

# EXECUTIVE DECISION

## made by a Cabinet Member



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

Executive Decision Reference Number – L14 25/26

Decision	
<b>1</b>	<b>Title of decision:</b> Colesdown Hill Underbridge Walking and Cycling Route Business Case Change Request
<b>2</b>	<b>Decision maker (Cabinet member name and portfolio title):</b> Councillor Tudor Evans OBE (Leader of the Council)
<b>3</b>	<b>Report author and contact details:</b> Jim Woffenden, <a href="mailto:jim.woffenden@Plymouth.gov.uk">jim.woffenden@Plymouth.gov.uk</a>
<b>4</b>	<p><b>Decision to be taken:</b></p> <ol style="list-style-type: none"> <li>Approves the Business Case change request;</li> <li>Allocates £1.903M for the project into the Capital Programme funded by Sherford Major Works Section 106;</li> <li>Authorises the procurement process;</li> <li>Delegates the award of the contract to Service Director for Strategic Planning and Infrastructure, where they do not already have authority to do so.</li> </ol>
<b>5</b>	<p><b>Reasons for decision:</b></p> <ol style="list-style-type: none"> <li>Delivery of this route aligns with our strategic principle for transport planning Joint Local Plan Policy (SPT9) to get the most out of existing transport networks, through measures that improve efficiency and encourage behavioural change.</li> <li>The scheme is part of a key walking and cycling route connecting Sherford and parts of Plymstock with the Saltram Meadow development, the city centre and the dock yard and so supporting growth in employment and new homes. The route is identified as a priority through its inclusion in the Local Cycling and Walking Infrastructure Plan.</li> <li>This will provide a high-quality walking, wheeling and cycling route that is accessible to all users, so helping to reduce transport's contribution to Plymouth's carbon emissions.</li> <li>It is recommended that an additional £1.903M of Sherford major works section 106 funding is allocated to this scheme in order to ensure that construction can start on the scheme in February 2026 in line with the expectations from the funders, Department for Transport and the Sherford Consortium.</li> </ol>
<b>6</b>	<b>Alternative options considered and rejected:</b>

	<p>1. The “<b>do nothing</b>” option – to abandon the project entirely - would be to return the external funding awarded to the council. If this option were taken, we would not be able to enhance our network to enable a further uptake in sustainable transport to support growth in new jobs and homes, help address the climate emergency and provide health benefits. The capital funding spend to date could become a revenue pressure.</p> <p>2. The “do minimum” and “viable alternative” options described below have been previously considered but do not provide the full benefits of the preferred scheme. In both options, the capital funding spend to date could become a revenue pressure:</p> <ol style="list-style-type: none"> <li>1. The “<b>do minimum</b>” option: Abandon the work to date on the underbridge and instead start working to develop a ramp onto Colesdown Hill. Providing a fully accessible ramp would require a ramp that would be approximately 100m. Costs and environment implications would be substantial without ultimately providing a high-quality route that is accessible for all users.</li> <li>2. <b>The “do viable alternative” option:</b> Abandon the work to date on the underbridge and provide a route along the A379 as an alternative to the route along the former railway alignment. Ensuring that the traffic free route along the former railway alignment is fully accessible to all users is considered a higher priority.</li> </ol>																				
<b>7</b>	<p><b>Financial implications and risk:</b> Cost increases were identified as a risk in the business case, and it was identified that if this were to occur, further external funding would be sought. External section 106 transport funding has been identified to support this project and this business case change request seeks to add this external funding to the capital programme.</p> <p>An additional £1.903M of Sherford Maj Works section 106 funding is added to the Capital Programme, which was endorsed by The Capital Programme Officers’ Group on 7 January, 2026 and the Capital Programme Board on 14 January 2026.</p> <p>The trigger for the section 106 funding has not yet been reached, but is projected to be reached before March 2027 in time for the funding of the 2026/27 capital programme. If the construction and occupation of houses is significantly delayed, this eventuality would need to be covered from corporate borrowing. As set out in the business case, spending on the project will be profiled so that the majority of the new funding is required in the 2027/28 financial year so as to minimise this risk exposure.</p> <p>The proposed target price for the construction has now been received from the preferred contractor which provides a high level of confidence in the scheme cost. In line with good project management practice, an additional 10% contingency has been included on top of the overall construction budget following a quantified risk management workshop involving the client, contract manager and contractor.</p>																				
<b>8</b>	<p><b>Legal Implications</b></p>																				
	<p>The legal implications have been given due consideration, including the provisions of the section 106.</p> <table border="1" data-bbox="160 1477 1502 2057"> <tr> <td data-bbox="160 1477 192 2057"> <b>9</b>  <b>a</b> </td><td data-bbox="192 1477 700 2057"> <b>Is the decision a Key Decision?</b>  <b>(Please contact <u>Democratic Support</u> for further advice)</b> </td><td data-bbox="700 1477 795 2057"> <b>Yes</b> </td><td data-bbox="795 1477 890 2057"> <b>No</b> </td><td data-bbox="890 1477 1502 2057"> <b>Per the Constitution, a key decision is one which:</b> </td></tr> <tr> <td data-bbox="160 1477 192 2057"></td><td data-bbox="192 1477 700 2057"></td><td data-bbox="700 1477 795 2057"></td><td data-bbox="795 1477 890 2057"></td><td data-bbox="890 1477 1502 2057"> <p>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</p> </td></tr> <tr> <td data-bbox="160 1477 192 2057"></td><td data-bbox="192 1477 700 2057"></td><td data-bbox="700 1477 795 2057"></td><td data-bbox="795 1477 890 2057"></td><td data-bbox="890 1477 1502 2057"> <p>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></p> </td></tr> <tr> <td data-bbox="160 1477 192 2057"></td><td data-bbox="192 1477 700 2057"></td><td data-bbox="700 1477 795 2057"></td><td data-bbox="795 1477 890 2057"></td><td data-bbox="890 1477 1502 2057"> <p>is <b>significant</b> in terms of its effect on communities living or working in an area</p> </td></tr> </table>	<b>9</b> <b>a</b>	<b>Is the decision a Key Decision?</b> <b>(Please contact <u>Democratic Support</u> for further advice)</b>	<b>Yes</b>	<b>No</b>	<b>Per the Constitution, a key decision is one which:</b>					<p>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</p>					<p>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></p>					<p>is <b>significant</b> in terms of its effect on communities living or working in an area</p>
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			comprising <b>two or more</b> wards in the area of the local authority.
	<b>If yes, date of publication of the notice in the <u>Forward Plan of Key Decisions</u></b>	N/A	
<b>I 0</b>	<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>Supports the policies of the Joint Local Plan (JLP), specifically:</p> <ul style="list-style-type: none"> <li>- Policy SPT9, Strategic principles for transport planning and strategy</li> </ul> <p>We will deliver an integrated approach to transport and planning, delivering a strategic approach to transport based upon the following key principles:</p> <ol style="list-style-type: none"> <li>1. Suitable growth as a key driver behind the transport strategy within Plymouth, whilst making sure that transport is delivered in the most health promoting and environmentally responsible manner.</li> <li>4. Seeking to reduce the impact of severance caused by transport networks, enabling more journeys by walking, cycling and public transport and providing genuine alternative ways to travel from home to work and other facilities.</li> <li>5. Providing realistic sustainable transport choices and increasing the integration of transport modes so that people have genuine alternative ways to travel.</li> <li>8. Adopting a hierarchy of transport modes and routes based upon different spatial settings (regional, city, market town and neighbourhood / village).</li> </ol> <p>Supports the Climate Emergency declaration of March 2019 by promoting the uptake of low carbon modes of transport in the city.</p> <p>Supports the <u>Corporate Plan's</u> mission: "making Plymouth a fairer, greener city, where everyone does their bit". This scheme contributes to this by providing low-cost, accessible and environmentally sustainable means of transport helping to enable everyone to contribute to Plymouth.</p> <p>The proposal delivers against the <u>Net Zero Action Plan</u>: "Pursue funding opportunities to implement our Local Cycling and Walking Plan"</p>	
<b>I</b>	<b>Please specify any direct environmental implications of the decision (carbon impact)</b>	Transport represents 30% of the city's carbon emissions, a proportion that is set to grow. Construction of the scheme will inevitably release carbon emissions. However, the scheme provides a safe and appealing walking and cycling route and therefore will help enable people to transfer from car to walking, wheeling and cycling. A Climate Impact Assessment is attached.	

### Urgent decisions

<b>I2</b>	<b>Is the decision urgent and to be implemented immediately in the interests of the Council or the public?</b>	<b>Yes</b>		(If yes, please contact Democratic Support ( <a href="mailto:democraticsupport@plymouth.gov.uk">democraticsupport@plymouth.gov.uk</a> ) for advice)
		<b>No</b>	<input checked="" type="checkbox"/>	<b>(If no, go to section 13a)</b>
<b>I2</b>	<b>Reason for urgency:</b>			
<b>a</b>				
<b>I2</b>	<b>b</b>	<b>Scrutiny Chair Signature:</b>	<b>Date</b>	
		<b>Scrutiny Committee name:</b>		
		<b>Print Name:</b>		
<b>Consultation</b>				
<b>I</b>	<b>Are any other Cabinet members' portfolios affected by the decision?</b>	<b>Yes</b>	<input checked="" type="checkbox"/>	
		<b>No</b>		<b>(If no go to section 14)</b>
<b>I</b>	<b>Which other Cabinet member's portfolio is affected by the decision?</b>	Councillor John Stephens, Cabinet Member for Strategic Planning and Transport		
<b>b</b>				
<b>I</b>	<b>Date Cabinet member consulted</b>	11 December 2025		
<b>c</b>				
<b>I</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>	<input checked="" type="checkbox"/>	
<b>I</b>	<b>Which Corporate Management Team member has been consulted?</b>	<b>Name</b>		Glenn Caplin-Grey
		<b>Job title</b>		Strategic Director for Growth
		<b>Date consulted</b>		07 January 2026 (at the Capital Programme Officers' Group)
<b>Sign-off</b>				
<b>I</b>	<b>Sign off codes from the relevant departments consulted:</b>	<b>Democratic Support (mandatory)</b>		JS63 25/26
		<b>Finance (mandatory)</b>		OW.25.26.112
		<b>Legal (mandatory)</b>		LS/2960(74)/JP/15012 6
		<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>I</b>	<b>Ref.</b>	<b>Title of appendix</b>								
<b>7</b>	A	Business Case Change Request								
	B	Equalities Impact Assessment								
	C	Climate Impact Assessment								
<b>Confidential/exempt information</b>										
<b>I</b>	<b>8</b>	<b>a</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 1 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>	X					
			<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>I</b>	<b>8</b>	<b>b</b>	<b>Confidential/exempt briefing report title:</b>							
<b>Background Papers</b>										
<b>I</b>	Please list all unpublished, background papers relevant to the decision in the table below.									
<b>9</b>	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 1 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>						
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<b>Cabinet Member Signature</b>										
<b>2</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.									

<b>Signature</b>		<b>Date of decision</b>	19/01/2026
<b>Print Name</b>	Councillor Tudor Evans OBE (Leader of the Council)		