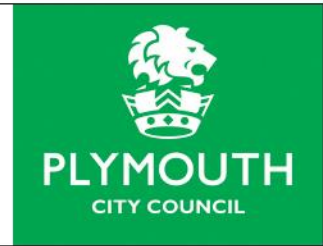


# EXECUTIVE DECISION

made by a Cabinet Member



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

Executive Decision Reference Number – SPT12 24/25


Decision	
1	<b>Title of decisions:</b> THE CITY OF PLYMOUTH (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) (AMENDMENT ORDER No. 2024.2137333 MOLESWORTH ROAD / FORD HILL SCHEME) ORDER
2	<b>Decision maker:</b> Councillor Mark Coker (Cabinet Member for Strategic Planning and Transport)
3	<b>Report author and contact details:</b> Amy Neale, Highway Safety Engineer, email: <a href="mailto:trafficmanagementinbox@plymouth.gov.uk">trafficmanagementinbox@plymouth.gov.uk</a>
4	<p><b>Decision to be taken:</b></p> <p>To implement the following amendments to The City of Plymouth (Traffic Movement and Speed Limit Regulations) (Consolidation) Order 2022</p> <p>The effect of the order shall be to add:</p> <ul style="list-style-type: none"> <li>No left turn except vehicles under 7.5t on Molesworth Road, Devonport Road &amp; Ford Hill</li> <li>No right turn except cycles on Milehouse Road</li> </ul>
5	<p><b>Reasons for decision:</b></p> <p>The current Ford Hill/Milehouse Road/Molesworth Road traffic signal junction is now 29 years old, 9 years older than its design life and the current traffic signal controller and other equipment on site is obsolete, with parts no longer manufactured for it. Any parts failure could now mean the site could not be made quickly operational again. It is also very energy inefficient using 240v instead of the modern 48v and this combined with rusting poles and aging cabling provides the threat of electrical issues on the site.</p> <p>The site is also located in an area of heavy pedestrian footfall with several schools located close by and there are currently no pedestrian facilities on the site making it very difficult for people to safely cross the road at the junction.</p> <p>The proposed scheme will redesign the junction and provide new ELV (extra low voltage) equipment, making the site safer for all users, which will in turn provide energy savings of approx. 60%. It will also provide pedestrian crossing points on three of the four arms, making the site user friendly for pedestrians in the area and give the site a further 20 years design life.</p> <p>The elements that will require a TRO are:</p>

	<p>No left turn except vehicles under 7.5t on Molesworth Road, Devonport Road &amp; Ford Hill</p> <p>No right turn except cycles on Milehouse Road (this is already in situ, however, this currently has no order on it)</p> <p>Vehicles over 7.5t have been banned from making the mentioned left turn movements because they cannot make these while staying within the carriageway, swept path analysis confirmed that vehicles of this size will overrun the kerbs or swing out into oncoming traffic.</p>			
<b>6</b>	<p><b>Alternative options considered and rejected:</b></p> <p>Do nothing – this was discounted as if we don't ban vehicles 7.5t or over, the pedestrian phase would not be possible and there is a need to provide better crossing points at this location.</p>			
<b>7</b>	<p><b>Financial implications and risks:</b></p> <p>The Traffic Regulation Orders (TRO's) and associated works are being funded by the Traffic Signal Replacement budget, within Traffic Signal Team. The approx. cost of the scheme is £237,384.90.</p>			
<b>8</b>	<p><b>Is the decision a Key Decision?</b> (please contact <a href="#">Democratic Support</a> for further advice)</p>	<b>Yes</b>	<b>No</b>	<b>Per the Constitution, a key decision is one which:</b>
			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>£1million</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.	
	<p><b>If yes, date of publication of the notice in the <a href="#">Forward Plan of Key Decisions</a></b></p>	N/A		
<b>9</b>	<p><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>	<p>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.</p>		
<b>10</b>	<p><b>Please specify any direct environmental implications of the decision (carbon impact)</b></p>	None.		
<b>Urgent decisions</b>				
<b>11</b>	<p><b>Is the decision urgent and to be implemented immediately</b></p>	<b>Yes</b>		(If yes, please contact Democratic Support

	<b>in the interests of the Council or the public?</b>			( <a href="mailto:democraticsupport@plymouth.gov.uk">democraticsupport@plymouth.gov.uk</a> ) for advice)
		<b>No</b>	<b>X</b>	<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>	<b>X</b>	<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>	<b>X</b>	
<b>15</b>	<b>Which Corporate Management Team member has been consulted?</b>	<b>Name</b>	Karime Hassan	
		<b>Job title</b>	Interim Strategic Director for Growth	
		<b>Date consulted</b>	19/11/2024	
<b>Sign-off</b>				
<b>16</b>	<b>Sign off codes from the relevant departments consulted:</b>	<b>Democratic Support (mandatory)</b>	JS80 24/25	
		<b>Finance (mandatory)</b>	DJN.24.25.132	
		<b>Legal (mandatory)</b>	LS/2960(26)/JP/2011 24.	
		<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>	<b>X</b>					
		<b>Exemption Paragraph Number</b>						
		<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>
<b>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>						
		<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>
<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.							

OFFICIAL

<b>Signature</b>		<b>Date of decision</b>	07/01/2025
<b>Print Name</b>	Councillor Mark Coker (Cabinet member for Strategic Planning and Transport)		