

EXECUTIVE DECISION

made by a Cabinet Member



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

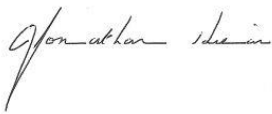
Executive Decision Reference Number – T03 22/23

Decision															
1	<p>Title of decisions: THE CITY OF PLYMOUTH (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) (AMENDMENT ORDER No. 2022.2137277 – COLESDOWN HILL) ORDER</p> <p style="text-align: center;">&</p> <p>THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2022.2137277 COLESDOWN HILL) 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: Amy Neale, Traffic Management Technician, email: trafficmanagementinbox@plymouth.gov.uk</p>														
4	<p>Decision to be taken:</p> <p>To implement the following amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004 & The City of Plymouth (Traffic Movement and Speed Limit Regulations) (Consolidation) Order 2022</p> <p>The effect of the order shall be to:</p> <ol style="list-style-type: none"> 1. Add No Waiting At Any Time on lengths of the following road: Colesdown Hill 2. Add a 20mph speed limit on lengths of the following roads: Colesdown Hill, First Avenue, Second Avenue & Third Avenue <p>Within this advertisement, there were also speed humps advertised as below:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th colspan="4">Notice is hereby given that Plymouth City Council, under Section 90 of the Highways Act 1980 (as amended) and of all other enabling powers; propose to construct road humps as detailed below:</th> </tr> <tr> <th>Road Name</th> <th>Location</th> <th>Type/Design</th> <th>Approx. Dimensions</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Colesdown Hill</td> <td style="text-align: center;">Approx. 9 metres north of its junction with Elburton Road</td> <td style="text-align: center;">Flat top road hump</td> <td style="text-align: center;">Width = 7.2m Length = 5.6m Height = 100mm</td> </tr> </tbody> </table>			Notice is hereby given that Plymouth City Council, under Section 90 of the Highways Act 1980 (as amended) and of all other enabling powers; propose to construct road humps as detailed below:				Road Name	Location	Type/Design	Approx. Dimensions	Colesdown Hill	Approx. 9 metres north of its junction with Elburton Road	Flat top road hump	Width = 7.2m Length = 5.6m Height = 100mm
Notice is hereby given that Plymouth City Council, under Section 90 of the Highways Act 1980 (as amended) and of all other enabling powers; propose to construct road humps as detailed below:															
Road Name	Location	Type/Design	Approx. Dimensions												
Colesdown Hill	Approx. 9 metres north of its junction with Elburton Road	Flat top road hump	Width = 7.2m Length = 5.6m Height = 100mm												

		Colesdown Hill	Approx. 11.7 metres north east of its junction with Billacombe Villas	Round top road hump	Width = 3.8m Length = 3.7m Height = 75mm
		Colesdown Hill	Approx. 66m South West from its centreline of First Avenue	Round top road hump	Width = 4.8m Length = 3.7m Height = 75mm
5	<p>Reasons for decision:</p> <p>The planned Saltram Meadow roundabout to Colesdown Hill walking and cycling scheme will provide a safe, pleasant and traffic free walking and cycling route avoiding Billacombe road which is busy and only has cycle provision in the eastbound direction. At the eastern end of the scheme, the route connects into Colesdown Hill itself. As part of the conditional planning approval for the walking and cycling scheme along the railway alignment (21/00514/FUL), the local highway authority requires measures to improve the safety for pedestrians in particular on this road. The Traffic Regulation Orders requested here are required to deliver the safety improvements. More specifically:</p> <ul style="list-style-type: none"> • A 20 mph speed limit for the southern half of Colesdown Hill as far north as the existing barrier preventing through traffic along with traffic calming and a footway at the southern end of Colesdown Hill will help to bring improve safety for vulnerable road users. • The raised table crossing point just north of the junction with Billacombe road is planned to make it safer for pedestrians to cross just north of the roundabout. Safety for pedestrians crossing the road here and in particular schoolchildren walking to and from Morley Meadow primary school has been raised as a concern locally. • Installation of a footway connecting onto the new walking and cycling path means that the remaining road width is 3 m wide and so a give way and priority system is proposed with priority given to vehicles coming up the hill. Extending the footway further north as far as the existing very narrow footway on the opposite side of the road was considered, but this would mean that the priority/give way system would need to operate over more than 100 m, which raised safety concerns, and may inconvenience residents driving. Pedestrians heading further north on Colesdown Hill will nonetheless benefit from the traffic calming and reduced speed limit. • The double yellow lines are proposed to help stop parking around the junction mouth, which has been raised as a concern by a member of the public. This will help ensure that the proposed crossing approaches remain clear of vehicles. 				
6	<p>Alternative options considered and rejected:</p> <p>The alternative to provide no footway but only the traffic calming, speed limit and parking restrictions was considered but this was not considered acceptable by the planning authority.</p>				
7	<p>Financial implications and risks:</p>				

	The Traffic Regulation Orders (TRO's) and associated works are being funded via the Eastern Corridor Strategic Cycle Network programme which is part of the approved capital programme.			
8	Is the decision a Key Decision? (please contact Democratic Support for further advice)	Yes	No	Per the Constitution, a key decision is one which:
			x	in the case of capital projects and contract awards, results in a new commitment to spend and/or save in 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)	n/a		
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	x	(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 14)
I3b	Which other Cabinet member's portfolio is affected by the decision?			
I3c	Date Cabinet member consulted			
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	23/05/2022	
Sign-off				
I6	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS10 22/23	
		Finance (mandatory)	pl.22.23.31	
		Legal (mandatory)	LS/38648/JP/080622	
		Human Resources (if applicable)	N/A	
		Corporate property (if applicable)	N/A	
		Procurement (if applicable)	N/A	
Appendices				
I7	Ref.	Title of appendix		
	A	Briefing report for publication		
	B	Equalities Impact Assessment		
	C	TRO drawing: CHWC-ACM-26-MZ-DR-HY-000001 TRO FOR CONSULTATION.pdf		
Confidential/exempt information				

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. (Keep as much information as possible in the briefing report that will be in the public domain)				
		No	x					
		Exemption Paragraph Number						
		1	2	3	4	5	6	7
18b	Confidential/exempt briefing report title:							
Background Papers								
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.							
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	15/06/2022			
Print Name	Councillor Jonathan Drear							

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