

# EXECUTIVE DECISION

made by a Cabinet Member



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

Executive Decision Reference Number – T01 22/23

Decision	
1	<p><b>Title of decisions:</b> THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2022.2137235 – MORLAIX DRIVE &amp; BREST ROAD) ORDER</p> <p>&amp;</p> <p>THE CITY OF PLYMOUTH (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) (AMENDMENT ORDER No. 2022.2137235 – MORLAIX DRIVE &amp; BREST 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> Amy Neale, Traffic Management Technician, email: <a href="mailto:trafficmanagementinbox@plymouth.gov.uk">trafficmanagementinbox@plymouth.gov.uk</a></p>
4	<p><b>Decision to be taken:</b></p> <p>To implement the following amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004 &amp; The City of Plymouth (Traffic Movement and Speed Limit Regulations) (Consolidation) Order 2022</p> <p><b>The effect of the order shall be to:</b></p> <ol style="list-style-type: none"> <li>1. <b>Add/Amend No Waiting At Any Time on lengths of the following roads: Brest Road &amp; Morlaix Drive</b></li> <li>2. <b>Add a 20mph Zone on lengths of the following road: Morlaix Drive</b></li> <li>3. <b>Add Bus Lane at Any Time with exemption for Buses &amp; Pedal Cycles on lengths of the following roads: Brest Road &amp; Morlaix Drive</b></li> </ol>
5	<p><b>Reasons for decision:</b></p> <p><b><u>Morlaix Drive Access Improvement Scheme</u></b></p> <p>Morlaix Drive is currently a narrow, 300m stretch of road that links Brest Road with Derriford Hospital and provides access for the ambulance station, Brest Way and the hospital's large multi-storey car park.</p> <p>Improvements include widening the road to allow for a constant flow of two-way traffic, including buses, and an upgrade of the existing narrow footway to a shared pedestrian and cycle path. The junction of Morlaix Drive with Brest Road will operate under new traffic lights and the northbound Brest Road entry on to Derriford Roundabout will be for buses, cyclists and emergency vehicles only. Pedestrian crossing facilities and bus stops will also be upgraded as</p>

part of the project.

The main purpose of the scheme is to provide better bus access to Derriford Hospital and improve reliability for bus services in the north of the city, complimenting the nearby Derriford Hospital Interchange as well as the Marjon Link Road. At present Morlaix Drive is, in parts, too narrow for vehicles to travel along in both directions.

Morlaix Drive is one of a number of infrastructure improvements needed to allow sustainable growth in the north of the city to happen. It will become a key strategic route for buses, allowing direct access to the hospital via the new Forder Valley Link Road for future bus services from the east of the city.

At the moment, traffic often queues along Brest Road at busy times of the day and the opening of the Forder Valley Link Road means that traffic movements and the routing of buses are set to change in the area. The new traffic signals on Brest Road and restricting the northbound entry to Derriford Roundabout from Brest Road will help reduce delays to buses and local traffic accessing the hospital and other businesses in the area.

### **Reasoning for Traffic Orders proposed**

#### 1. No waiting at any time (DYL) restrictions

Brest Road currently has no waiting at any time restrictions along its entire length on both sides, with the exception of two short sections of approximately 40m each in length (these were part of a wider review of on-street parking restrictions that pre-dated the scheme, and were not implemented). Morlaix Drive, which is currently a private road, will become adopted highway on completion of the project. Double yellow line restrictions currently exist on Morlaix Drive, however as it is a private road these are not covered by a City of Plymouth Traffic Order.

The principle objective of the Morlaix Drive Scheme is to improve access to Derriford Hospital, in particular for public transport. A key intended outcome / benefit is that it will reduce bus journey times, making this more sustainable form of transport more attractive to the public. The presence of any on-street parking is likely to severely undermine these benefits, since both Brest Road and Morlaix Drive are not of sufficient width to allow buses to pass parked vehicles. As such it is proposed to maintain continuous no waiting at any time restrictions throughout both Brest Road and Morlaix Drive.

#### 2. Bus Lanes

Due to the proximity of the junction of Brest Road and Morlaix Drive to Derriford Roundabout, northbound traffic on Brest Road is likely to block back through the junction at busy times of day, compromising the benefits of the scheme that is intended to improve access to the hospital (including for buses). Traffic modelling has shown that, without the proposed restriction, this will worsen upon completion of the Forder Valley Link Road, as this will lead to Brest Road becoming a natural 'rat-run'. The proposed bus lane on Brest Road will prevent it being used by through traffic, other than that which is heading to the hospital.

The proposed section of bus lane on Morlaix Drive at its western end will prevent general

traffic accidentally turning right into Brest Road, which cannot then proceed onto Derriford Roundabout due to the presence of the new bus lane on Brest Road. It will also ensure that ambulances coming from the ambulance station (as well as buses potentially) on Morlaix Drive, have priority through this junction and onto Derriford Roundabout. This will help maintain emergency response times.

3. Speed Limits

The existing speed limit on Morlaix Drive is 5mph, however once the road is widened and adopted as highway it will not be necessary to retain this speed limit. As Morlaix Drive has healthcare facilities accessed from it and is likely to have a high volume of pedestrians using it, it is proposed to introduce a new 20mph speed limit to bring it into line with the existing 20mph Hospital Zone. Buses would also benefit from improved flow under a 20mph speed limit.

**6 Alternative options considered and rejected:**

Not implementing the amendments to The Order would result in the Morlaix Drive Access Improvement Scheme not achieving the objectives set out in the bid and Business Case to the Department for Transport National Productivity Investment Fund (NPIF) as follows:

- Provide additional transport capacity along the Northern Corridor to complement major infrastructure proposals to support growth in the Derriford area.
- To increase the attractiveness of bus travel to, from and within the Derriford area.
- To improve journey time reliability on the Northern Corridor.

Not implementing the amendments would also result in the scheme not maximising the benefits and the investment from other major transport improvements in the area, in particular the recently constructed Marjon Link Road scheme, Derriford Hospital Interchange scheme, Derriford Transport Scheme, and the in-construction Forder Valley Transport Improvements.

The failure to maximise the journey time savings and bus service reliability improvements that these schemes deliver would reduce the attractiveness of the public transport offer. This could impact on the Council’s growth ambitions by not being able to demonstrate that the significant numbers of new homes and jobs planned for the north of the city can be delivered sustainably.

**7 Financial implications and risks:**

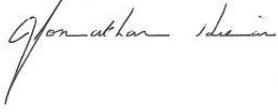
The Traffic Regulation Order (TRO) and associated works have been commissioned by the Strategic Planning and Infrastructure Service. They are funded by the Morlaix Drive Access Improvement Scheme which is a project on the Council’s Capital Programme funded by the Council and the Department for Transport’s National Productivity Investment Fund.

8	Is the decision a Key Decision? (please contact <a href="#">Democratic Support</a> for further advice)	Yes	No	Per the Constitution, a key decision is one which:
			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
			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>
			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.
	<b>If yes, date of publication of the notice in the <u>Forward Plan of Key Decisions</u></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>			<p>The project is identified as a part of the strategic transport infrastructure required to support the significant numbers of new homes and jobs that are planned for the north of the city over the lifespan of the Plymouth and South West Devon Joint Local Plan. The Morlaix Drive scheme directly supports the following Joint Local Plan policies: SPT1; SPT9; SPT10; SPT12; PLY38; and PLY47.</p> <p>Investment to the Morlaix Drive scheme will support improved reliability of buses in the area and provide benefits for traffic using the A386. Optimising and enhancing the existing transport network resulting in improved journey times and reliability allows large scale development to come forward in the Derriford area and along the Northern Corridor. Improvements for pedestrians and cyclists will also be maximised within the scheme in order to encourage more sustainable journeys.</p> <p>This scheme will provide a key piece of infrastructure required to help facilitate a proportion of the 4,000 new homes planned for the wider Derriford Growth Area. This scheme is principally concerned with providing improved transport links which will help to give confidence to developers and will therefore help to create the conditions for growth and kick-start development.</p> <p>This scheme will improve infrastructure required to help facilitate a proportion of the 100,180 m2 of employment space (including a new district shopping centre) planned for the Derriford area.</p> <p>The planned investment in targeted infrastructure projects can play its part in stimulating growth and encourage further investment. This scheme in addition to other major transport improvements planned and undertaken in the area will enable major development proposals to be delivered in the north of the city.</p> <p>Successful delivery of this scheme will give further confidence to national and regional funding decision makers that Plymouth is a city that can deliver large scale investment projects that will make a real difference in driving forward growth and the local economy. Being able to cite recent examples for the project such as Derriford Hospital Interchange and Marjons Link Road has helped secure DfT NPIF funding for this scheme; successful delivery of the project will give the same confidence when the Council is seeking funding for other future major projects.</p>

<b>10</b>	<b>Please specify any direct environmental implications of the decision (carbon impact)</b>	n/a		
<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 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>13c</b>	<b>Date Cabinet member consulted</b>			
<b>14</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>15</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>	17/05/2022	
<b>Sign-off</b>				
<b>16</b>	<b>Sign off codes from the relevant departments consulted:</b>	<b>Democratic Support (mandatory)</b>	DS02 22/23	

		<b>Finance (mandatory)</b>	pl.22.23.28.						
		<b>Legal (mandatory)</b>	LS/38608/JP/240 522.						
		<b>Human Resources (if applicable)</b>	N/A						
		<b>Corporate property (if applicable)</b>	N/A						
		<b>Procurement (if applicable)</b>	N/A						
<b>Appendices</b>									
<b>17</b>	<b>Ref.</b>	<b>Title of appendix</b>							
	A	Briefing report for publication							
	B	Equalities Impact Assessment							
<b>Confidential/exempt information</b>									
<b>18a</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>18b</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>18b</b>	<b>Confidential/exempt briefing report title:</b>								
<b>Background Papers</b>									
<b>19</b>	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>						

	1	2	3	4	5	6	7
<b>Cabinet Member Signature</b>							
<b>20</b>	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>	15/06/2022			
<b>Print Name</b>	Councillor Jonathan Drear						