

# EXECUTIVE DECISION

made by a Council Officer



## REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY BY AN INDIVIDUAL COUNCIL OFFICER

Executive Decision Reference Number – *COD23 21/22*

Decision	
1	<b>Title of decision:</b> Southway to Plymbridge Road Walking and Cycling Improvements Scheme - Phase 2 Scope Increase
2	<b>Decision maker:</b> Paul Barnard, Service Director Strategic Planning and Infrastructure
3	<b>Report author and contact details:</b> Jim Woffenden, Transport Planning Officer 01752 307712 <a href="mailto:jim.woffenden@Plymouth.gov.uk">jim.woffenden@Plymouth.gov.uk</a>
4a	<b>Decision to be taken:</b> To issue a compensation event to South West Highways to increase the scope of phase 2 of the Southway to Plymbridge road walking and cycling improvement scheme within the currently available budget for the project.
4b	<b>Reference number of original executive decision or date of original committee meeting where delegation was made:</b> T27 21/22
5	<b>Reasons for decision:</b> <p>Executive Decision T27 21/22 provided authority to award a contract for the delivery of a reduced scope phase 2 scheme. The scope had been reduced in order to hold sufficient funds in reserve as local match for a funding bid that would have enabled delivery of Phase 3 of the Southway to Plymbridge Road walking and cycling scheme. Funding has not been awarded and therefore phase 3 is not affordable. This means that the local match funding that had been allocated to phase 3 can now be reallocated to increase the scope of the Phase 2 works through a compensation event, maximising the scale of improvements.</p> <p>This decision will enable delivery of as much of the scheme as possible with the funds available within a single contract in order to maximise benefits and value for money and minimise overall disruption on the network.</p>
6	<b>Alternative options considered and rejected:</b> <p>The alternative option is to proceed with the reduced scope scheme but this would reduce the extent of the benefits achieved. To then deliver the additional elements at a later point would be substantially</p>


	more costly, and cause additional disruption.		
<b>7</b>	<b>Financial implications and risks:</b> The additional scope is entirely funded through the Northern Corridor Strategic Cycle Network programme.		
<b>8</b>	<b>Is the decision a Key Decision?</b> (please contact <a href="#">Democratic Support</a> for further advice)	<b>Yes</b>	<b>No</b>
			X
		X	
			<b>Per the Constitution, a key decision is one which:</b> 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 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> 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.
<b>8b</b>	<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>  This scheme forms part of the TCF tranche one Northern Corridor programme, which delivers the following benefits:		
	<b><u>'Growing Plymouth</u></b> Support the local economy and facilitate economic development  The very strong BCR set out in the economic appraisal for the TCF tranche 1 programme of walking and cycling improvements indicates a substantial benefit to the economy. There are 13,000 new jobs planned on the northern corridor by 2034 via major employment sites, including nationally significant medical and education facilities, the Science Park, Becton Dickinson and Plessey. This bid improves access to these employment sites, enterprise zones and development sites offering employment opportunities.  <i>Support housing delivery</i> There are also 9,350 new houses planned on the corridor by 2034.  <i>Reduce carbon emissions by increasing the volume and proportion of journeys made by low carbon sustainable modes</i>  The whole corridor already experiences significant congestion with most junctions at or near to capacity at peak times. This will inevitably worsen, further impacting on reliability and attractiveness for all modes unless action is taken to improve the alternatives to the private car. This level of growth presents an opportunity to support that		

		<p>growth by dramatically increasing the use of healthy, low carbon, sustainable modes of transport and improving journey reliability.</p> <p><b><u>A Caring Council</u></b></p> <p>Two air quality management areas located on this corridor are expected to benefit.</p> <p>The benefits set out below can be expected to disproportionately benefit lower income groups:</p> <ul style="list-style-type: none"> <li>• Improved access to services, training and employment.</li> <li>• Encouraging modal shift away from the private car, thereby reducing congestion and accidents.</li> <li>• Reduced community severance</li> <li>• Reduced vehicle noise; several noise important areas are identified on the corridor.</li> </ul> <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><b><u>Climate emergency</u></b></p> <p>Plymouth City Council declared a Climate Emergency in March 2019, pledging the city to become carbon neutral by 2030. Road transport represents 28% of the city’s carbon footprint, a proportion that is set to increase. Encouraging more trips to be made by walking and cycling is essential if the Council’s commitments are to be met.</p>
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10	<p><b>Please specify any direct environmental implications of the decision (carbon impact)</b></p>	<p>The construction of the additional elements of the scheme will directly lead to carbon emissions like any other construction project. However, because the additional elements help make walking and cycling more attractive compared to travel by private car, it will encourage and enable people to travel more sustainably. With road transport representing 28% of carbon emissions, a proportion that is expected to increase, improving the attractiveness of sustainable transport options compared to driving is necessary if the council is to meet its commitments around Climate Emergency.</p>
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<b>Urgent decisions</b>				
11	<p><b>Is the decision urgent and to be implemented immediately in the interests of the Council or the public?</b></p>	Yes		(If yes, please contact <a href="#">Democratic Support</a> for advice)
		No	X	(If no, go to section 13a)

<b>I2a</b>	<b>Reason for urgency:</b>		
<b>I2b</b>	<b>Scrutiny Chair signature:</b>		<b>Date</b>
	<b>Scrutiny Committee name:</b>		
	<b>Print Name:</b>		
<b>Consultation</b>			
<b>I3a</b>	<b>Are any other Cabinet members' portfolios affected by the decision?</b>	<b>Yes</b>	
		<b>No</b>	X (If no go to section I4)
<b>I3b</b>	<b>Which other Cabinet member's portfolio is affected by the decision?</b>	None	
<b>I3c</b>	<b>Date Cabinet member consulted</b>	N/A	
<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>	4/04/2022
<b>Sign-off</b>			
<b>I6</b>	<b>Sign off codes from the relevant departments consulted:</b>	<b>Democratic Support (mandatory)</b>	DS137 21/22
		<b>Finance (mandatory)</b>	pl.22.23.02.
		<b>Legal (mandatory)</b>	LS/38395/JP/050422.
		<b>Human Resources (if applicable)</b>	NA
		<b>Corporate property (if applicable)</b>	NA
		<b>Procurement (if applicable)</b>	NA
<b>Appendices</b>			
<b>I7</b>	<b>Ref.</b>	<b>Title of appendix</b>	
	A	Briefing report for publication	

	B	Equalities Impact Assessment						
<b>Confidential/exempt information</b>								
18a	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 18b below.				
		No	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>
18b	Confidential/exempt briefing report title:							
<b>Background Papers</b>								
19	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.							
<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>Council Officer Signature</b>								
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.							
<b>Signature</b>					<b>Date of decision</b>		06.04.22	
<b>Print Name</b>		Paul Barnard						