction in anti-social behaviour
- Speeding (PACT priority) - 4 Fixed penalty notices issued on 18th October 2009
- Drugs (PACT priority) - recorded offences had increased by 212%. This was as a result of the problem being particularly targeted
- Tothill Park (PACT priority) - only two calls received in the last month. These were not anti-social behaviour related which did not seem to be a problem in the park. PCSOs continued to be highly visible in the area

(iv) East End

- there had been a 15% reduction in anti-social behaviour
- PACT Priority - Street Litter – the Council's street cleaning team had been contacted in this regard but to date a response had not yet been received
- Pact Priority – Dog fouling – the Council's Dog Warden had been contacted in this regard but to date a response had not yet been received

The Committee also heard that the Central Neighbourhood team were planning a 'School Speed Watch' project which would involve taking Year 6 children out onto the streets and equipping them with Laser Speed Guns and Radios. The aim of the project was to greatly enhance the impact on driving behaviour by having children speak directly to offending motorists.

An update was also received in respect of the case surrounding Little Teds Nursery and recent inaccurate press coverage. Members were advised that since the court appearance, no individual families had been identified or contacted and Vanessa George had not been re-interviewed.

31. **COMMUNITY ENGAGEMENT PROJECT**

The Committee received a presentation from the University of Plymouth Active Communities Co-ordinator and the President of the Student Union. The presentation highlighted the good work of student volunteers and the University's commitment to engaging in its surrounding community. Members noted with interest the "Jigsaw Garden" project which was to be sited on wasteland north of Drakes Circus shopping mall and due to open in June 2010.

The presentation was welcomed but a number of concerns were raised regarding student behaviour, particularly around parking. Assurances were given that those concerns would be reported back to the University.

32. **WASTE**

The Committee received a verbal report from the Waste Services Manager outlining that -

- 12 new waste collectors would be recruited to reduce dependency on agency workers
- the number of missed collections had significantly reduced
- there had been a reduction in repeat calls regarding waste problems
- Notices were being placed on cars blocking access to rear lanes. Once three notices had been issued the Police would be called to remove the offending vehicles
- the garden waste collection had now finished and a further 12,000 properties would be added to the collection round next year

In response to questions raised, Members were advised that –

- (i) the department did listen when particular problems were identified and were not opposed to making changes where appropriate;
- (ii) a smaller vehicle was now being used for collections along Salcombe Road and crews had been instructed to walk bins out if the vehicle was unable to gain access;
- (iii) a number of smaller vehicles had been purchased to load to larger vehicles where access had been a problem. However, this system had not proved to be a useful as had been anticipated;
- (iv) pavements which were being persistently being blocked by bins on collection day should be drawn to the department's attention in order for appropriate action to be taken. However, with only 3 enforcement officers covering the whole of the City, enforcement action was often threatened but rarely pursued;
- (v) the Council did provide the University with information regarding recycling as well as attending the Freshers Fayre.

33. LICENSING (Pages 1 - 2)

The Unit Manager for Safety, Health and Licensing was in attendance to update the Committee on licensing and taxi related issues in the area.

With regard to miscellaneous licensing matters –

- a Designated Public Place Order (DPPO) had been enacted for large parts of the City Centre and outlying areas. This Order gave Police the right to stop people drinking within these areas and remove alcohol from them (a map indicating the areas affected is attached to these minutes)
- a cumulative impact policy was in place to curb the increasing numbers of new licensed premises and a full review of this policy would take place in 2010. Members of the public were encouraged to participate in the consultation process
- the department was represented on the VIPP group which had been looking at neighbourhood crime statistics to identify those which may be alcohol related. Some interesting stats had been produced, for example in one area stats appeared to suggest that up to 50% of all alcohol-related crime took place between 8-9 p.m.
- there were mandatory conditions being considered nationally which included a proposal to ban drink offers and minimum pricing, however, no details had yet been produced and no implementation date announced

With regard to taxis –

- there was currently a problem of over ranking on Mutley Plain. However, a complete review of taxi ranks was shortly to be undertaken which would hopefully address the problem
- there would be more joint enforcement on this in conjunction with the Police and any necessary action required would be taken

In response to questions raised, Members were advised that –

- (i) anyone wishing to sell fireworks had to hold the necessary license to do so, store them appropriately and ensure they were sold within the limited time period;
- (ii) in incidences where alcohol has been bought for those who were underage, both the shop selling the alcohol and the adult making the purchase were culpable.

34. FUTURE AGENDA ITEMS

Resolved that the following items be included on the agenda for the next meeting -

- Eastern Corridor Update
- Update on the future of Citybus
- Parking Problems in Efford - Chudleigh Road/Laira Park Road, Salcombe Road and Old Laira Road (rear of Old Laira Road and Pike Road)
- Update on 20 MPH zone outside schools

35. **QUESTIONS FROM MEMBERS OF THE PUBLIC**

The committee considered questions raised by members of the public on the following matters –

- (i) road safety at Torridge Way/Blandford Road;
- (ii) parking and access problems at Salcombe Road, Chudleigh Road and Old Laira Road;
- (iii) the sale of Citybus;
- (iv) future of Paternoster House.

Responses were provided as follows –

- (a) with regard to (i) above, the Cabinet Member would be invited to attend the Committee but was under no obligation to attend;
- (b) with regard to (ii) above, the issues would be included on the agenda for the next meeting;
- (c) with regard to (iii) and (iv) above, written responses would be sought from the relevant departments.

36. **DATE AND VENUE OF THE NEXT MEETING**

The committee was informed that the next meeting would be held on Thursday 21st January, 2010, at the East End Community Resource Centre, 37a Cattedown Road, Plymouth, PL4 0PG.

37. **EXEMPT BUSINESS**

There were no items of exempt business.

CITY OF PLYMOUTH

Subject: Eastern Corridor High Quality Public Transport (HQPT) Scheme

Committee: Drake, Efford and Lipson, Sutton and Mount Gould Area Committee

Date: 21st January 2010

Cabinet Member: Cllr Kevin Wiggins, Cabinet Member for Transport

CMT Member: Anthony Payne, Director of Development and Regeneration

Author: Juli Wileman, Major Scheme Project Manager

Contact: Tel: (01752 (30)7703
e-mail: juli.wileman@plymouth.gov.uk

Ref: 0721 Eastern Corridor

Part: I

Executive Summary:

This report records progress on the Eastern Corridor High Quality Public Transport (HQPT) Scheme, which is being developed to serve the existing and proposed new communities to the east of Plymouth city centre.

Significant progress has been made during the last year in respect of preliminary design, traffic modelling and public consultation. The Region has provisionally allocated £77.2 million of Regional Funding Allocation to the scheme between 2014 and 2019 and it is the intention to submit a Major Scheme Business Case to the Department of Transport during 2010 to secure this funding.

This report also provides an update on the East End Community Transport Improvements Scheme, which is part of the overall Eastern Corridor HQPT Scheme. In March 2009 it was announced that Plymouth City Council (PCC) had been successful in securing £9.78 million of funding from the Community Infrastructure Fund, which is enabling the Council to accelerate delivery of transport improvements in the Cattedown and Prince Rock areas during 2010 and 2011, ahead of the overall Eastern Corridor scheme. . Following this announcement a Project Team has been established, detailed design work is underway, a public consultation has been undertaken and a full delivery programme has been prepared. Construction is due to commence in May 2010.

Corporate Plan 2009-2011:

The Eastern Corridor Major Scheme Bid is a key project for delivering the Local Transport Plan, the Local Development Framework (LDF) Core Strategy, North Plymstock Area Action Plan (AAP) and South Hams District Council's Sherford AAP.

The scheme directly supports Plymouth's four visionary goals contained within the Corporate Plan and Strategic Objective 6 "Developing an Effective Transport System".

The scheme directly assists Corporate Improvement Priority 12, "Delivering Sustainable Growth", by delivering strategic infrastructure.

The scheme also contributes to Corporate Improvement Priority 11 "Improving Access across the City". It will provide faster and more reliable journey times for public transport services along the Eastern Corridor, linking residents with better access to employment, education, leisure and healthcare facilities.

Implications for Medium Term Financial Plan and Resource Implications: Including finance, human, IT and land

The current forecast for the Eastern Corridor HQPT scheme for 2008 – 2019 is £123.3 million. The proposed funding status and sources of this are shown below:

<u>£mil</u>	<u>Source</u>	<u>Status</u>
77	Regional Funding Allocation	not yet secured
7 (East End)	Regional Infrastructure / Tariff funding	R.I.F secured
25 (Eastern corridor)	Regional Infrastructure / S106/Tariff funding	not yet secured
10	Community Infrastructure Fund	secured
3	New Growth Point grant	secured
1	Local Transport Plan (Single Capital Pot)	– first call on Annual allocation

Resource Implications:

The PCC Project Team for the development of the Eastern Corridor Major Scheme and the East End Community Transport Improvements Scheme is now fully resourced and there are no further resource implications.

Other Implications: e.g. Section 17 Community Safety, Health and Safety, Risk Management, Equalities Impact Assessment, etc.

There are no other implications directly arising from this report.

Recommendations & Reasons for recommended action:

The Drake, Efford and Lipson, Sutton and Mount Gould Area Committee are requested to:

1. Note the contents of this report as an update on the project.

Reasons:

1. To enable the Council to proceed towards submitting a bid to the Department for Transport (DfT) in accordance with Central Government guidance for Programme Entry to the South West Regional Funding Allocation to fund transport improvements within Plymouth's Eastern Corridor, which in turn will support new sustainable development.

2. To progress the delivery of the East End Community Transport Improvements Scheme to the required project timescales and budget.

Alternative options considered and reasons for recommended action:

None

Background papers:

1. Eastern Corridor Study, March 2006
2. Cabinet Report – East of Plymouth Developments Major Scheme Bid, 3rd October 2006
3. East of Plymouth Infrastructure Study, June 2007
4. Cabinet Report - Eastern Corridor Major Scheme Project Governance, 22nd January 2008
4. East End Community Infrastructure Transport Improvements (Full Business Case), October 2008.
5. Sustainable Communities Overview and Scrutiny Committee, Eastern Corridor Major Scheme, 6th October 2008

Sign off:

Head of Fin	SG/ Cap F91 001 4.06 011 0	Head of Leg	JAR/ 10/12 1	Head of HR	N/A	Head of AM		Head of IT	N/A	Head of Strat Proc	
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1. Introduction

- 1.1 The Draft Regional Spatial Strategy identifies an increase of approximately 24,500 dwellings in Plymouth itself with an additional 11,000 dwellings in the neighbouring South Hams area, 5,800 dwellings in the Caradon area and 3,800 dwellings in the West Devon area. This increase of 45,100 dwellings in the Plymouth Housing Market Area (HMA) up to 2026 is going to place a significant strain on Plymouth's existing transport network.
- 1.2 At least 11,000 of these proposed dwellings are to be located on the Eastern Corridor, a large number of which will be delivered through the Plymstock Quarry and Sherford New Community Developments. The former will be seeking planning approval in 2010 whilst the latter already has planning approval and is seeking to commence on site by June this year. In addition the Langage Strategic Employment Site is forecast to expand by 130,000 square metres by 2026. In order to achieve this ambitious growth along the Eastern Corridor, the supporting transport infrastructure needs significant investment. The existing transport infrastructure comprises of a highway network which is often at or close to operational capacity, poor walking and cycling links and a bus network with a good level of service but which operates in wards typified by high car usage which compromises the ability to offer a higher level of public transport service
- 1.3 Plymouth Transport and Highways is currently preparing a Major Scheme Business Case (MSBC) for the Eastern Corridor, to be submitted to the Department for Transport in 2010. This bid will be for large scale investment which seeks to provide a HQPT service, including the infrastructure to support this, along the length of the Eastern Corridor from Langage to the City Centre and Millbay. The MSBC will also provide highway capacity improvements at key junctions, as well as establishing improved walking and continuous cycling links.
- 1.4 In March 2009 PCC was successful in securing Community Infrastructure Funding (CIF2) to accelerate the East End Community Transport Improvements (EECTI) Scheme, a key component of the wider Eastern Corridor HQPT Major Scheme proposals. This scheme will provide the foundations of the HQPT corridor and help facilitate the start of delivery of new homes along the Eastern Corridor.
- 1.5 The first part of this report provides a progress report on the EECTI scheme and the second part provides an update on the Eastern Corridor HQPT scheme.

2.0 East End Community Transport Improvements (EECTI) Scheme

- 2.1 In October 2008 PCC submitted a bid for £9.78 million of Community Infrastructure Funding (CIF2) towards the EECTI Scheme. This scheme will create a bus priority corridor through the heart of the East End, along Embankment Road, as well as providing additional highway capacity and improved walking and cycling links. In March 2009 it was announced that PCC had been successful in its bid.
- 2.2 CIF2 funding is a Department of Communities and Local Government (DCLG) and Department of Transport (DfT) initiative to 'unlock' residential development. The EECTI business case predicted that the scheme will provide highway capacity improvements to accelerate the delivery of 2,000 dwellings along the Eastern Corridor. It also unlocks one of the traffic "bottlenecks" along the corridor which, together with

the wider Eastern Corridor Major Scheme improvements, will provide capacity for in excess of 11,000 new residential dwellings.

- 2.3 The proposals seek to secure the foundations of the Eastern Corridor HQPT project through the creation of a bus corridor through the East End along Embankment Road, alongside securing sustainable links for walking and cycling facilities. The new bus corridor is to be facilitated by the displacement of the Plympton/A38 bound traffic from the City Centre to a widened two-way Gdynia Way link. The project also seeks to displace traffic from Plympton/A38 heading towards Plymstock away from Heles Terrace via a new link through the East End Gateway Site. The scheme not only delivers significant capacity improvements for all modes of transport but provides significant benefits to the East End community by effectively halving traffic on Embankment Road in the shopping area helping to regenerate the area. An overview of these proposals is provided in Figure 1.
- 2.4 There are also wider economic benefits from this scheme. As well as directly supporting the early delivery of new homes in Plymstock Quarry and Sherford New Community, this scheme will also support the development of the new strategic employment area at Langage by providing the foundations of the HQPT infrastructure. The implementation of the Embankment Lane Link Road will also facilitate the longer term development of the East End Gateway Site, helping to deliver the aspirations of the Local Development Framework Core Strategy for the East End Area Action Plan for comprehensive high quality mixed-use sustainable waterfront regeneration. The scheme will also assist businesses in Exeter Street and Embankment Road by improving the vitality of the area. By removing the central reservation and reducing traffic volume, the severance that currently exists between the residential community and the businesses will also be reduced.
- 2.5 Table 1 summarises the programme of work required to deliver the scheme. The work being undertaken in 2009/10 includes: outline and detailed design; planning permission and the Compulsory Purchase Order process for the Embankment Lane Link Road; public consultation on the proposed detailed design and the procurement of a contractor.

Table 1: East End Community Transport Improvements Scheme Milestones

Activity	Milestone
Scheme Design	May 2009 - Jan 2010
Public Consultation on Scheme Design	Sept 2009 - Jan 2010
Planning Permission for Embankment Lane Link Road	November 2009
CPO for Embankment Lane advertised	January 2010
Contractor Appointed	April 2010
CPO Order for Embankment Lane Link Road Confirmed by SoS	April 2010 – December 2010
Construction Starts	May 2010
Public Information and Liaison During Construction	Apr 2010 - Nov 2011
Scheme Complete	November 2011

- 2.6 Part of the EECTI scheme involves widening and extending Embankment Lane to provide a new link between Embankment Road and Laira Bridge Road. Planning permission for these highway works was granted in November 2009.

Figure 1: EECTI Public Transport and Highway Improvements

The diagram below shows the main public transport and highway improvements. Under the EECTI scheme Gdynia Way will be widened to accommodate a third lane which will be used for outbound traffic heading towards Marsh Mills and traffic heading towards Plymstock from Marsh Mills will use a link road through the Gateway Site. These changes in traffic management will provide road space for a bus corridor through the heart of the East End along Embankment Road.



- 2.7 Land outside of the Council's ownership is required to construct the Embankment Lane Link Road described in 2.6 above. It is hoped that this land can be acquired through negotiation, but in the event that this is not possible, a Compulsory Purchase Order (CPO) resolution was approved by Cabinet in July 2009. The Compulsory Purchase Order is currently being advertised.
- 2.8 An East End Stakeholder and Community Management Plan has been produced which sets out the methodology for stakeholder and public consultation throughout the development and delivery of the scheme. A public consultation on the details of the scheme was undertaken in September 2009, which involved the distribution of 5,000 brochures to local residents and businesses and four local exhibitions. Comments received during the consultation have been considered by the Project Team and a further edition of the "Eastender" newsletter will be distributed to local residents in February, providing feedback on the consultation and details of any changes that have been made to the design.
- 2.9 Construction is due to start in May 2010, with a programmed completion date of November 2011.

3. Eastern Corridor Major Scheme Business Case (MSBC)

- 3.1 The remainder of this report focuses on the development of the Eastern Corridor MSBC.
- 3.2 The Eastern Corridor scheme can be divided into two distinct sections:
- a) Millbay to Deep Lane Park and Ride
 - b) Deep Lane Junction and Langage Southern Access Road
- 3.3 All outline design work has now been undertaken for the section between Millbay and Deep Lane Park and Ride. Options for the City Centre, i.e Charles Cross Church through to Millbay, are currently being developed in conjunction with a City Centre Area Action Plan Feasibility study.
- 3.4 In November 2008 Parsons Brinckerhoff consultancy was commissioned to undertake the design of the Deep Lane Junction and the Langage Southern Access Road. Four design options are currently under consideration and were subject to a public consultation in December 2009. It is expected that the Eastern Corridor Project Board will make a decision on which option will be taken forward in February 2010.
- 3.5 To support the development of the MSBC, the selection of a preferred option and the final economic appraisal, an Eastern Corridor Transport Model has been developed. This model is an S-Paramics micro-simulation model that has been developed for the Council by SIAS Ltd. The Eastern Corridor Transport Model was derived from the wider Plymouth Travel to Work Area model, which was originally developed in 2003 and revalidated in 2007. The Eastern Corridor Model itself also needed to be validated and this was completed in April 2009
- 3.6 Following the validation of model the next phase was to use it to model the "Do-Minimum" scenario and this was undertaken in September 2009. The next phase will be to model the various "Do-Something" options which are outlined below:

1. Local tests, to identify the best design for each section/junction along the corridor.
2. Strategic tests, to determine whether the “on-line” using the A379 or “off-line” using the former railway alignment parallel to the A379 should be taken forward.
3. Strategic tests to understand the implications of adding Deep Lane and the Langage Southern Access Road within the MSBC.

The “Do-Something” modelling commenced in September 2009 and is programmed for completion by March 2010, at which point a preferred option will have been identified. Once the preferred option has been identified then final traffic forecasts and the economic appraisal can be undertaken, together with the definition and appraisal of a Lower Cost Alternative

- 3.7 The South West Regional Assembly provided advice to the Secretary of State at the end of February 2009, in respect to its Regional Funding Allocation (RFA) transport priorities. The Secretary of State accepted this advice in July 2009, which provided the Eastern Corridor with an indicative allocation of £77.2 million, profiled as follows:

2014/15	£ 0.5 million
2015/16	£10.1 million
2016/17	£26.2 million
2017/18	£26.3 million
2018/19	£14.1 million
<u>Total</u>	<u>£77.2 million</u>

- 3.8 In order to draw down this RFA funding a Major Scheme Business Case needs to be submitted to the Department for Transport, which is followed by a three stage approval process. The first step in securing the RFA Funding is to submit the Major Scheme Business Case to DfT and to gain Programme Entry; this is currently programmed to be later on in 2010.

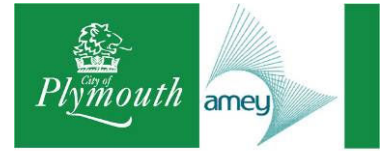


TRANSPORT AND HIGHWAYS

PLYMOUTH.GOV.UK/HIGHWAYS

Questions and Answers from Drake, Efford, Lipson, Sutton and Mount Gould Area Committee. November 2009.

Question	Answer
<p>Update on 20 MPH zone outside schools</p>	<p>Currently we have 23 operational 20 mph interventions within the City. Locations are:</p> <ul style="list-style-type: none"> ○ Austin Farm Community Primary School Compton Church of England Primary School Courtlands Special School Devonport High School For Girls Eggbuckland Community College Ernesettle Community School Estover Community College Estover Primary School High Street Primary School Keyham Barton Catholic Primary School Knowle Primary School Leigham Primary School Lipson Vale Primary School Mill Ford Community Special School Montpelier Primary School Notre Dame Roman Catholic School Oreston Community Primary School Plymbridge Nursery School And Children's Centre Plympton St. Maurice Primary Riverside Community Primary School St Georges Church of England Primary School Tamarside Community College Widey Court Primary School <p>Our current range of interventions include:</p> <ul style="list-style-type: none"> ○ Signed 20 mph zones ○ Timed 20pmh flashing signs ○ 20 mph roundels <p>The Plymouth Transport and Highways Team are currently undertaking a feasibility study to ascertain which school sites would benefit from which type of 20 mph intervention. This study will be completed this financial year</p>



TRANSPORT AND HIGHWAYS

PLYMOUTH.GOV.UK/HIGHWAYS

	<p>(draft available by January 2010) and will:</p> <ul style="list-style-type: none">○ Prioritise potential sites○ Advise on types of interventions○ Estimate costs○ Estimate cost of for a scheme which implements all 51 potential sites in one project (year)○ Comment on evidence from other authorities concerning Citywide 20mph projects <p>Please contact Gemma Luke or Michael House you require further information regarding 20 mph interventions: Gemma.luke@amey.uk or Michael.house@plymouth.gov.uk</p>
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To: Drake, Efford, Lipson, Sutton and Mount Gould Area Committee
 From: Garry Stainer, in the capacity as the Project Manager of the LEF Fund
 Subject: LEF 2009/10
 Date: January 2009

All

I am writing to advise you of 2 new finance arrangements relating to this year's Local Environment Fund:

- **LEF – Supplementary Allocations 2009/10**

With it now being decided that all LEF budgets not spent last year are to be carried-forward, there are now some additional monies available for your committee. In addition, there are also some further amounts available from projects that were 2008/09 ring-fenced projects – this is either with a ring-fenced project being cancelled due to a factor beyond the control of the Committee or a project being completed at a cost which is less than the original budget.

The following table summarises the newly additional funds that are available to your committee: – [these are additional to the main allocations which have already been allocated to you.]

		Share of "unallocated" (£)	Newly available due to ring fenced projects being cancelled or under-spent (£)	Total (£)
Committee.				
Budshead, Honicknowle and Southway	LEF 1	1,158	3,449	4,607
Compton and Peverell	LEF2	772		772
Devonport, Stoke, St Peter and Waterfront	LEF 3	1,158		1,158
Drake, Efford, Lipson, Sutton and Mount Gould	LEF 4	1,029	600	1,629
Eggbuckland and Moor View	LEF 5	772		772
Ham and St. Budeaux	LEF 6	772	7,469	8,241
Plympton	LEF 7	900		900
Plymstock	LEF 8	773		773
	Total	7,334	11,518	18,852

As Chair of your Committee, it has been decided to initially allocate these new monies to yourselves, for you to be able to apportion to each Councillor e.g. at your next Area Committee meeting.

- **LEF Monies needing to be spent by March 31st 2010**

It has also been decided that the deadline date for spending allocated LEF Funds is **March 31st 2010** – no carry-forwards are to be allowed into the next financial year. This is for all LEF Funds: i.e. your original 09/10 allocations, 08/09 carried-forward projects and the newly available allocations above.

We are aware that the date of March 31st 2010 is not that far away and that there is a need to allow for time for invoices to be processed – we would therefore please encourage for LEF allocations to now be spent as soon as you are able.

Please do not hesitate to telephone the Project Manager for the LEF Fund of Garry Stainer on telephone no.: 304682, if there is a query.

Distribution:

Chairs of the Area Committees:

Budshead, Honicknowle & Southway -	Cllr Monahan
Compton & Peverell -	Cllr Dr John Mahony
Devonport, Stoke, St. Peter & Waterfront -	Cllr Mrs Dolan
Drake, Efford & Lipson, Sutton & Mt Gould -	Cllr Eddie Rennie
Eggbuckland & Moor View -	Cllr Michael Foster
Ham & St. Budeaux -	Cllr Gordon
Plympton -	Cllr Nicholson
Plymstock -	Cllr Mrs Pengelly

CITY OF PLYMOUTH

Subject: Glen Park Avenue – Cycling Accessibility Improvements
Committee: Drake, Efford and Lipson, Sutton and Mount Gould
Date: 21 January 2010
Cabinet Member: Councillor Kevin Wiggins – Cabinet Member for Transport
CMT Member: Anthony Payne – Director for Development & Regeneration
Author: Gemma Luke
Contact: Tel: (01752) 398033
Ref: GL/478725/6.0
Part: I

Executive Summary:

The development of a cycle network within Plymouth was identified as a priority as part of the Local Transport Plan 2 2006-2011. It has been recognised that the health benefits achieved through encouraging people to walk or cycle outweigh the financial costs of constructing the scheme.

Corporate Plan 2009-2012:

Cycling Accessibility Improvements will assist in the achievement of the following Corporate Improvement Priority:
CIP11 – Improving Access across the city

**Implications for Medium Term Financial Plan and Resource Implications:
Including finance, human, IT and land**

The full cost of this scheme will be funded from the 2009-2010 Capital Programme.

Other Implications: e.g. Section 17 Community Safety, Health and Safety, Risk Management, Equalities Impact Assessment, etc.**Recommendations & Reasons for recommended action:**

Alternative options considered and reasons for recommended action:

It is recommended that the area members:

- a) Consider the comments received as part of the Traffic Regulation Order Advert.
Recommend to the Cabinet Member for Transport to implement the following orders:
 - a. Revoking of the existing prohibition of entry in place at the western end of Glen Park Avenue.
 - b. Implement a prohibition of entry order with the exception of cycles.
-

Background papers:

Sign off: Comment must be sought from those whose area of responsibility may be affected by the decisions, as follows (insert initials of Finance and Legal reps, and of HR, Corporate Property, IT and Start. Proc as appropriate).

Fin		Leg		HR		Corp Prop		IT		Start Proc	
Originating SMT Member											

1.0 INTRODUCTION

1.1 Glen Park Avenue is a residential street running east to west between Restormel Road and the Plymouth Station access road.

1.2 At present there is a prohibition of entry order in place at the western end of the street therefore preventing vehicle access from the station.

1.3 The proposed scheme aims to open up the area for cyclists by revoking the existing 'Prohibition of Entry' and readvertising it to allow access for cyclists.

1.4 The proposed route forms part of the aspirational cycle network for the city. As part of a phased approach these works will improve cycle accessibility into and out of the station and surrounding areas.

1.5 This report outlines the background to the scheme, the traffic regulation order (TRO) and the recommendation to the ward councillors. Any comments received as part of the formal TRO advert will be reported verbally at the area committee meeting.

2.0 BACKGROUND INFORMATION

2.1 As part of the Local Transport Plan II it was agreed that a cycle network should be developed to increase the number of cyclists. As part of this an aspirational strategic cycle network has been produced that identifies key routes through the city for both commuters and leisure cyclists.

2.2 The associated benefits of providing a cycle network include improved accessibility and associated health benefits that are linked from increasing the amount of exercise undertaken.

2.2 The proposed works on Glen Park Avenue provide a link between Plymouth Station and the residential areas beyond.

2.3 In addition to improving cycle accessibility, the proposed scheme will also improve pedestrian accessibility through the narrowing of the junction. This area has a high pedestrian flow rate from both the station and the city centre, therefore providing improved pedestrian safety will benefit many.

2.4 As part of the aspirational cycle network the works proposed for 2009-2010 form part of a wider scheme. Phase 1 is to allow cycles to access Glen Park Avenue from the western end. Phase 2 will be to provide contraflow cycle facilities on the station access road, subject to consultation with network rail.

3.0 TRAFFIC REGULATION ORDER

3.1 A formal advert to revoke the existing 'prohibition of entry' and to implement a 'prohibition of entry, except for cycles' was placed in the local press and street notices were erected on site on 17 December 2009. Local residents were notified via a letter drop on 16 December 2009.

3.2 All comments received as part of the formal advert will be verbally reported during the Area Committee Meeting.

5.0 RECOMMENDATION

5.1 It is recommended that the ward councillors consider all comments received from members of the public.

5.2 Revoke the existing order: 'Prohibition of Entry'.

5.3 Implement the following order: 'Prohibition of Entry, Except for Cycles'.

5.4 Ward Councillors and local residents will be forwarded details of construction once they have been programmed.