

EXECUTIVE DECISION

made by a Cabinet Member



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


Executive Decision Reference Number – T1 21/22

Decision	
1	<p>Title of decision:</p> <p>THE CITY OF PLYMOUTH (MOVING & SPEED TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER No. 2021.2137252 PLYMBRIDGE ROAD SCHEME) ORDER</p> <p>THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2021.2137252 PLYMBRIDGE ROAD SCHEME) ORDER</p>
2	<p>Decision maker (Cabinet member name and portfolio title): Councillor Jonathan Drear, 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 & The City of Plymouth (Speed Orders) (Consolidation) Order 2016. (As amended).</p> <p>The effect of the order shall be to;</p> <ol style="list-style-type: none"> 1. Introduce a 30mph speed limit on lengths of the following road: Plymbridge Road 2. Add No Waiting At Any Time on the following lengths of roads: Plymbridge Road & Thornbury Road <p>As set out in the briefing report.</p> <p>Within the notice advertised it is also proposed to add x3 sets of road humps along Thornbury Road & Bush Park Road, and also install x3 controlled pedestrian crossings on Plymbridge Road.</p> <p>After discussions with the Portfolio Holder and Ward Councillors is has been decided to reduce the length of the 30mph speed limit to:</p> <p style="padding-left: 40px;">(i) Plymbridge Road – from its junction with Westwood Avenue to a point 151 metres east of the centre line of Darklake View</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</p>

	<p>sustainable transport of between 5 and 10%, congestion will worsen. Specifically, congestion is impacting on public transport reliability on the Northern corridor.</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, in their own right and also by improving access to public transport. The combination of the new facilities and the reduced speed limit can be expected to help improve safety for all users. In the five years, 2015 – 2019, there have been 24 casualties reported on this length of road. Royal Society for the Prevention of Accidents data shows that just a one mile-per-hour reduction in average speeds on faster urban roads can be expected to reduce collisions by 3 percent.</p> <p>This scheme will also help address physical inactivity which is a major problem in Plymouth with 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 with far greater costs to the wider economy.</p> <p>The TRO proposals will help ensure that pedestrians, cyclists and public transport users including those with disabilities can access the area and also travel to work by more sustainable modes.</p>			
6	<p>Alternative options considered and rejected:</p> <p>1) To not implement the scheme for which the funding has been secured, which may require the funding be returned to the DfT, and would have an impact on the reputation of the city in the eyes of the DfT, regarding the city’s ability to successfully deliver sustainable transport schemes.</p> <p>2) To implement the scheme but without the proposed TROs. However, this would have the effect of substantially reducing the benefits of the scheme.</p>			
7	<p>Financial implications:</p> <p>The Traffic Regulation Orders and the wider scheme are entirely funded from the following sources:</p> <ul style="list-style-type: none"> – Department for Transport’s Transforming Cities Fund; – Department for Transport’s Growth Deal; and – Plymouth City Council funding that is part of the approved capital programme. <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 I 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>x</p>	<p>Per the Constitution, a key decision is one which:</p> <p>in the case of capital projects and contract awards, results in a new commitment to spend and/or save in</p>

				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			
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	(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?			
I3c	Date Cabinet member consulted	Councillor Coker 25/02/2021. Councillor Dreaan 06/07/2021 (on changes)		
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	05/05/2021. Re-consulted on changes 03/11/2021	
Sign-off				
I6	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS03 21/22	
		Finance (mandatory)	pl.21.22.159	
		Legal (mandatory)	LS/36653A/JP/1105 21.	
		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	Yes		If yes, prepare a second, confidential ('Part

	confidential/exempt information?	No	<input checked="" type="checkbox"/>	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
I8b	Confidential/exempt briefing report title:							
Background Papers								
I9	Please list all unpublished, background papers relevant to the decision in the table below. 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.							
Title of background paper(s)		Exemption Paragraph Number						
		1	2	3	4	5	6	7
Cabinet Member Signature								
20	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.							
Signature				Date of decision	17/11/2021			
Print Name	Councillor Jonathan Drea							