

EXECUTIVE DECISION

made by a Council Officer



REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY BY AN INDIVIDUAL COUNCIL OFFICER

Executive Decision Reference Number – COD18 25/26

Decision	
1	Title of decision: Contract Award: Construction of the Colesdown Hill Underbridge Walking and Cycling Route
2	Decision maker: Paul Barnard, Service Director Strategic Planning & Infrastructure
3	Report author and contact details: Jim Woffenden E: jim.woffenden@plymouth.gov.uk
4a	<p>Decision to be taken:</p> <ol style="list-style-type: none"> 1. To approve the award of the contract for the construction of the Colesdown Hill Underbridge walking and cycling route to South West Highways for a total value of £3,874,172.15; 2. To approve any contract variations up to the maximum value of the contingency allowance set out within the Procurement Decision Report – Part II, provided the variations do not alter the overall nature of the contract.
4b	<p>Reference number of original executive decision or date of original committee meeting where delegation was made:</p> <p>L39 22/23 Decision - Urgent Decision - Walking, Wheeling and Cycling Funds - Modern Council Decision - L31 23/24 Eastern Corridor SCN Colesdown Hill Underbridge - Modern Council Decision - L41 24/25 Colesdown Hill Underbridge Walking and Cycling Route - Modern Council Decision - L14 25/26 - Colesdown Hill Underbridgr Walking and Cycling Route Business Case Change Request - Modern Council</p>
5	<p>Reasons for decision:</p> <ol style="list-style-type: none"> 1. 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. 2. 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. 3. 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.
6	Alternative options considered and rejected:

	<p>1. Do Nothing – without a construction contract being awarded the project cannot be delivered.</p> <p>2. Utilising the other alternative options (outlined in the Part II document Procurement Decision Record ie: (i) a Predetermined Framework or (ii) Invitation to Tender) would add delay to any appointment, thereby impacting on the delivery timescale of the works. They also do not have all the benefits offered by use of the TMC.</p>													
7	<p>Financial implications and risks:</p> <p>Cost escalation was identified as a risk in the business case, and additional Section 106 funding has been secured, and the capital budget for this scheme now stands at £6,227,614.04.</p> <p>The risk of cost increases through compensation events during construction remains and so following a quantified risk management workshop involving the client, contract manager and contractor, a risk contingency has been included on top of the construction budget.</p> <p>The scheme is externally funded by grant funding from Department for Transport's Active Travel Fund and Sherford major transport works Section 106.</p>													
8	<p>Legal Implications and risks: (for completion by Legal Officers)</p> <p>The proposed works have been procured in accordance with all relevant legislative requirements and in line with the council's Contract Standing Orders as set out in the council's constitution.</p> <p>The Highways Term Maintenance Contract provides a lawful, pre-procured route through which these works can be commissioned.</p> <p>Any variations instructed must remain within the approved contingency and comply with Regulation 72 of the Public Contracts Regulations 2015, ensuring that modifications do not alter the overall nature of the contract.</p> <p>All necessary land access arrangements, planning permissions and statutory consents must be secured prior to works commencing.</p>													
9a	<p>Is the decision a Key Decision? (please contact Democratic Support for further advice)</p>	<table border="1"> <thead> <tr> <th>Yes</th> <th>No</th> <th>Per the Constitution, a key decision is one which:</th> </tr> </thead> <tbody> <tr> <td>X</td> <td></td> <td>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></td> <td>X</td> <td>in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1million, anually</td> </tr> <tr> <td></td> <td>X</td> <td>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> </tbody> </table>	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 , anually		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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9b	If yes, date of publication of the notice in the Forward Plan of Key Decisions	04 November 2025												
10	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>Supports the policies of the Joint Local Plan (JLP), specifically:</p> <ul style="list-style-type: none"> - Policy SPT9, Strategic principles for transport planning and strategy <p>We will deliver an integrated approach to transport and</p>												

		<p>planning, delivering a strategic approach to transport based upon the following key principles:</p> <ol style="list-style-type: none"> I. 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. 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. 5. Providing realistic sustainable transport choices and increasing the integration of transport modes so that people have genuine alternative ways to travel. 8. Adopting a hierarchy of transport modes and routes based upon different spatial settings (regional, city, market town and neighbourhood / village). <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 Corporate Plan's 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 Net Zero Action Plan: "Pursue funding opportunities to implement our Local Cycling and Walking Plan"</p>
II	Please specify any direct environmental implications of the decision (carbon impact)	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

I2a	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 for advice)
		No	X	(If no, go to section 13a)
I2b	Reason for urgency:			
I2c	Scrutiny Chair signature:			Date
	Scrutiny Committee name:			

Print Name:				
Consultation				
13a	Which Cabinet Member's portfolio does this decision relate to?	Councillor John Stephens, Cabinet Member for Strategic Planning and Transport		
13b	Date Cabinet Member consulted	11 December 2025		
13c	Are any other Cabinet members' portfolios affected by the decision?	Yes		
		No	X	(If no go to section 14)
13d	Which other Cabinet member's portfolio is affected by the decision?			
13e	Date other Cabinet member(s) 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	Glenn Caplin-Grey	
		Job title	Strategic Director for Growth	
		Date consulted	07 January 2026 (at the Capital Programme Officers Group)	
Sign-off				
16	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	JS67 25/26	
		Finance (mandatory)	OW.25.26.119	
		Legal (mandatory)	LS/00001312/4/AC/26/1/26	
		Human Resources (if applicable)	N/A	
		Corporate property (if applicable)	N/A	
		Procurement (if applicable)	SN/PS/816/ED/0126	
Appendices				
17	Ref.	Title of appendix		
	A	Briefing report Colesdown Underbridge		
	B	Equalities Impact Assessment		
	C	Climate Impact Assessment		
	D	Procurement Decision Record		

Confidential/exempt information									
18a	Do you need to include any confidential/exempt information?	Yes	<input checked="" type="checkbox"/>	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 18b below.					
		No							
		Exemption Paragraph Number							
		1	2	3	4	5	6	7	
18b	Confidential/exempt briefing report title: D – Procurement Decision Record			<input checked="" type="checkbox"/>					
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 1 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
Council Officer 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	29.01.2026					
Print Name	Paul Barnard (Strategic Director, Strategic Planning & Infrastructure)								