

Cabinet



Date of meeting: 18 March 2024

Title of Report: **Woolwell To The George Transport Improvements:
Compulsory Purchase Order & Side Roads Order**

Lead Member: Councillor Mark Coker

Lead Strategic Director: Anthony Payne (Strategic Director for Place)

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Your Reference: WTTG/01/approvals/cabinet report/18 March 2024

Key Decision: Yes

Confidentiality: Part I - Official

Purpose of Report

This report provides a further update since Cabinet approved the scheme and gave in principle approval to proceed with a Compulsory Purchase Order (CPO) in November 2021, with particular reference to the land requirements and implications.

Cabinet are being asked to approve the final CPO & Side Roads Order (SRO) boundaries and changes made since the in principle approval.

This report summarises the development of the Woolwell To The George (WTTG) Transport Improvement Scheme (“the Scheme”) since November 2021 and identifies the land impacts of the scheme and final CPO boundary which contains the final land requirements for the scheme.

The report also seeks approval to place identified S106 and Integrated Transport Block Grant contributions into the capital programme.

Negotiations with landowners will continue and it remains the Council’s preference to secure the land needed for the Scheme through negotiation. Starting the formal processes required for the making of a CPO and SRO now will provide certainty to both landowners and the Council and will provide the opportunity for the Council acquire any remaining property interests that are required for the Scheme that cannot be secured via negotiated settlement.

This report provides a reminder of the benefits of the Scheme and the strategic importance of the Scheme in delivering the growth identified in the Plymouth & South West Devon Joint Local Plan (JLP), particularly in the north of the City at Derriford and Woolwell.

Recommendations and Reasons

Cabinet is recommended to:

1. Authorise the making of a compulsory purchase order to be known as The City of Plymouth (A386 Tavistock Road) Compulsory Purchase Order 2024 (“the CPO”) under sections 239, 240, 246, 250 and 260 of the Highways Act 1980 and the Acquisition of Land Act 1981 to secure the compulsory acquisition of the land shown within the red boundary on the CPO Resolution Area plan as shown in more detail on the plot plans shaded blue and orange and the new rights over the land shown hatched blue at Appendix E of this report (“the Order Land”);

Reason: To ensure that the programme for delivery of the Scheme can still be met in the event that not all land can be acquired through negotiation.

2. Authorise the making of a side roads order to be known as The City of Plymouth (A386 Tavistock Road) (Side Roads) Order 2024 (“the SRO”) under sections 14 and 125 of the Highways Act 1980 to construct new highways and public rights of ways, stop up, divert, improve or otherwise deal with a highway including public rights of ways and the closure and creation of private means of access as shown in the SRO Maps at Appendix F to this report

Reason: To enable the procedural measures to be carried out efficiently and to allow alterations to the highway and private means of access in relation to affected land.

3. To note, and have due regard in determining whether or not to authorise the making of the Orders, the public sector equality duty contained in section 149 of the Equality Act 2010 and the requirements of the Human Rights Act 1998, as detailed further in section 2.4 of this Report;

Reason: To eliminate unlawful discrimination, harassment and victimisation and other behaviour prohibited by the Equality Act 2010. To advance equality of opportunity between people who share a protected characteristic and those who do not. To foster good relations between people who share a

protected characteristic and those who do not including tackling prejudice and promoting understanding.

4. That the Service Director for Strategic Planning and Infrastructure be authorised in consultation with the Head of Legal Services to:

- (i) finalise and make, if necessary, any minor or technical amendments, modifications and deletions to the CPO Maps and SRO Maps should this be considered appropriate;
- (ii) agree the precise scope of rights to be acquired over properties that surround the Order Land;
- (iii) finalise the CPO and the SRO (collectively referred to as “the Orders”), and the Statement of Reasons;
- (iv) to take all necessary steps to make (including any associated or ancillary applications to the Secretary of State under the Acquisition of Land Act 1981 publish, and obtain confirmation of the Orders including (but not limited to) the publication and service of all statutory notices and presentation of the Council’s case at any Public Inquiry or through written representations, to secure the confirmation of the Orders (with or without modifications) by the Secretary of State for Transport and implement the Orders associated with the Scheme;
- (v) continue, in accordance with the Cabinet authority dated 9 November 2021, discussions and negotiations with landowners and stakeholders with a view to reaching voluntary agreements with landowners and to purchase and/or reserve land and rights by agreement for the scheme;
- (vi) negotiate, agree terms and enter into agreements with affected parties including agreements for the withdrawal of blight notices and/or the withdrawal of objections to the Orders and/or undertakings not to enforce the Orders on specified terms, including (but not limited to) where appropriate seeking exclusion of land from the Orders, making provision for the payment of compensation and/or relocation;
- (vii) in the event the Orders are confirmed by the Secretary of State or an Inspector in the case of delegation, to advertise and give notice of confirmation and thereafter to take all steps to implement the Orders including, as applicable to execute general vesting declarations and/or to serve notices to treat and notices of entry in respect of interests and rights in the Order Land; and
- (viii) take all steps in relation to any legal proceedings relating to the Orders including defending or settling claims referred to the Upper Tribunal and/or applications to the courts and any appeals.

Reason: To ensure that the land acquisition can be undertaken swiftly providing certainty for affected parties and to ensure the wider delivery of the Scheme can still be met in the event that not all land can be acquired through negotiation.

5. Allocate an additional £3,916,433 into the capital programme for the scheme funded by the identified £1,957,433 Section 106 contributions and £1,959,000 Integrated Transport Block grant and remove £755,000 Capital receipts previously anticipated.

Reason: To provide certainty for the Scheme in order to proceed to construction and provide financial assurance for the Compulsory Purchase Order processes.

Alternative options considered and rejected

Alternative options considered and rejected in respect of the land needed to be required:

1. Do nothing. This was rejected as this section on the A386 is a notorious congestion hot spot and without intervention will mean that the planned development identified in the Plymouth and South West Devon Joint Local Plan will not be able to come forward.
2. Continue with the same land requirement as approved in principle in November 2021. This was rejected as in some instances we have been able to design out some previously affected landowners and reduce the land take for others through the design development process.
3. Provide a de-scoped Scheme to further reduce land requirement. This was rejected as this did not meet the aims and objectives of the project nor improve the resilience of the network. Opportunities for value engineering have been explored and taken where appropriate as well as a review of design which has led to less land being required in some locations.

Relevance to the Corporate Plan and/or the Plymouth Plan

The Corporate Plan:

Unlocking the City's Potential

An efficient and sustainable transport network:

This Scheme will improve journey times and reduce congestion while improving the resilience of the transport network in the north of the City. The Scheme will add capacity into the transport network, which will give reassurance to key partners such as National Highways that the planned growth, as set out in the Plymouth and South West Devon Joint Local Plan (JLP), is deliverable and will reduce the risk of decisions of the Local Planning Authority not being able to follow recommendations of Highways England and having them referred up to the Secretary of State to intervene.

A wide range of homes:

The Scheme will provide a key piece of infrastructure required to help deliver the 4,412 new homes identified for the Derriford and Northern Corridor Growth Area. This Scheme will provide improved transport links which will give confidence to developers and create the conditions for growth. It will directly unlock 2,000 new homes at the Woolwell Urban Extension (WUE).

A vibrant economy offering quality jobs and skills:

This Scheme will provide a key piece of infrastructure required to help deliver the employment space (including a new district shopping centre) planned for the Derriford area.

Infrastructure Schemes not only allow development to come forward but also provide a cash injection to the local economy during construction. An example of this effect is the Forder Valley Link Road Scheme which is completed construction in 2023 achieved 85% local spend and utilising 88% local labour and has placed orders in excess of £19m through local Small and Medium Enterprises (SME).

A green, sustainable city that cares about the environment:

The Scheme has been subject to an Environmental Impact Assessment Screening. The proposals will provide a comprehensive landscape plan and environmental management and enhancement plan which not only mitigates the Scheme's impact but will also provide a net gain in biodiversity.

The modelling work undertaken to support the Levelling Up Fund bid, submitted to the Department for Transport (DfT) on 18th June 2021, shows that the Scheme will reduce carbon emissions by 36.6 million tonnes across the 60 year appraisal period. This is achieved by providing significant walking and

cycling infrastructure along the A386 and expansion of the number of parking spaces at the George park and ride site. The Scheme also reduces congestion on a key pinch point on the highway network.

Caring for people and communities

The Scheme will improve road safety along one of busiest sections of the City's road network including widening of footways, new and improved pedestrian crossing points and new cycling infrastructure that will provide safe and active travel opportunities for all abilities and ages.

The Scheme has a keen focus on providing local construction job opportunities as well as delivering infrastructure which will facilitate employment development sites in the north of the city.

The Plymouth Plan

The Scheme specifically supports the following Strategic Objective and policies within the Plymouth Plan:

Strategic Objective 1: Delivering a Healthy City "Providing a safe, efficient, accessible and health-enabling transport network which supports freedom of movement and active travel and promotes low carbon lifestyles

Policy HEA6: Delivering a safe, efficient, accessible, sustainable and health-enabling transport system.

Policy GR04: Using transport investment to drive growth

Implications for the Medium Term Financial Plan and Resource Implications:

Funding

The funding for the scheme was confirmed at the [Cabinet meeting on 09 November 2021 \(Item 201\)](#). At this meeting, Cabinet approved £33,501,475 to be added to the capital programme which, including previous allocations, made a total scheme budget of £41, 841,475 to fund the scheme.

Since this time the design has been refined enabling the final scheme and land requirements to be confirmed. However, inflation since 2021 also needs to be factored in and the previously anticipated Capital Receipts of £755,000 will now not be realised. It is therefore now necessary to request a further £1,959,000 of Integrated Transport Block (ITB) Grant and increase the S106 contributions by £1,957,433.

Land Implications:

The Scheme requires the acquisition of 32 land parcels from third party land owners and occupiers as well as some unregistered land. In order to assist landowners and to make clear the intent to give back land required temporarily, these land parcels have been broken down into sub-plots so they can be easily identified from that of the land and access rights required permanently.

The Council's preference will always to be to negotiate land acquisitions however a CPO process is required to enable the delivery of the full Scheme.

Financial Risks:

The main financial risks have been identified as follows:

- There is a risk that, in the event that not all land can be acquired through negotiation, the CPO process may take longer than anticipated;
- There is a risk that inflation may be higher than anticipated, including for land, materials, equipment and labour costs; or that there may be difficulties sourcing labour and materials which could be exacerbated due to global economic events and the Covid 19 Pandemic;
- There is a risk that unforeseen services/utilities are discovered;

- There is a risk of unfavourable ground conditions;

These risks are being mitigated through prudent financial and programme planning and advanced surveys of the scheme area. In addition the delivery team has experience of delivering a major scheme (the Forder Valley Link Road) through the current pandemic.

Carbon Footprint (Environmental) Implications:

The modelling work undertaken to support the Levelling Up Fund bid following the Department for Transport's "Webtag" methodology, shows that the Scheme will reduce carbon emissions by 36.6 million tonnes across the 60 year appraisal period. This is achieved by providing significant walking and cycling infrastructure along the A386, expansion of the number of parking spaces at The George park and ride site and reducing congestion on a key pinch point on the highway network. The scheme will also open up new routes to the Woolwell area for public transport via Woolwell Crescent and will help improve the reliability of bus services enabling to better meet the timetabled information.

The Scheme will result in the loss of some trees which border the current A386 which unfortunately is unavoidable in all scenarios due to the need to widen the road and provide the new signalised junction at Woolwell Road. However, the scheme will include new landscaping and planting, including new trees to mitigate the loss, and provide an overall increase in biodiversity.

The Scheme helps the Council with the climate emergency agenda as without it, the performance of the transport network on the Northern Corridor will further deteriorate across all modes, including buses. Currently, the Park and Ride site is at capacity, meaning further growth in sustainable transport travel to the City Centre from the Park and Ride is constrained. The Scheme provides an additional 100 spaces to help meet the current and suppressed demand.

The Scheme provides a significant improvement in walking and cycling facilities on a key section of Plymouth's Strategic Cycle Network and will provide a direct link to the new development at WUE. Without this, the Council's aspirations for increased travel by active modes on this corridor, which are central to the JLP and Plymouth's Transport Strategy, will be difficult to achieve.

Other Implications: e.g. Health and Safety, Risk Management, Child Poverty:

** When considering these proposals members have a responsibility to ensure they give 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.*

Consideration is given to the rights set out in Article 1 of the first protocol of the European Convention on Human Rights in respect of the impact of a CPO Resolution on the existing landowners and occupiers. The impact this proposal may have on the owners / occupiers of the land in question and other third parties have been carefully considered. It is not considered that any of the owners / occupiers have any special / unusual circumstances that would need to be specifically considered under the Human Rights Act. It is considered that the wider benefit to the community and the residents of Plymouth documented in this section 1.3 of this report significantly outweigh the impact on individual affected parties.

Since the November 2021 Cabinet approval, four properties have been designed out of the Scheme and therefore removed from the land acquisition requirement. The development of the Scheme has resulted in needing less land from another 18 properties. There have however, been 12 properties who have had an increase in the land needed for the Scheme, 8 of which at the very southern extent of the scheme in an area of verge opposite the main property plot.

Two new additional land interest requirements are included to ensure that the Council will be able to secure access rights of land to allow access for future maintenance needs.

The main risks are summarised under financial risks section above. The risks are actively managed through a Quantified Risk Register and is regularly reviewed to ensure that appropriate mitigation is put in place to reduce the risks identified. All risks identified and have fed directly into the cost estimate and programme of works. In addition the delivery will be by the experienced Strategic Transport Team who have delivered the award winning Derriford Hospital Interchange Improvement

Scheme, Charles Cross scheme and the most recently the multi-award winning Forder Valley Transport Improvements scheme.

Appendices

*Add rows as required to box below

Ref.	Title of Appendix	Exemption Paragraph Number (if applicable) <i>If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part 1 of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.</i>						
		1	2	3	4	5	6	7
A	Summary Paper							
B	Equalities Impact Assessment							
C	Carbon Impact Assessment							
D	General Arrangement Drawing							
E	CPO Drawings							
F	SRO Drawings							

Background papers:

*Add rows as required to box below

Please list all unpublished, background papers relevant to the decision in the table below. Background papers are unpublished 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.

Title of any background paper(s)	Exemption Paragraph Number (if applicable) <i>If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part 1 of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.</i>						
	1	2	3	4	5	6	7

Sign off:

Fin	CH 08.03. 24 1557	Leg	LS/00 0013 12/2/ AC/8/ 3/24	Mon Off		HR		Asset s		Strat Proc	
Originating Senior Leadership Team member: Paul Barnard – Service Director for Strategic Planning & Infrastructure											

Please confirm the Strategic Director(s) has agreed the report? Yes

Date agreed: 08/03/2024

Cabinet Member approval:

Councillor Mark Coker, Cabinet Member for Strategic Planning and Transport.

Date approved: 08/03/2024

I Scheme Context

I.1 Background

- I.1.1 The Woolwell to The George (WTTG) Transport Improvements Scheme (“Scheme”) will alleviate congestion at the notorious pinch-point between Woolwell and The George junction, on the A386 Tavistock Road. More than 30,000 vehicles use this section of road each day and there are regularly queues and delays at peak times, caused by traffic having to merge over very short distances. The impact of this congestion extends far beyond the immediate Woolwell area, affecting the A386 Tavistock Road as far south as Manadon Roundabout and also disrupts the reliability of the bus network. The route also has poor provision for pedestrian and cyclists and crossing the A386 in particular is very difficult in busy periods.
- I.1.2 The problems faced along this section of the transport network are well documented and included as far back as the late 1970’s. The 1979 Devon County Council (DCC) adopted Devon Structure Plan identified the need to dual from Derriford Roundabout to Roborough.
- I.1.3 Widening along the A386 between Woolwell and The George Junction featured annually within Devon County Council’s Transport Policies and Programme (TPP) submission for many years during the 1980s and early 1990s.
- I.1.4 DCC consulted on a scheme for between Woolwell and The George and secured some plots of land via a widening line within the current Scheme area and further to the south as well.
- I.1.5 In 1980 DCC held a consultation which considered the A386 route in three sections:
- Derriford Roundabout to The George;
 - The George to Woolwell; and
 - Woolwell to Roborough
- I.1.6 DCC, the then Highway Authority, made the decision to build the Roborough Bypass first to provide a new dual carriageway between Woolwell and Roborough which opened in 1992 to serve northern Plymouth as well as the Woolwell estate.
- I.1.7 The rest of the A386, Derriford to Woolwell was also split into 3 phases;
- 2a Signal controlled junction at The George,
 - 2b Dual George to Woolwell and
 - 2c Dual Derriford Roundabout to The George.
- I.1.8 In 1995, DCC held a further consultation asking for opinions on the order in which schemes should be constructed. 2a Signalisation of George Junction came out on top and it was the implementation of that scheme which Plymouth City Council (PCC) inherited in 1998 when Plymouth became a Unitary Authority and was delivered in the early 2000’s. The other two schemes remain to be implemented and explains therefore why the Scheme continues to be required to this day.
- I.1.9 The Council’s Third Local Transport Plan 2011-2016 expressly identifies that highway improvements are required between Woolwell and The George.
- I.1.10 The problems identified in this document have continued and have subsequently led to their inclusion in the Plymouth and South West Devon Joint Local Plan (JLP), including an Infrastructure Needs Assessment, which was consulted upon in 2017 and adopted in 2019. The

inclusion of the Scheme in the City's key spatial planning documents is in recognition of the wider benefits that the Scheme will deliver to local communities and to the City.

1.1.11 With significant growth planned for the north of the City and forecast levels of traffic to increase along this route, it is vital to provide improvements that will encourage more walking, cycling and bus travel, as well as minimise congestion and delays for general traffic. With future growth that is allocated to the Northern Corridor, the performance of the network is forecast to deteriorate further, with worsening journey times and reliability.

1.2 Woolwell To The George Transport Improvements Scheme Description

1.2.1 The Scheme will deliver:

- Dedicated walking and cycling facilities, linking the George Park and Ride site with the existing Woolwell community and 2,000 new houses at the WUE development and improving access to the George Park and Ride site from Plymouth's Strategic Cycle Network (SCN).
- A new signalised junction will be created where Woolwell Crescent joins Tavistock Road. This new junction replaces the right turn that currently takes place out of Woolwell Road, onto Woolwell roundabout. Vehicles wishing to head south will still be able to turn left here or use Woolwell Road. A new left turn into Woolwell Crescent will also be created.
- Woolwell Roundabout will be upgraded to a signalised junction, increasing capacity and improving pedestrian and cycle crossings.
- Improved capacity on the A386 Tavistock Road by providing a dual carriageway from Woolwell Roundabout to the George Park and Ride site, enhancing accessibility to the George Park and Ride site by vehicles travelling in from Northern Plymouth and beyond.
- Increase parking capacity at The George Park and Ride by circa 100 additional spaces.

1.3 Scheme Benefits

1.3.1 The Scheme is of significant strategic importance to the City and is in accordance with the Transport Strategy included within the JLP.

1.3.2 The Scheme will directly unlock large scale development at the WUE in the region of 2,000 new homes as well as improves access to existing key industrial, technical, business and medical site along the norther corridor.

1.3.3 The key issues that the Scheme will address are:

- Existing high levels of congestion on the A386 and at Woolwell Roundabout due to high traffic volumes and poor network performance
- Poor connectivity acting as a barrier to development growth on the northern corridor, and constraining economic growth
- Delays to bus travel times and poor reliability due to existing levels of congestion at Woolwell Roundabout and on the A3896
- Limited capacity at the existing Park and Ride site constraining growth in use of the Park and Ride
- Limited facilities for walking and cycling from beyond Woolwell Roundabout to the Derriford area, Park and Ride site and on into the City Centre.

- 1.3.4 The outputs that the Scheme will deliver, and how these will provide outcomes that realise the planned benefits are summarised below:

Output 1:

- 1.3.5 Expanded Park and Ride site to provide 100 additional parking spaces, and EV chargepoints

Outcomes:

- 1.3.6 Promote public transport use by providing increased accessibility to the Park and Ride site, and reliable routes for buses into the City.
- 1.3.7 Supporting economic development by improving sustainable connectivity into the City Centre and providing transport infrastructure to support the delivery of planned growth in the Northern Corridor.

Impacts:

- 1.3.8 Improved bus accessibility and journey times, increasing bus mode share, reducing car dependency and improving air quality.
- 1.3.9 Improved accessibility to the Derriford area, strengthening the local economy and facilitating delivery of the JLP.

Output 2:

- 1.3.10 High quality walking and cycling infrastructure consisting of improved footways, cycleways and crossing points.

Outcomes:

- 1.3.11 Encouraging use of active travel modes and providing a direct link between the existing and new Woolwell community to the Park and Ride site and Derriford area.

Impacts:

- 1.3.12 Increased use of active travel modes, leading to reduced car dependency and improved air quality and health impacts.

Output 3:

- 1.3.13 New signalised junction replacing Woolwell Roundabout, and dual carriageway link to the Park and Ride site.

Outcomes:

- 1.3.14 Reduced congestion by providing additional network capacity for all users on the A386 and improved access to the Park and Ride site.
- 1.3.15 Supporting economic development by providing transport infrastructure to support planned growth in the north of the City.
- 1.3.16 Promoting public transport use by providing direct access to the Park and Ride site and improved bus journey times and reliability.

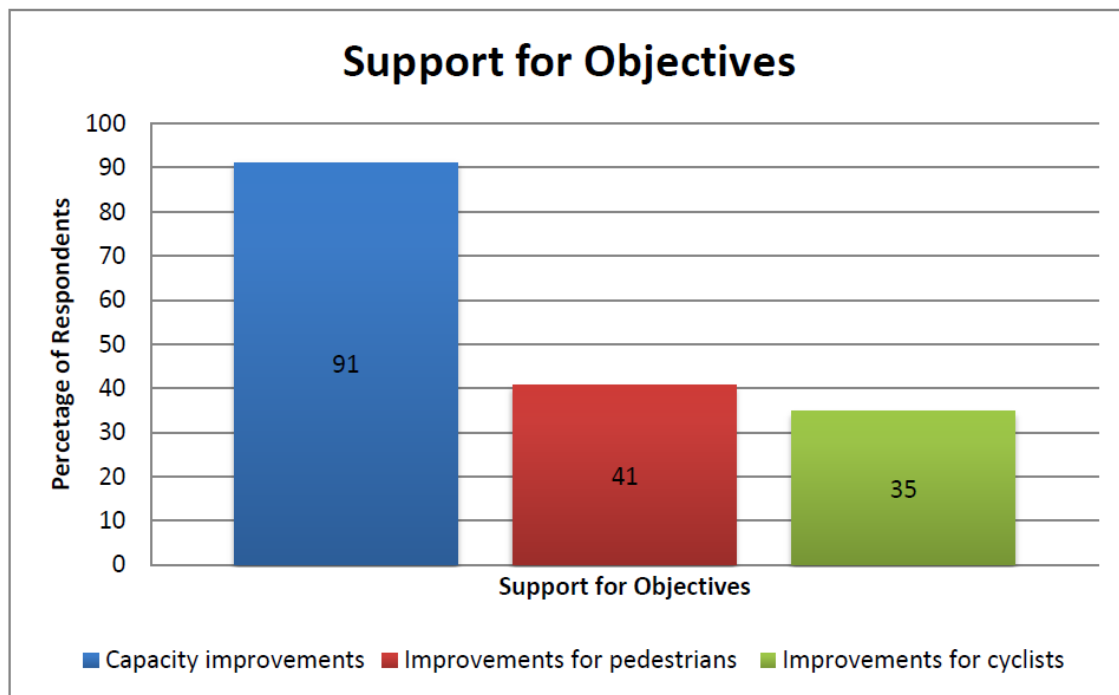
Impacts:

- 1.3.17 Improved performance of the transport network demonstrated by improved traffic flow, reduced queuing and improved journey times.
- 1.3.18 Improved connectivity and accessibility to the Derriford area, and improved connectivity to the City Centre by all modes.
- 1.3.19 1.3.5 The wider Scheme benefits and objectives are:

- Reduce daily congestion and journey times along this section of the corridor;
- Promote bus use by providing increased accessibility to the George Park and Ride site, and reliable routes for buses into the City;
- Improve resilience on the transport network;
- Improve accessibility to the north of the City, strengthening the local economy and facilitating delivery of strategic development site which underpin the JLP;
- Provide critical infrastructure for sustainable travel choice through improved facilities for walking, cycling and bus travel.

1.4 Public Consultation

1.4.1 A public consultation was carried out in October/November 2017 on improvements to this section of the northern corridor. In total 9,000 letters were sent to residents and businesses in the local area and a total of 591 responses were received, equating to a 6% response rate. During the first two weeks of the consultation, three separate exhibition events were held close to the Scheme area. 82% of respondents reported that they travel through the Scheme area most days. The consultation received overwhelming support for the proposed dual carriageway with 80% of respondents in favour of the proposal. 42% of respondents preferred the signal junction while 58% preferred the roundabout to be maintained. 48% of respondents supported a lower speed limit while 52% did not.



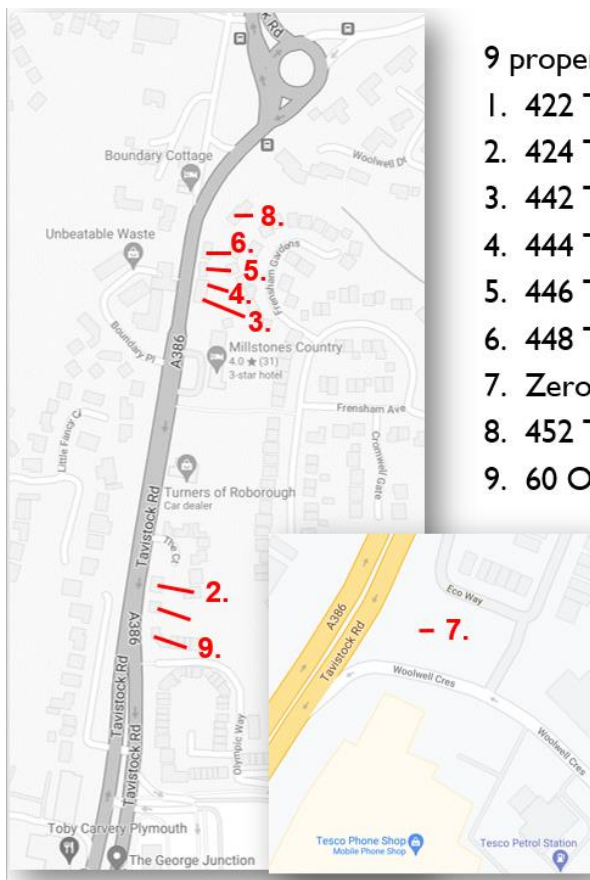
1.4.2 Since the 2017 consultation, the Scheme has been refined leading to the development of the proposed preferred option. This preferred option includes the popular dual carriageway and also the signalised junction which, although slightly more respondents preferred the roundabout option, the signalised junction performs better at this location.

1.4.3 In August and September 2021, the opportunity was taken to feedback to the public on the work that had been happening to develop the Scheme and to explain the preferred option to be taken forward. Due to the global Covid-19 pandemic, the majority of this was undertaken online, taking place between 20 August 2021 to 12 September 2021. This included letters sent to businesses, organisations and residents in the Scheme area as well as face to face meetings with landowners directly affected by the Scheme.

2 Land Acquisition

2.1 Land Implication Update

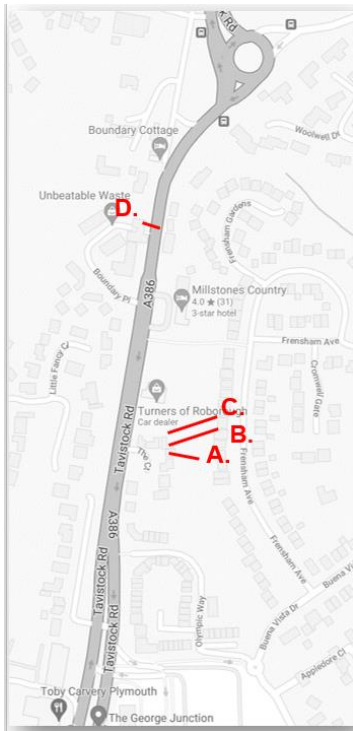
- 2.1.1 In order to address many of the transport problems in this part of the City, the Scheme will require additional land from outside of the current Highway Boundary or from the Council's own land.
- 2.1.2 The Scheme has now been designed in sufficient detail to identify all of the land and rights required to ensure its successful delivery, as identified on the plans appended to this report at Appendix E. Members should note that these plans contain land which will be required permanently and/or permanent access rights, as well as land required only for temporary access and working space. The current law relating to compulsory purchase does not allow acquiring authorities to distinguish between the two but the intention would be to negotiate temporary licences (in respect of the latter) preferably before, but if not, then after the confirmation of the Orders rather than acquire such areas permanently. To assist members, Appendix E also contains plans which identifies land and rights required permanently and temporarily in the CPO Resolution plan. This shows land to be acquired permanently coloured blue and the land required temporarily shown coloured pink and orange.
- 2.1.3 The November 2021 Cabinet report identified 33 land parcels that were required to deliver the Scheme. The number of land parcels now needed to be acquired to deliver the Scheme and realise the benefits, including newly identified unregistered land, is now 32.
- 2.1.4 Since November 2021, one new property has been acquired through negotiation bringing the total to nine properties acquired which has de-risked the Scheme significantly.



9 properties already purchased:

1. 422 Tavistock Road (demolished)
2. 424 Tavistock Road (demolished)
3. 442 Tavistock Road (demolished)
4. 444 Tavistock Road (demolished)
5. 446 Tavistock Road (demolished)
6. 448 Tavistock Road
7. Zero C
8. 452 Tavistock Road
9. 60 Olympic Way

2.1.5 Also since the in principle approval was granted four properties that were within the CPO boundary have now been designed out of the Scheme and are no longer required along with permanent land take from Tesco and Woolwell Church Community Centre.



Plots removed / Designed Out

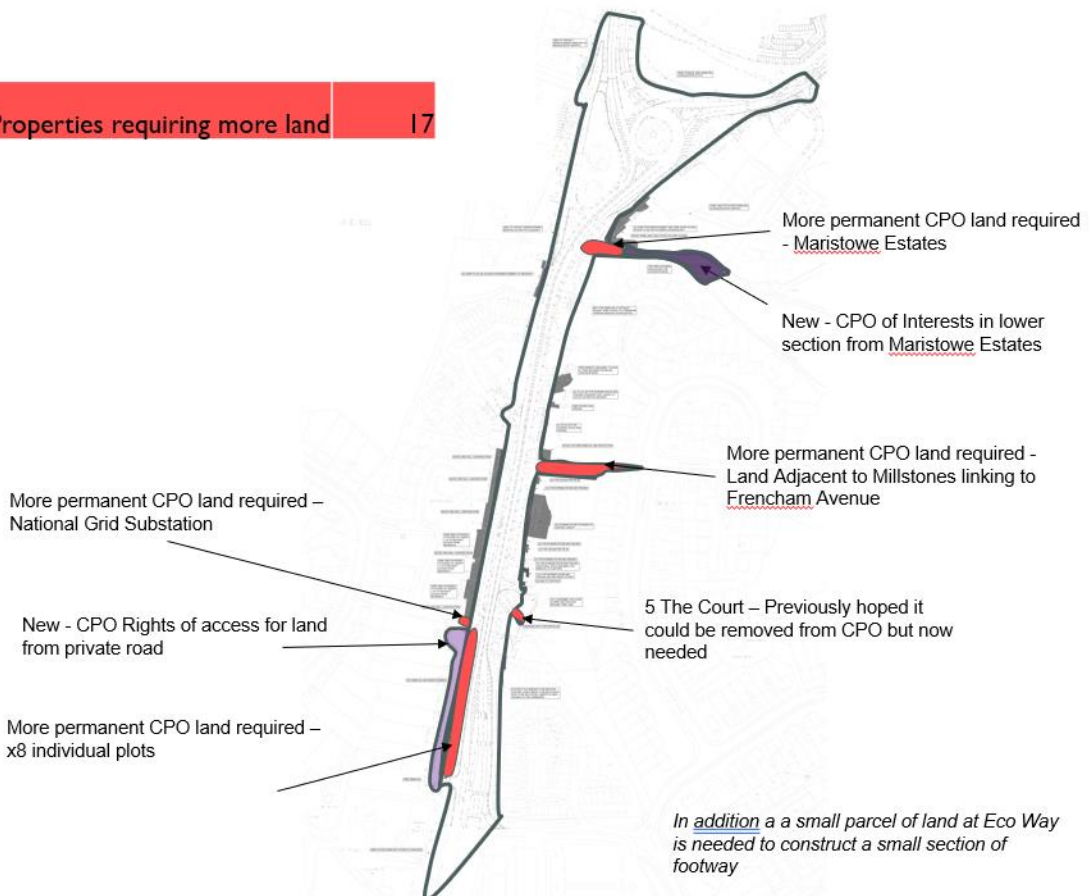
4 properties designed out and removed from land acquisition:

- A. No 4 The Court
 - B. No 3 The Court
 - C. No 2 The Court
 - D. 53 Boundary Place
- Tesco designed out of permanent works, however temporary land required
 - Woolwell Church Community Centre also designed out

This means with land already purchased, 14 land risks have been removed

2.1.6 Of the properties that could not be designed out of the Scheme, in many locations it has been possible to reduce the scale of impact on the property by reducing the overall footprint of the Scheme. 21 properties in total have benefited from a reduction.

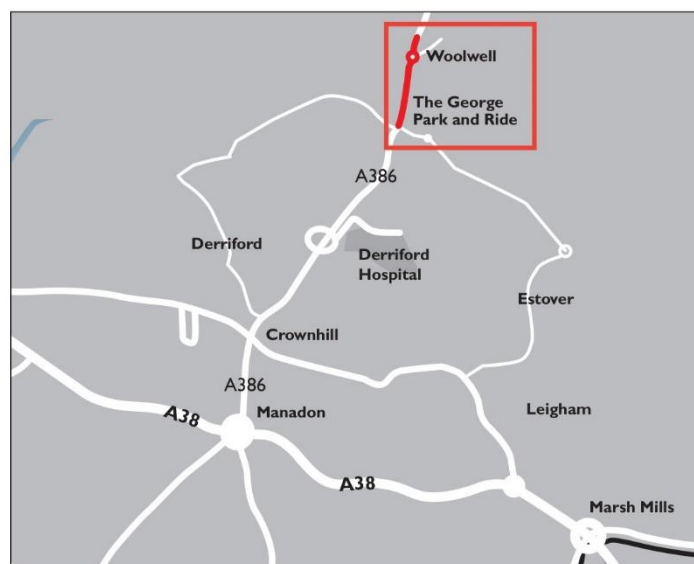
No. Properties requiring more land 17



- 2.1.7 In order to assist landowners and to make clear the intent to give back land required temporarily, these land parcels have been broken down into sub-plots so they can be easily identified from that of the land and access rights required permanently.
- 2.1.8 The decision to utilise third party land to deliver the Scheme has been carefully considered with the interests of the individuals affected by the Scheme balanced against the benefits of the Scheme to the wider communities and the city.
- 2.1.9 Members should note that agreeing in to use compulsory purchase powers in relation to the Order Land, it will not undermine due process of pursuing negotiation and fair acquisition terms for existing land owners. In fact, the approach of seeking a resolution to use CPO powers whilst continuing to try to negotiate acquisitions by private treaty agreement is in line with guidance published by the Department for Communities and Local Government in October 2015 entitled “Compulsory Purchase and the Crichel Down Rules” (“the Guidance”), which provides best practice advice for assembling land for schemes of this nature. It is considered that a resolution to use compulsory purchase powers facilitates negotiations because landowners would know that the Council genuinely means to progress the Scheme and if terms to acquire all land interests and new rights by agreement could not be achieved in a reasonable timescale, compulsory purchase powers will be used. This will encourage landowners to negotiate in a meaningful way.
- 2.1.10 Any decision to proceed with the making of a CPO would be contingent on a compelling case having been assembled in support of the need to make a CPO for the Scheme and the specific land or rights to be acquired.

2.2 Description of the Order Land

- 2.2.1 The Order Land is located in the north of the City of Plymouth adjacent to the A386 Tavistock Road between the local areas of Derriford and Woolwell.



- 2.2.2 The Order Land is identified on the CPO Resolution Area plan Drawing number PL1577909-71 Revision P10 and detailed in the accompanying schedule. The Order Land predominantly comprises of residential land which mainly forms the garden to affected properties.
- 2.2.3 There are also two commercial properties that border the Scheme, including a used car retailer, Turners of Roborough, and a former hotel, Millstones Hotel (which is currently no longer in operation and is in the process of being converted into residential flats). In addition

one plot forms an access path with associated adjacent land linking a neighbouring residential estate to the A386 for non-motorised road users.

2.3 2.3 Schedule Of Interests

2.3.1 The below table contains the proposed Schedule of Interests within the Order Land to be acquired and to help members and residents understand the changes since the November 2021 Cabinet decision, the differences in requirements has also been included.

Land Required: Address	Permanent Land Required (m ²)		Difference (m ²) (2021 to 2024) (+) / (-)	Temporary Land Required (m ²)		Difference (m ²) (2021 to 2024) (+) / (-)	Permanent Rights of Access (CPO) (m ²)		Difference (m ²) (2021 to 2024) (+) / (-)
	2021	2024		2021	2024		2021	2024	
Land Adjacent to Millstones linking to Frensham Avenue	52	633	+ 581	45	0	- 45			
Unregistered Land Adjacent to lane linking to Frensham Avenue	0	27	+ 27	0	0	+ 0			
432 Tavistock Road - Turners Garage	800	728	- 72	310	786	+ 476			
436-438 Tavistock Road – Former Millstones Hotel	421	271	- 150	397	172	- 225			
Unregistered Land Adjacent to 436-438 Tavistock Road	0	88	+ 88	0	0	+ 0			
440 Tavistock Road	199	172	- 27	95	206	+ 111			
Unregistered Land Adjacent to 440 Tavistock Road	0	22	+ 22	0	0	+ 0			
8 Woolwell Drive	239	206	- 33	270	520	+ 250			
451 Tavistock Road	66	54	- 12	63	96	+ 33			
7 Little Fancy Close	183	145	- 38	36	104	+ 68			
8 Little Fancy Close	300	224	- 76	58	153	+ 95			
11 Little Fancy Close	96	45	- 51	57	149	+ 92			
12 Little Fancy Close	111	51	- 60	29	230	+ 201			
13 Little Fancy Close	60	21	- 39	48	150	+ 102			
14 Little Fancy Close	45	10	- 35	24	170	+ 146			
15 Little Fancy Close	64	42	- 22	39	170	+ 131			
Unregistered Land Adjacent to 425 Tavistock Road	68	112	+ 44	38	14	- 24			
423 Tavistock Road	92	169	+ 77	80	0	- 80			
421 Tavistock Rd	75	163	+ 88	98	0	- 98			
Unregistered Land Adjacent to 419 Tavistock Road	35	122	+ 87	84	16	- 68			
417 Tavistock Rd	24	118	+ 94	103	0	- 103			
Unregistered Land Adjacent to 415 Tavistock Road	11	124	+ 113	103	16	- 87			
413 Tavistock Road	2	76	+ 74	79	11	- 68			
411 Tavistock Road	4	78	+ 74	78	0	- 78			
Land Adjacent to 409-425 Tavistock Road		1E-11	+ 0	0	131	+ 131	0	968	+ 968

I The Court	506	445	- 61	120	73	- 47			
5 The Court	79	37	- 42	0	0	+ 0			
Unregistered Land Adjacent to The Court		36	+ 36		0	+ 0			
Taylor Wimpy Land	2	2	+ 0	2		- 2			
Cann Woods Access	77	184	+ 107	257	828	+ 571	0	828	+ 828
National Grid UK Substation		4	+ 4		3	+ 3			
Land at ECO Way	0	42	+ 42	0	209	+ 209			

2.3.2 In addition to the land to be acquired, the following property owned by Plymouth City Council will also be included in the CPO boundary to ensure any third party access rights or any other interests in the land are captured. These plots are:

	Address
1	422 Tavistock Road (demolished)
2	424 Tavistock Road (demolished)
3	442 Tavistock Road (demolished)
4	444 Tavistock Road (demolished)
5	446 Tavistock Road (demolished)
6	448 Tavistock Road (to be demolished)
7	Land at Zero C
8	452 Tavistock Road (to be demolished)
9	60 Olympic Way (to be re-sold)

2.4 Human Rights Implications

- 2.4.1 In deciding whether to proceed with the CPO and the related Orders, the Council must consider whether there is a compelling case in the public interest that powers of compulsory purchase of land are necessary to enable the construction and maintenance of the highway and that the land and the rights to be acquired are properly required for this purpose.
- 2.4.2 When the Council decides to make a CPO, the Council must be sure that the purpose for which the land is required sufficiently justifies (or can be sufficiently justified in due course) interfering with the human rights of those with an interest in the land affected. It is acknowledged that the compulsory acquisition of the land in the Scheme area may amount to an interference with the human rights of those with an interest in the land. These include rights under Article 1 of the First Protocol of the European Convention on Human Rights (ECHR) (which provides that every natural or legal person is entitled to peaceful enjoyment of his possessions) and Article 8 of the ECHR (which provides that everyone has the right to respect for his private and family life, his home and his correspondence).
- 2.4.3 When preparing the case for making a CPO, officers have considered the need to balance the public interest and the individual's rights and that any interference with these rights will be necessary and proportionate. "Proportionate" in this context means that the interference must be no more than is necessary to achieve the identified legitimate aim. The effect on landowners of the CPO has been fully taken into account before putting forward this resolution for the

making of a CPO and as previously referenced, in many properties the impact has been reduced through the design development process.

2.4.4 Members are advised that on the basis of the information that is available to officers at present, officers are of the view that there is a compelling case in the public interest for the compulsory acquisition of the interests within the Order Land if they cannot be acquired by agreement. Therefore, the use of compulsory purchase powers in this case is likely to be proportionate. Without the use of these powers, the much-needed Scheme may not be achievable. Appropriate compensation will be available to those entitled to claim it under the relevant statutory provisions.

2.4.5 Any parties affected by the CPO, have right to a public and independent hearing if they object to the loss of their property, assets and rights under the compulsory purchase procedures and under the Human Rights Act 1998.

2.5 Legal Powers

2.5.1 The Council has the necessary powers to acquire land compulsorily for the Scheme. Part XII of the Highways Act 1980 ("1980 Act") includes a number of CPO powers to support the delivery of highways. These include:

- Section 239 of the 1980 Act pursuant to which the highway authority for the area may acquire land required for the construction of a highway, other than a trunk road, which is to become maintainable at the public expense, as well as any land required for the improvement of a highway.
- Section 240 of the 1980 Act pursuant to which a highway authority may acquire land which is required for, or for use by them in connection with providing new means of access.
- Section 246 of the 1980 Act pursuant to which the highway authority can acquire land for the purpose of mitigating any adverse effect which the existence or use of a highway constructed or improved by them has or will have on the surroundings of the highway.
- Section 250 of the 1980 Act allows the highway authority to acquire rights over land, both by acquisition of those already in existence, and by the creation of new rights.

2.5.2 The Acquisition of Land Act 1981 governs the procedures which apply to compulsory acquisitions. The Compulsory Purchase Act 1965 governs post-confirmation procedures and the Land Compensation Act 1961 governs the amount and assessment of compensation. The Local Government (Miscellaneous Provisions) Act 1976 governs the granting of new rights.

2.6 Public Sector Equality Duty

2.6.1 The Public Sector Equality Duty applies to the Council when it makes decisions.

2.6.2 The duty requires us to have regard to the need to:

- Eliminate unlawful discrimination, harassment and victimisation and other behaviour prohibited by the Equality Act 2010. In summary, the Act makes discrimination etc. on the grounds of a protected characteristic unlawful;
- Advance equality of opportunity between people who share a protected characteristic and those who do not;

- Foster good relations between people who share a protected characteristic and those who do not including tackling prejudice and promoting understanding.

2.6.3 The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, marriage and civil partnership, race, religion or belief, gender, and sexual orientation. The Equality Act states that 'marriage and civil partnership' is not a relevant protected characteristic for (b) or (c) although it is relevant for (a).

2.6.4 The completed Equality Impact Assessment (EIA) at Appendix B indicates that the Scheme will not have a disproportionately adverse impact on any people with a particular known characteristic. A second EIA was completed in relation to the known characteristics of plot owners and occupiers directly affected by this decision on 11 March 2024 and is included in Appendix B.

3 Side Roads Order

3.1 Side Roads Order Requirements

3.1.1 A Side Roads Order (SRO) is required as part of the delivery of the Scheme to confirm the following:

- Areas of existing highway that will require stopping up;
- Identifying which private accesses need stopping up (where a highway is stopped up the private access to that highway should also be stopped up in addition);
- Demonstrating alternative means of access being provided and planning status of such;
- Works.

3.1.2 The SRO would be made under section 14 and 125, and in accordance with Schedule 1 of the Highways Act 1980 and this can be progressed at the same time as the CPO.

3.1.3 Section 14 of the 1980 Act authorises the Council in relation to the classified road:-

- to stop up, improve, divert, raise or lower or otherwise alter a highway that crosses or enters the route of the road or is or will be otherwise affected by the construction of the road;
- to construct a new highway for purposes concerned with any such alteration as aforesaid or for any other purpose connected with the road or its construction and to close after such period as may be specified in the SRO any new highway so constructed for temporary purposes.
- Section 125 of the 1980 Act provides that any order made by the Council under section 14 may authorise the Council to:-
 - stop up each private means of access to premises adjoining or adjacent to land comprised in the route of the classified road, or forming the site of any works authorised by the order, and;
 - to provide new private means of access to any such premises

3.1.4 Details of the lengths of new highway, including footpaths and bridleways, are also given in the Schedules and shown on the SRO Plan (Appendix F). Private means of access to be stopped up and new private means of access being provided are also identified in the Schedules and Plans in Appendix

3.1.5 Under the terms of Paragraph 6 of Section 14, no order authorising the stopping up of a highway shall be made or confirmed by the Minister unless he is satisfied that another reasonably convenient route is available or will be provided before the highway is stopped up. For the Scheme, a reasonably convenient alternative route is either available or is being provided in all instances where stopping up is proposed.

3.1.6 Under the terms of Paragraph 3 of Section 125, no order authorising the stopping up of a means of access to premises shall be made or confirmed by the Minister unless he is satisfied that no access to the premises is reasonably required or that another reasonably convenient means of access to the premises is available or will be provided. For the Scheme, a reasonably convenient alternative means of access is either available or is being provided in all instances where stopping up of private means of access is proposed.

TABLE 1. LIST OF LOCATIONS TO INCLUDE IN THE ORDER

Location Ref.	Description	Road Identifier	Sheet ID
Tavistock Road (A386) Improvement	Tavistock A386 (classified road), from The George Junction up to and including Woolwell Roundabout	TR	WTG2-ACM-26-MZ-DR-HW000025
Woolwell Roundabout	Woolwell Roundabout (classified) circulatory carriageway	RB	WTG2-ACM-26-MZ-DR-HW000025
Woolwell Road	Woolwell Road (side road), from Woolwell Roundabout to Woolwell Drive	WR	WTG2-ACM-26-MZ-DR-HW000025
Tavistock Road	Tavistock Road (side road), verge belonging to plots 407-425 Tavistock Road	T1	WTG2-ACM-26-MZ-DR-HW000025
Tavistock Road	Tavistock Road (side road), carriageway located in front of plots 453-473 Tavistock Road	T2	WTG2-ACM-26-MZ-DR-HW000025
Cann Woods Access	Private access track (side road) from Tavistock Road (A386) to Cann Woods. Located north of 452 Tavistock Road	CW	WTG2-ACM-26-MZ-DR-HW000025
Tavistock Road to Frensham Avenue Footpath Link	Public footpath (side road) between Tavistock Road (A386) to Frensham Avenue. Located north of 432 Tavistock Road	FA	WTG2-ACM-26-MZ-DR-HW000025
The Court	The Court (side road). Accessed from Tavistock Road (A386).	TC	WTG2-ACM-26-MZ-DR-HW000025
Boundary Place	Boundary Place (side road). Accessed from Tavistock Road (A386).	BP	WTG2-ACM-26-MZ-DR-HW000025

3.2 Schedule for Side Roads Order

TABLE 2. HIGHWAY TO BE STOPPED UP

Identifier	Description	Ref no.	Drawing no.
RB	Woolwell Roundabout circulatory carriageway and central island is to be stopped up. The full extent of Woolwell Roundabout is to be stopped up.	S1	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW A)
RB	Footpath is to be stopped up along the south-eastern extent of Woolwell Road. Between the connection to Tavistock Road (A386) and Woolwell Road.	S2	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW A)
T2	Tavistock Road (spur to residences) is to be stopped up from the northern extent of carriageway for a distance of 28m in a southerly direction, and, from the exit from Tavistock Road (A386) west for a distance of 8m.	S3	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW A)
T2	Tavistock Road (spur to residences) is to be stopped up from the access to Tavistock Road (A386) for a distance of 15m in a westerly direction, and from the access lane to Tavistock Road (A386) for a distance of 75m in a northerly direction.	S4	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW A)
T2	Tavistock Road (spur to residences) is to be stopped up from the southern extent of carriageway for a distance of 43m in a northerly direction.	S5	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW A)

BP	Boundary Place is to be stopped up from the connection to Tavistock Road (A386) for a distance of 10m in a westerly direction.	S6	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW A)
FA	Footpath is to be stopped up from the connection to Tavistock Road (A386) for a distance of 9m in an easterly direction.	S7	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW A)
TC	The Court is to be stopped up from the connection to Tavistock Road (A386) for a distance of 12m in an easterly direction.	S8	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW A)
TR	Footpath and verge is to be stopped up to rear of plots 12, 13, 14 and 15 Little Fancy Close for a distance of 45m.	S9	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW A)

TABLE 3. NEW HIGHWAY

Identifier	Description	Ref no.	Drawing no.
WR	New highway, from a point on the edge of the existing highway boundary at the N1 rear of 3 Woolwell Drive. The new highway heads in a south westerly direction for a distance of 45m.		WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW B)
WR	New highway, from the proposed junction of Woolwell Road and the realigned N2 Tavistock Road. The new highway heads in an easterly direction for a distance of 36m.		WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW B)
CW	New highway, starting 10m east of the existing private means of access from N3 Tavistock Road on Cann Woods Access. The new highway heads in an easterly direction for a distance of 26m.		WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW B)
FA	New highway, starting 8m east of the existing footpath connection to Tavistock new highway heads in an easterly direction for a distance of 54m. The new highway adjoins the existing footpath.		N4 WTG2-ACM-26-MZ-DRHW-000025 (WINDOW B)

TABLE 4. PRIVATE MEANS OF ACCESS TO BE STOPPED UP

Identifier	Description	Ref no.	Drawing no.
CW	Access from Tavistock Road (A386) to private access to Cann Woods.	X1	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW A)
TR	Access from Tavistock Road (A386) to private premises 452 Tavistock Road.	X2	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW A)
TR	Access from Tavistock Road (A386) to private premises 451 Tavistock Road.	X3	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW A)
TR	Access from Tavistock Road (A386) to private premises 442, 444, and 448 Tavistock Road.	X4	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW A)
TR	Access from Tavistock Road (A386) to private premises 440 Tavistock Road.	X5	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW A)
TR	Access from Tavistock Road (A386) to private premises 436 and 438 Tavistock Road.	X6	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW A)
TR	Access from Tavistock Road (A386) to private premises 436 and 438 Tavistock Road.	X7	WTG2-ACM-26-MZ-DR-HW-000025 (WINDOW A)

TR	Access from Tavistock Road (A386) to private premises 432 Tavistock Road.	X8	WTG2-ACM-26-MZ-DR- HW-000025 (WINDOW A)
TR	Access from Tavistock Road (A386) to private premises 432 Tavistock Road.	X9	WTG2-ACM-26-MZ-DR- HW-000025 (WINDOW A)
TC	Access from The Court to private premises I The Court.	X10	WTG2-ACM-26-MZ-DR- HW-000025 (WINDOW A)

TABLE 5. PRIVATE MEANS OF ACCESS TO BE STOPPED UP

Identifier	Description	Ref no.	Drawing no.
TR	Access from Tavistock Road (A386) to private premises 424 Tavistock Road.	X11	WTG2-ACM-26-MZ-DR- HW-000025 (WINDOW A)
TR	Access from Tavistock Road (A386) to private premises 422 Tavistock Road.	X12	WTG2-ACM-26-MZ-DR- HW-000025 (WINDOW A)

TABLE 6. HIGHWAYS TO BE IMPROVED

Identifier	Description	Ref no.	Drawing no.
TR	488 m of Tavistock Road (A386), North of The Court/Tavistock Road junction.	H1	WTG2-ACM-26-MZ-DR- HW-000025 (WINDOW B)
WR	91m of Woolwell Road, east of existing splitter of the existing Woolwell Roundabout.	H2	WTG2-ACM-26-MZ-DR- HW-000025 (WINDOW B)
BP	6m of Boundary Place, 9m west of existing connection to Tavistock Road.	H3	WTG2-ACM-26-MZ-DR- HW-000025 (WINDOW B)
FA	83m of the Tavistock Road to Frensham Avenue footpath, starting 8m east of the existing footpath connection to the Tavistock Road.	H4	WTG2-ACM-26-MZ-DR- HW-000025 (WINDOW B)
TC	24m of The Court, south-east of I The Court.	H5	WTG2-ACM-26-MZ-DR- HW-000025 (WINDOW B)
T2	72m of Tavistock Road, alongside the existing grass verge opposite 461 Tavistock Road.	H6	WTG2-ACM-26-MZ-DR- HW-000025 (WINDOW B)
T2	6m of Tavistock Road, 8m north of the access to 461 Tavistock Road.	H7	WTG2-ACM-26-MZ-DR- HW-000025 (WINDOW B)

TABLE 7. HIGHWAYS TO BE IMPROVED

Identifier	Description	Ref no.	Drawing no.
TR	251 m of Tavistock Road (A386), South of The Court/Tavistock Road junction.	H8	WTG2-ACM-26-MZ-DR- HW-000025 (WINDOW B)

TABLE 8. NEW PRIVATE MEANS OF ACCESS

Identifier	Description	Ref no. Drawing no.
T2	A new private means of access is to be created for access to 471 Tavistock a Road. The access is shown nominally across the highway boundary.	WTG2-ACM-26-MZ-DR- HW-000025 (WINDOW B)
CW	A new private means of access is to be created for access to Cann Woods (Maristow Estate). The access is shown nominally across the highway boundary.	b WTG2-ACM-26-MZ-DR- HW-000025 (WINDOW B)
T2	A new private means of access is to be created for access to 451 Tavistock c Road. The access is shown nominally across the highway boundary.	WTG2-ACM-26-MZ-DR- HW-000025 (WINDOW B)
TR	A new private means of access is to be created for access to 448 Tavistock d Road. The access is shown nominally across the highway boundary.	WTG2-ACM-26-MZ-DR- HW-000025 (WINDOW B)
TR	A new private means of access is to be created for access to 440 Tavistock e Road. The access is shown nominally across the highway boundary.	WTG2-ACM-26-MZ-DR- HW-000025 (WINDOW B)
TR	A new private means of access is to be created for access to 436 and 438 f Tavistock Road. The access is shown nominally across the highway boundary.	WTG2-ACM-26-MZ-DR- HW-000025 (WINDOW B)
TR	A new private means of access is to be created for access to 432 Tavistock g Road. The access is shown nominally across the highway boundary.	WTG2-ACM-26-MZ-DR- HW-000025 (WINDOW B)
TR	A new private means of access is to be created for access to 432 Tavistock h Road. The access is shown nominally across the highway boundary.	WTG2-ACM-26-MZ-DR- HW-000025 (WINDOW B)

4 Policy Context

4.1 The Plymouth and South West Devon Joint Local Plan

4.1.1 The Scheme is critical to delivering the Plymouth and South West Devon Joint Local Plan (JLP) to grow the city by 50,000 to 300,000 population and The Scheme is specifically identified in policy PLY44 of the JLP.

4.1.2 The JLP identifies the Northern Corridor as one of three priority growth areas because of its potential to deliver a regionally significant number of new jobs and homes. 4,235 new homes have been identified for the Derriford and Northern Corridor Growth Area. 2,000 of these new homes are to be delivered by the WUE and are therefore directly unlocked by the Scheme.

4.1.3 The transport assumptions in the JLP require 10% of new trips to be made by sustainable modes. To encourage the necessary mode shift the Scheme must therefore include high quality walking and cycling facilities to link to and complement, existing provision both north and south of the Scheme area.



4.1.4 The Scheme directly supports the following JLP policies:

- Policy SPT8 – Strategic connectivity;
- Policy SPT9 – Strategic principles for transport planning and strategy;
- Policy SPT10 – Balanced transport strategy for growth and healthy sustainable communities;
- Policy SPT12 – Strategic infrastructure measures to deliver the spatial strategy;
- Policy PLY47 – Strategic infrastructure measures for the Derriford and Northern Corridor Growth Area.

4.1.5 The evidence base supporting the development identified in the Joint Local Plan shows that improvements to the transport network, for both highway capacity and sustainable transport links, are required to allow the WUE development to come forward.

- 4.1.6 The JLP sets ambitious but achievable targets for increasing public transport use, cycling and walking activity to deliver sustainable developments. Amongst the core measures to enable this increase in bus, cycle and pedestrian traffic is a focus on key movement corridors linking residential estates and major employment sites to public transport interchanges and the Plymouth Strategic Cycle Network. It is clear that significant further investment in the sustainable transport network alongside focused improvements to the highway network are required to enable the planned future development and this is further highlighted in Plymouth's Local Cycling and Walking Infrastructure Plan (LCWIP).
- 4.1.7 Policy PLY44 specifically relates to the Woolwell sustainable urban extension and identifies land at Woolwell allocated for comprehensive residential led mixed-use development to provide a sustainable urban extension and a defined edge to the north of the city. It is explicitly stated that there *"should be no occupation of new homes until the A386 Woolwell to the George Junction Transport Scheme has been implemented, with the exception of where this can be accommodated without resulting in a severe impact on the operation of the local road network"*.
- 4.1.8 There is clear evidence demonstrating that improvements to the sustainable transport and highways networks are essential in the delivery of development on the Northern Corridor and particularly the WUE development. The Plan is clear that without such investment, congestion around the growth areas will substantially worsen and growth and productivity will be constrained.

4.2 Climate Emergency

- 4.2.1 Tackling climate change is one of the Council's top priorities. In March 2019 Plymouth City Council unanimously adopted a 'Climate Emergency' declaration, pledging to achieve zero net carbon by 2030. The Climate Emergency Action Plan (CEAP) sets out the need to decarbonise mobility, without restricting access, as a core theme. This policy was replaced in 2023/24 by the Net Zero Action Plan (NZAP). One of the key priorities from both is to cut emissions from travel.; it identifies actions that the Council are taking, as well as other partners in the Plymouth Net Zero Partnership, to reduce emissions across the city.
- 4.2.2 Tackling climate change represents a major challenge for the delivery of future growth and operation of the transport network. Providing significant walking and cycling infrastructure on Plymouth's northern corridor, as part of the Scheme, is a specific action within the CEAP
- 4.2.3 The Scheme provides a significant improvement in walking and cycling facilities on a key section of Plymouth's Strategic Cycle Network and will provide a direct link to the new development at WUE. Without this, the Council's aspirations for increased travel by active modes on this corridor, which are central to the JLP and Plymouth's Transport Strategy, will be difficult to achieve.
- 4.2.4 The Government's "Gear Change", an ambitious plan for cycling launched in July 2020, recognises that cycling will have to play a far bigger part in the nation's transport system from now on with significant increases in cycling required in our cities and towns.
- 4.2.5 Now, more so than ever, the provision of high quality walking and cycling facilities is of paramount importance to widen the available choice of transport modes for journeys in Plymouth and reduce car dependency. Equally, providing facilities to encourage more walking and cycling is included in the Council's adopted Climate Emergency Action Plans to reach Net Zero by 2030.
- 4.2.6 Carbon emissions from transport now account for approximately 30% of Plymouth's carbon footprint. Plymouth's Climate Emergency Action Plan sets out the urgent need to decarbonise

mobility and reduce emissions, without restricting access, as a core theme of achieving zero net carbon by 2030.

- 4.2.7 Without delivery of the Scheme, the performance of the transport network on the Northern Corridor will further deteriorate across all modes. Currently, the Park and Ride site is at capacity, meaning further growth in sustainable transport travel to the City Centre from the Park and Ride is constrained.

5 Anticipated Timeframes

5.1 Programme & Next Steps

5.1.1 The high-level programme for Phase 1, Woolwell Crescent Junction can be viewed below:

Activity	Timescale
Complete Pre-construction, including Detailed Design & traffic management	March 2024
Tendering of construction packages.	March – May 2024
Construction contract award	Mid to late May 2024
Start of works	June / July 2024 (approx. 12 months duration)

5.1.2 The high-level programme for Phase 2, The George to Woolwell Road can be found below:

Activity	Timescale
CPO Resolution	March 2024
Land negotiations and acquisitions	Ongoing
Complete Pre-construction, including Detailed Design & traffic management	Summer 2024
Construction	Autumn 2024 (approx. 19 months duration)