

EXECUTIVE DECISION

made by a Cabinet Member



PLYMOUTH
CITY COUNCIL

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

Executive Decision Reference Number – S25 15/16

Decision	
1	Title of decision: THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT No. 2014.1636344 – CENTRAL PARK AVENUE) ORDER 2014 & THE CITY OF PLYMOUTH (MOVING TRAFFIC REGULATION ORDERS) (AMENDMENT No. 2014.1636344 – SUTHERLAND ROAD, RESTORMEL ROAD) ORDER 2014
2	Decision maker (Cabinet Member): Councillor Brian Vincent, Cabinet Member for Street Scene
3	Report author and contact details: Jim Woffenden, Transport Planning Officer Tel: 01752 307712 Email: jim.woffenden@plymouth.gov.uk
4	Decision to be taken: To approve the introduction of:- <ol style="list-style-type: none">1. 'No entry except cycles' on Restormel Road.2. 'No Waiting at Any Time' restrictions on a length of Central Park Avenue of approximately 27 m.3. Three new road humps on Central Park Avenue outside house numbers 22 and 23; 10 and 11; and at the entrance to the Creative Court depot.
5	Reasons for decision: Please refer to background paper for reasons for the decision, including details of consultation that has been carried out.
6	Alternative options considered and rejected: The Local Transport Plan, unanimously adopted by Full Council in April 2011, commits Plymouth City Council to developing Plymouth's cycle network as well as improving facilities for pedestrians and those with mobility impairments. Other options have been considered to improve connectivity for pedestrians and cyclists between the north of Plymouth and Plymouth Rail Station. These include a pedestrian and cycle bridge from Plymouth Rail Station to Central Park which is indicated on Plymouth's strategic cycle network but is not feasible within the budgets and timescales of this project. The longer term feasibility of a pedestrian and cycle bridge is not yet clear. Similarly, improvements for pedestrians and cyclists to Saltash Road and Pennycomequick roundabout have been considered, but again are not feasible within the budgets available, nor would these works deliver a scheme which is suitable for less confident cyclists, in contrast to the proposed Access to Stations scheme, which the three elements described above are a key part of.

	<p>Consideration has been given to implementing the Access to Stations scheme without the three measures outlined above. However, this would reduce the effectiveness of the scheme in improving the route for pedestrians and cyclists, thus reducing the number of expected additional walking and cycling trips.</p>		
7	<p>Financial implications: The cost of implementing these proposals is contained within the capital budget for the Local Sustainable Transport Fund 2 Access to Stations scheme; and the DfT Maintenance Challenge Fund programme. Both of these projects are part of the approved capital programme.</p>		
8	<p>Is the decision a Key Decision? (Contact Gemma Pearce, Democratic Support, 398443 for further advice)</p>	Yes	
		No	
		X	results in the Council spending or raising annual income by more than £500,000 (or more than £2,000,000 if that is the total cost of a contract award)?
		X	results in the Council saving more than £1,000,000?
		X	results in the Council saving less than £1,000,000 and the saving will have a material impact upon service provision such as a significant change or a cessation of service delivery and associated staff redundancies or a significant impact on customers?
		X	has a significant impact on communities living or working in two or more wards?
<p>If yes, date of publication of the notice in the Forward Plan</p>			
9	<p>Please specify how this decision is linked to the Council's corporate plan 2013/14 to 2016/17 and/or the policy framework and/or the revenue/capital budget:</p>	<p>This project will help deliver a north-south link which is largely identified within the strategic cycle network www.plymouth.gov.uk/strategiccyclenetwork.pdf which was adopted by Full Council as part of the Local Transport Plan. By increasing levels of cycling this scheme can be expected to contribute significantly to the LTP and Corporate Plan objectives by increasing physical activity; improving equality of access; helping to address congestion; and reducing transport related carbon emissions.</p> <p>With respect to the Corporate Plan this project supports Plymouth's efforts to reduce the City's carbon footprint through encouraging and enabling more trips to be made by bike and on foot. In doing so the scheme also helps children, young people and adults feel safe and confident in their communities through providing facilities for less confident cyclists.</p>	

Urgent decisions			
10	Is the decision urgent and to be implemented immediately in the interests of the Council or the public?	Yes	(If yes, the Lead Scrutiny Officer must be consulted before approaching the Chair of the Cooperative Scrutiny Board. Ensure that the Chair signs the report at section 11a and that section 11b is completed <u>after</u> the sign off codes in Section 17 are completed)
		No	✓ (If no, go to section 12)
11a	Signature		Date
	Print Name		
11b	Reason for urgency:		
Consultation			
12	Are any other Cabinet members' portfolios affected by the decision?	Yes	(If yes, go to sections 13 and 14)
		No	✓ (If no, go to section 15)
13	Which other Cabinet member's portfolio is affected by the decision?	N/A	
14	Please confirm that you have consulted this Cabinet member	Yes	(No is not an option)
15	Has this Cabinet member declared a conflict of interest?	Yes	N/A
		No	
16	Which Corporate Management Team member has been consulted?	Name and title	Anthony Payne, Strategic Director for Place
17	Please include the sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DSO69 15/16
		Finance (mandatory)	SGPlace1516010.27115
		Legal (mandatory)	JAR/22084/Feb15
		Human Resources	
		Assets	
		IT	
		Procurement	

Other Information

18 An Equalities Impact Assessment should be attached to the report (Please attach the EIA to this report)

Briefing report

19 Is the briefing report attached? Yes (No is not an option)

List (and include a hyper link to) published work/information used to prepare the report.

The scheme webpage: www.plymouth.gov.uk/stationtocentralpark includes background information on the project and the 'Plymouth Rail Station to Central Park Walking and Cycling Improvements, Consultation Report'

Local Transport Plan 2011-2026 www.plymouth.gov.uk/ltp

Do you need to include any confidential/exempt information? No

Exemption Paragraph Number						
1	2	3	4	5	6	7

Confidential/exempt briefing report title

Background Papers

20 Please list all background papers relevant to the decision in the table below.

Background papers are unpublished 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. A folder or a file should not be cited as a background paper, though individual items within the folder or file may be. 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	Part I	Part II	Exemption Paragraph Number						
			1	2	3	4	5	6	7

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Cabinet Member Signature

21 I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan and Medium Term Financial Plan.

Signature



Date of decision

30/11/15

Print Name

B. VINCENT