

EXECUTIVE DECISION

made by a Cabinet Member

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


Executive Decision Reference Number – SPT04 25/26

Decision	
1	<p>Title of decision:</p> <p>Experimental Title:</p> <p>THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2023.2137314 – BARNE LANE & PEARN ROAD) (SCHOOL STREETS) EXPERIMENTAL ORDER 2024</p> <p>New Permanent Title:</p> <p>THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2023.2137314 – BARNE LANE & PEARN ROAD) (SCHOOL STREETS) ORDER 2025</p>
2	<p>Decision maker: Councillor John Stephens (Cabinet Member for Strategic Planning and Transport)</p>
3	<p>Report author and contact details: Amy Neale, Highway Safety Engineer, email: trafficmanagementinbox@plymouth.gov.uk & Ryan Evans, Sustrans Liveable Towns and Cities Coordinator</p>
4	<p>Decision to be taken:</p> <p>The effect of the order shall be to:</p> <p>Prohibit motor vehicles except authorised vehicles between Mon-Fri 8.15-9.15am & 2.45-3.45pm on Barne Lane and Mon-Fri 8.15-9am & 2.30-3.30pm on Pearn Road & Pearn Gardens.</p>
5	<p>Reasons for decision:</p> <p>The Experimental Order was sealed on 8 January 2024 and came into force on 29 January 2024. After over a year of monitoring we have now decided to make the TRO permanent.</p> <p>The trial closure has had a positive impact on the school journey to St Paul’s RC Primary (Barne Lane) and Compton Primary (Pearn Road and Pearn Gardens)</p> <p>Surveys carried out by Sustrans at Compton Primary show an increase in children walking to school and a decrease in children being driven to school.</p> <p>St Paul’s RC Primary did not complete the surveys from Sustrans, but the school has monitored the scheme and reports a large reduction in parking on Barne Lane and an increase in active travel to school.</p> <p>Monitoring from PCC Road Safety Team and Sustrans around Compton Primary has indicated that although some parking problems are being transferred to other locations, it is not significantly more than prior to the trial scheme.</p>

	<p>Around St Paul’s RC Primary, there is no indication that parking problems have moved to another location.</p> <p>Positive feedback about the scheme has been received from parents, residents and ward councillors.</p> <p>There has been negative feedback from a number of residents around Compton Primary, all of which has been responded to. Much of this feedback focused on a perceived increase in parking on neighbouring streets to the west of the school, but monitoring showed that the increase in parked vehicles was minimal and that there was a more significant increase in families walking from the east and crossing Pearn Road.</p>			
6	<p>Alternative options considered and rejected:</p> <p>Not continuing with both schemes was considered and rejected as the schemes appear to be working as planned and have the support of the school, residents and ward Councillors.</p>			
7	<p>Financial implications and risks:</p> <p>The Traffic Regulation Order (TRO) and associated works are being funded by the Active Travel Capability Fund.</p>			
8	<p>Legal Implications: The lawful implications and consequences of the proposal have been considered and taken into account in the preparation of this report and are detailed in the briefing note.</p>			
9	<p>Is the decision a Key Decision? (please contact Democratic Support for further advice)</p> <p>Please type an X into the relevant boxes</p>	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 £1million annually
			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 Forward Plan of Key Decisions</p>			
10	<p>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:</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>			
11	<p>Please specify any direct environmental implications of the decision (carbon impact)</p> <p>None.</p>			

Urgent decisions

12a	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)
12b	Reason for urgency:			
12c	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?	N/A		
13c	Date Cabinet member consulted	N/A		
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	Glenn Caplin-Gray	
		Job title	Strategic Director for Growth	
		Date consulted	03 June 2025	
Sign-off				
16	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	JS10 25/26	
		Finance (mandatory)	OW.25.26.011	
		Legal (mandatory)	LS/2960(57)/JP/050625	
		Procurement (if applicable)	N/A	
		Corporate property (decisions involving Council owned land or facilities) (if applicable)	N/A	

		Human Resources (if applicable)	N/A							
Appendices										
17	R ef.	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 (2010) and those who do not. For further details please see the EIA attached.									
Signature					Date of decision		23/06/2025			

Print Name	Councillor John Stephens (Cabinet Member for Strategic Planning and Transport)
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