

EXECUTIVE DECISION

made by a Cabinet Member



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

Executive Decision Reference Number – T04 22/23

Decision	
1	<p>Title of decisions: THE CITY OF PLYMOUTH (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) (AMENDMENT ORDER No. 2022.2137283 – Wolseley Road) Order</p> <p style="text-align: center;">&</p> <p>The City Of Plymouth (Traffic Regulation Orders) (Amendment Order No. 2022.2137283 Wolseley Road) Order</p>
2	<p>Decision maker: Councillor Jonathan Drean, 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/Amend No Waiting At Any Time, Goods Loading Bay At Any Time & No Loading/Unloading on lengths of the following road: Wolseley Road 2. Add a 20mph speed zone on lengths of the following road: Wolseley Road
5	<p>Reasons for decision:</p> <p>TCF 32 is a scheme to improve public transport and sustainable transport provisions in and out of St Budeaux. The scheme aims to improve connectivity between bus and rail travel into and out of Plymouth as well as linking more than one sustainable transport provisions in one place where it can be easily accessed by all travelling through the interchange. TCF 32 also connects two other TCF schemes in this area; TCF 201 Walking and Cycling Improvement scheme from St Budeaux to Dockyard and TCF 120 Mobility Hub Network scheme.</p> <p>A 20mph zone is proposed following the new uncontrolled crossings to be installed on Wolseley Road junction to slow down vehicles entering the bridge the Barne Barton area.</p> <p>A loading bay on St Budeaux Square very close to the shops will help businesses have easy access to their delivery vehicles. By allocating a loading bay on the High Street, it is expected that we can avoid future conflicts where delivery vehicles would park in the bus laybys and blocking the bus access to the stops.</p>

6 Alternative options considered and rejected:

One alternative option is to impose a 20mph Limit along Wolseley Road overbridge which does not require physical measures to reduce vehicle speeds within the area. This option was less favourable to the scheme because the guidance is for vehicles to go below 24mph and not below the speed limit.

The scheme favours 20mph Zone because in principle, the traffic calming measures slows vehicles down to speeds below the limit. As well as the speed zone signs, the design offers sufficient physical features including narrow lanes and junction, as a result of widened footways, and realigned central islands to force cars to slow down when entering the overbridge.

The scheme would show consistency in its design as it will be extending the existing 20mph Zone from the adjacent Barne Road junction to the overbridge.

Regarding the loading bay, the alternative to this is an unrestricted parking bay. The alternative option was rejected due to evidences showing that there is a greater need for a designated loading bay in St Budeaux Square. Evidence shows;

- There is currently no parking/ loading area designated for large delivery vehicles on or close to the growing businesses* on St Budeaux Square
- There is a free 2 hour public car park approximately 50m away from the closest shop on St Budeaux Square.

* *It is implied that the scheme could help boost the economy of the surrounding businesses after its completion as it would increase footfalls on St Budeaux Square due to the improved sustainable transport provisions proposed by the scheme.*

7 Financial implications and risks:

The Traffic Regulation Orders (TRO's) and associated works are being funded by Department for Transport's Transforming Cities Fund.

Financial implications and risk on this scheme are very low if both the 20mph zone on the overbridge and the loading bay on St Budeaux Square failed to be implemented. This is due to the fact that the scheme's design is still sustainable without the 20mph zone and loading bay. However, it is understood that both TROs will enhance the outcomes if they are implemented with the scheme's design, for example;

- the speed limit zone would help create a safe space for pedestrians and cyclists, and improving the local environment
- the loading bay would support the businesses to thrive on the high street and reduces future conflicts with buses which has caused traffic congestions at the roundabout.

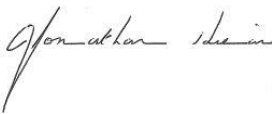
Works for both TROs were quoted by the contractor in the circa of £2,500 (£1,000 for 4no. of 20mph zone signs and £1,500 for loading bay line marking) which is considerably low for a £1.2m scheme. The costs of Traffic Management plans is excluded because they are considered minor works to be carried out alongside the scheme's major construction works.

Not implementing the TROs during this construction phase could result to;

- recommendations for the TROs being made in the future
- inability to implement it later due to insufficient funds to bear the costs of the works due to inflation and the added costs of Traffic Management plans.

	There is also an expectation that the future highway use in this area will more likely require a loading bay to meet the needs of the economic growth (expanding businesses) on St Budeaux Square particularly upon achieving the indirect outcomes of this scheme.			
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)		None	
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 I4)
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	28/07/2022	
Sign-off				
I6	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS29 22/23	
		Finance (mandatory)	pl.22.23.84.	
		Legal (mandatory)	LS/39001/JP/280722	
		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		

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	18/08/2022			
Print Name	Councillor Jonathan Drear, Cabinet Member for Transport							

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