

# 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><b>Title of decision:</b></p> <p>The City of Plymouth (Traffic Regulation Orders) (Amendment No. 2021.2137254 – Ponsonby Road ) Order</p>
2	<p><b>Decision maker (Cabinet member name and portfolio title):</b> Councillor Jonathan Drean, Cabinet Member for Transport</p>
3	<p><b>Report author and contact details:</b> Holly Curtis, Traffic Management Technician, email: <a href="mailto:holly.curtis@plymouth.gov.uk">holly.curtis@plymouth.gov.uk</a></p>
4	<p><b>Decision to be taken:</b></p> <p>To implement amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004 (as amended).</p> <p><b>The effect of the order shall be to Add/Amend:</b></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><b>Reasons for decision:</b></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><b>Financial implications:</b></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><b>Is the decision a Key Decision?</b> (please contact <a href="#">Democratic Support</a> for further advice)</p>	<p><b>Yes</b></p>	<p><b>No</b></p>	<p><b>Per the Constitution, a key decision is one which:</b></p> <p>x in the case of <b>capital</b> projects and contract awards, results in a new commitment to spend and/or save in excess of <b>£3million</b> in total</p> <p>x in the case of <b>revenue</b> projects when the decision involves entering into new commitments and/or making new savings in excess of <b>£1 million</b></p> <p>x is <b>significant</b> in terms of its effect on communities living or working in an area comprising <b>two or more</b> wards in the area of the local authority.</p>

	<b>If yes, date of publication of the notice in the <a href="#">Forward Plan of Key Decisions</a></b>			
<b>9</b>	<b>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:</b>	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.		
<b>10</b>	<b>Please specify any direct environmental implications of the decision (carbon impact)</b>	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.		
<b>Urgent decisions</b>				
<b>11</b>	<b>Is the decision urgent and to be implemented immediately in the interests of the Council or the public?</b>	<b>Yes</b>		(If yes, please contact Democratic Support ( <a href="mailto:democraticsupport@plymouth.gov.uk">democraticsupport@plymouth.gov.uk</a> ) for advice)
		<b>No</b>	x	<b>(If no, go to section 13a)</b>
<b>12a</b>	<b>Reason for urgency:</b>			
<b>12b</b>	<b>Scrutiny Chair Signature:</b>		<b>Date</b>	
	<b>Scrutiny Committee name:</b>			
	<b>Print Name:</b>			
<b>Consultation</b>				
<b>13a</b>	<b>Are any other Cabinet members' portfolios affected by the decision?</b>	<b>Yes</b>		
		<b>No</b>	x	<b>(If no go to section 14)</b>
<b>13b</b>	<b>Which other Cabinet member's portfolio is affected by the decision?</b>			

<b>I3c</b>	<b>Date Cabinet member consulted</b>							
<b>I4</b>	<b>Has any Cabinet member declared a conflict of interest in relation to the decision?</b>	<b>Yes</b>		If yes, please discuss with the Monitoring Officer				
		<b>No</b>	x					
<b>I5</b>	<b>Which Corporate Management Team member has been consulted?</b>	<b>Name</b>	Anthony Payne					
		<b>Job title</b>	Strategic Director for Place					
		<b>Date consulted</b>	06/04/2021					
<b>Sign-off</b>								
<b>I6</b>	<b>Sign off codes from the relevant departments consulted:</b>	<b>Democratic Support (mandatory)</b>	DS133 20/21					
		<b>Finance (mandatory)</b>	pl.21.22.01					
		<b>Legal (mandatory)</b>	LS/36504/JP/070421					
		<b>Human Resources (if applicable)</b>						
		<b>Corporate property (if applicable)</b>						
		<b>Procurement (if applicable)</b>						
<b>Appendices</b>								
<b>I7</b>	<b>Ref.</b>	<b>Title of appendix</b>						
	A	Briefing report						
	B	Equalities Impact Assessment						
<b>Confidential/exempt information</b>								
<b>I8a</b>	<b>Do you need to include any confidential/exempt information?</b>	<b>Yes</b>		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 <b>I8b</b> below.  (Keep as much information as possible in the briefing report that will be in the public domain)				
		<b>No</b>	x					
		<b>Exemption Paragraph Number</b>						
		<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>

<b>I8b</b>	<b>Confidential/exempt briefing report title:</b>							
<b>Background Papers</b>								
<b>I9</b>	<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>							
<b>Title of background paper(s)</b>		<b>Exemption Paragraph Number</b>						
		<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>
<b>Cabinet Member Signature</b>								
<b>20</b>	<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>							
<b>Signature</b>				<b>Date of decision</b>	26/05/2021			
<b>Print Name</b>	Councillor Jonathan Drear (Cabinet Member for Transport)							