

EXECUTIVE DECISION

made by a Cabinet Member



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

Executive Decision Reference Number – SPT14 24/25

Decision	
1	Title of decisions: THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2024.2137323 MILL BRIDGE CROSSING SCHEME) ORDER & THE CITY OF PLYMOUTH (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) (AMENDMENT ORDER NO. 2024.2137323 MILL BRIDGE CROSSING SCHEME) ORDER
2	Decision maker: Councillor Mark Coker (Cabinet Member for Strategic Planning and Infrastructure)
3	Report author and contact details: Mike Jones, Senior Traffic Engineer, email: trafficmanagementinbox@plymouth.gov.uk
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>Add/Amend Parking Restrictions on lengths of the following roads: Edgcumbe Avenue, Hotham Place, Eldad Hill & Stoke Road</p> <p>Add 20mph Zone on lengths of the following roads; Adelaide Lane, Adelaide Place, Adelaide Street Ope, Alice Lane, Alice Street, Anstis Street, Archer Place, Archer Terrace, Arundel Crescent, Ashley Place, Battery Street, Bayswater Road, Belmont Street, Boon's Place, Cambridge Lane West, Cathedral Street, Cecil Cotts, Cecil Street, Claremont Street, Clarence Place, Crawford Road, Dairy Lane, De La Hay Avenue, Downton Close, Edgcumbe Avenue, Eldad Hill, Essex Street, Eton Avenue, Eton Place, Eton Street, Fellowes Place, Fellowes Place Lane South, Fellows Lane, Fitzroy Road, Flora Cottages, Flora Court, Flora Street, Francis Street, Frederick Street East, Frederick Street West, Gloucester Place, Halfpenny Court, Harwell Street, Hastings Street, Hastings Terrace, Haystone Place, Hetling Close, High Street, Hotham Place, Ilbert Street, King Street, Manor Gardens, Manor Street, Melbourne Cottages, Melbourne Place, Melbourne Street, Mill Bridge, Molesworth Road, Neswick Street, North Road West, Ocean City Place, Octagon Street, Oxford Place, Oxford Street, Palmerston Street, Paradise Road, Patna Place, Peel Street, Penrose Street, Penrose Street West, Prynne Close, Quarry Cotts, Queen's Gate, Rendle Street, Rutger Place, St Barnabas Terrace, St Mary Street, Staddon Terrace Lane, Stoke Road, Stuart Road, Sydney Street, Union Place, Valletort Lane, Valletort Place, Valletort Road, Victoria Avenue, Wantage Gardens, Waterloo Close, Well Gardens, Wilton Road, Wilton Street, Wingfield Way, Wolsdon Place, Wolsdon Street, Wyndham Lane, Wyndham Mews, Wyndham Square, Wyndham Street East</p>

	<p>The proposal also included advertisement of a Parallel Crossing on Mill Bridge, approx. 76.5 metres south east of its junction with Edgcumbe Avenue.</p> <p>As set out in the briefing report.</p>
<p>5</p>	<p>Reasons for decision:</p> <p>The proposed scheme is designed to benefit both pedestrians and cyclists, including people with disabilities. The scheme aims to deliver major health benefits providing and opportunity for the residents of Plymouth to walk and cycle more safely. The proposal aims to encourage modal shift, reducing congestion on our roads and lowering the amount of carbon emissions from traffic. There are 5 Primary Schools situated within the area of the proposals only one of which is currently situated within a 20mph speed limit.</p> <p>Proposals include:</p> <ul style="list-style-type: none"> • a new zebra and a parallel cycle crossing on Mill Bridge • a new 20mph Speed Limit Zone, enforced by average speed cameras. Lower speeds are needed around the proposed crossing due to limited forward visibility on the approach from Eldad Hill and require enforcement to ensure that drivers do not approach the crossing at too high a speed. Requests for the introduction of a 20mph speed limit on Eldad Hill are regularly received due to the volume of traffic and narrowness of the footpath and road. The proposals would also include the area covered by the existing 20mph Zone at the High Street and Millbay Primary Academy. • reconfiguration of the existing informal parking area and bus stops on Mill Bridge. Pedestrian Crossings usually result in the loss of several parking spaces on each approach because of the requirement to provide Zig Zag markings. This design has limited the loss to two spaces by converting the Bus Bays to parking and providing build outs for bus passengers to use. • a new cycle on-ramp to access the shared-use (walking and cycling) path on the eastern side of Mill Bridge • relocation of waste bins for Eldad Hill residents • additional gullies to improve drainage on Mill Bridge. <p>The scheme will link two parts of a designated Local Green Space (Stonehouse Creek and Victoria Park) as well as improving continuity of the National Cycle Network Route 2 and Plymouth's planned strategic cycle network. This area also forms part of LCWIP cycle route 2.</p> <p>The proposal is intended to improve safety for pedestrians and cyclists at this location, especially for the children attending the nearby schools.</p>
<p>6</p>	<p>Alternative options considered and rejected:</p> <p>a) Do nothing.</p> <p>This option was discounted on the basis that the changes are required to enhance road safety and encourage modal shift to more sustainable travel choices.</p> <p>b) Construct the crossing scheme without lowering the speed limit.</p> <p>This could be achieved by introducing a traffic calming scheme local to the crossing. This scheme has been designed and costed and can be funded but will introduce a further delay of at least one month whilst the scheme is consulted upon which would put the program at risk.</p>


	<p>This option would also not provide the safety benefits of the reduced speed limit in the wider area.</p> <p>c) Construct the crossing scheme without lowering the speed limit but install the Average Speed camera system to operate at 30mph.</p> <p>This would be likely is likely to provide a safety improvement across most of the area, although this would be substantially smaller than that provided by the proposed 20 mph speed limit and would not address the need for traffic to approach the crossing point below 30mph and therefore would need to be supplemented with local physical traffic calming introducing a consultation delay as in b) above.</p> <p>d) Construct the crossing scheme with a more local 20mph speed limit on Eldad Hill and Millbridge and install an Average Speed Camera System to enforce.</p> <p>Speed Limits must be a minimum of 400m long. A 20 mph limit along the length of road from the King St Roundabout and the junction of Millbridge with Wilton St would be approx. 575m. The route passes the junctions of 8 side roads all of which are relatively low speed roads, many linking to similarly low speed roads in North Stonehouse and Stoke. This option would require 30mph Speed Limit Terminal Signs to be installed at the entrances to all of these roads indicating that narrow side streets have a higher speed limit than the main local distributor road they are accessed from. Siting these signs would be very difficult in some cases. This would be a cheaper option and would ensure the safety of the crossing but would still not provide the wider safety benefits of the reduced speed limit.</p>									
7	<p>Financial implications and risks:</p> <p>The Traffic Regulation Orders (TRO's) and associated works are being funded by a grant of £300,000 from Active Travel England and £160,000 Capital Contribution from Plymouth Highways</p>									
8	<p>Is the decision a Key Decision? (please contact Democratic Support for further advice)</p>	Yes	No	<p>Per the Constitution, a key decision is one which:</p> <table border="1" data-bbox="887 1245 1455 1711"> <tr> <td data-bbox="762 1245 887 1406">X</td> <td data-bbox="887 1245 1455 1406">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</td> </tr> <tr> <td data-bbox="762 1406 887 1559">X</td> <td data-bbox="887 1406 1455 1559">in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1million</td> </tr> <tr> <td data-bbox="762 1559 887 1711">X</td> <td data-bbox="887 1559 1455 1711">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.</td> </tr> </table>	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 £1million	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.
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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.									
	<p>If yes, date of publication of the notice in the <u>Forward Plan of Key Decisions</u></p>	N/A								
9	<p>Please specify how this decision is linked to the Council's corporate plan/Plymouth Plan and/or the policy framework</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>								

	and/or the revenue/capital budget:			
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				
13a	Are any other Cabinet members' portfolios affected by the decision?	Yes		
		No	X	(If no go to section 14)
13b	Which other Cabinet member's portfolio is affected by the decision?			
13c	Date Cabinet member consulted			
14	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	
15	Which Corporate Management Team member has been consulted?	Name	Karime Hassan	
		Job title	Interim Strategic Director for Growth	
		Date consulted	26/11/2024	

Sign-off								
16	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)						JS88 24/25
		Finance (mandatory)						CH.24.25.048
		Legal (mandatory)						LS/ 2960(28)/JP/26 124
		Human Resources (if applicable)						N/A
		Corporate property (if applicable)						N/A
		Procurement (if applicable)						N/A
Appendices								
17	Re f.	Title of appendix						
	A	Briefing report for publication						
	B	Equalities Impact Assessment						
Confidential/exempt information								
18 a	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
18 b	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	10/01/2025
Print Name	Councillor Mark Coker (Cabinet Member for Strategic Planning and Infrastructure)		