

# EXECUTIVE DECISION

made by a Cabinet Member



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

Executive Decision Reference Number – L66 17/18

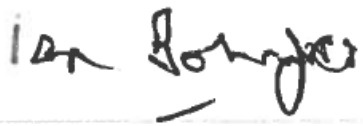
Decision	
1	<b>Title of decision:</b> Charlton Road Junction Scheme
2	<b>Decision maker (Cabinet Member):</b> Councillor Bowyer, Leader of the City Council
3	<b>Report author and contact details:</b> Steven Flaxton, Transport Planning Officer, Plymouth City Council Tel. 01752 305543                      Email. <a href="mailto:Steven.flaxton@plymouth.gov.uk">Steven.flaxton@plymouth.gov.uk</a>
4	<b>Decision to be taken:</b>  <ol style="list-style-type: none"><li>1. Approve the Business Case</li><li>2. Allocate £793,463 for the project within the 2018/19 Capital Programme, funded by Corporate Borrowing from the approved Priority List for Northern &amp; Eastern Corridor Transport Schemes.</li><li>3. Authorise Strategic Director for Place to agree contract terms with Amey to include this work in the existing contract for the Derriford Transport Scheme.</li></ol>
5	<b>Reasons for decision:</b> <p>The junction of Charlton Road and Tavistock Road is a known accident hotspot, with 12 collisions, including one fatality, recorded between 2006 and 2016.</p> <p>Major highway infrastructure works are taking place in the area under the Derriford Transport Scheme (DTS) and it is therefore appropriate to consider options to address the underlying safety problems.</p> <p>The DTS public consultation events held in both 2014 and 2015 and feedback from the Council's regular 'Meet the Team' sessions have highlighted the concerns about safety and the difficulties this causes for users of this junction.</p> <p>In addition, the road safety audit for the DTS also found the junction to be unsafe and recommended that either introduction of traffic signals (the proposed scheme) or close the gap in the central reserve and prohibit the right turn into Charlton Road.</p> <p>The scheme will deliver safety improvements to this known accident hot spot whilst ensuring that local residents are still able to access their properties without incurring lengthy diversion routes due to the nature of the A386 in this area.</p>

	<p>It is anticipated these works would take place in the summer of 2018. It is beneficial to undertake these works now immediately following completion of the main DTS works as to come back to upgrade the junction in a few years' time, as would likely be required due to the age of the infrastructure, would cost considerably more and would also cause another period of disruption on the network.</p>			
6	<p>Alternative options considered and rejected:</p> <p><b>Option 1: Do Nothing.</b> Users of the A386 could continue to be left at risk of the existing vehicle conflict. Two Road Safety Audits have raised this as an issue and recommended that doing nothing should not be the adopted approach.</p> <p><b>Option 2: Close the right turn gap into Charlton Road</b> This was considered however could not retain access for the local community. Following public consultation it was found to be too disruptive to the community as a result of the significant daily diversion routes needed.</p> <p><b>Option 3: Close the right turn gap into Charlton Road and open up Colbourne Road</b> In order to minimise the impact of closing the right turn gap, an additional options was developed which would also re-open Colbourne Road. This was presented to residents however subsequently was rejected due to concerns regarding introducing rat-running traffic through the local streets and neighbourhood.</p> <p><b>Option 4: Provide compact signalised junction upgrade</b> This was considered however could not resolve all of the issues.</p>			
	<p><b>Financial implications:</b></p> <p><u>Scheme Costs:</u> The total capital cost to deliver the Charlton Road Junction scheme is estimated to be £793,463 based on a feasibility estimate.</p> <p><u>Proposed Capital Funding:</u> £793,463 of Corporate Borrowing from the approved Priority List for Northern &amp; Eastern Corridor Transport Schemes</p> <p><u>Revenue Implications:</u> None.</p>			
8	<p><b>Is the decision a Key Decision?</b> <b>(Contact Ross Jago, Democratic Support, 304469 for further advice)</b></p>	<p><b>Yes</b></p>	<p><b>No</b></p>	<p>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)?</p> <p>results in the Council saving more than £1,000,000?</p> <p>results in the Council saving less than £1,000,000 <b>and</b> the saving will have a</p>

				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?
<b>If yes, date of publication of the notice in the Forward Plan</b>				
<b>9</b>	<b>Please specify how this decision is linked to the Council's corporate plan 2016 - 19 and/or the policy framework and/or the revenue/capital budget:</b>	<p><b><u>Growing Plymouth</u></b></p> <p><b><i>Quality jobs and valuable skills:</i></b></p> <p>This scheme will provide a key piece of infrastructure required to help facilitate a proportion of the 26,000 sq. m of employment space (including a new district shopping centre) planned for the Derriford area. This scheme is principally concerned with providing improved transport links which will help to give confidence to developers and will therefore help to create the conditions for growth and kick-start development.</p> <p><b><i>Broad range of homes:</i></b></p> <p>This scheme will provide a key piece of infrastructure required to help facilitate a proportion of the 4,300 new homes planned for the Northern Corridor. This scheme is principally concerned with providing improved transport links which will help to give confidence to developers and will therefore help to create the conditions for growth and kick-start development.</p> <p><b><i>Meeting future infrastructure needs:</i></b></p> <p>The planned investment in targeted large scale infrastructure projects can play its part in stimulating growth and encourage further investment. As an example, a large scale investment was made in the east of the city under the East End Transport Scheme, which is a benefit to the development sites along the Eastern Corridor which had previously stalled and are now beginning to be built out.</p> <p><b><u>Confident Plymouth</u></b></p> <p><b><i>Plymouth as a destination:</i></b></p> <p>A successful delivery of this scheme will give confidence to national and regional funding decision makers that Plymouth is a city that can deliver large scale investment projects that will make a real difference in driving forward growth and the local economy. Being able to cite examples for this scheme such as The George Junction Major Scheme and the East End Transport Scheme is already giving confidence for project bids and successful delivery of this scheme will give the same confidence</p>		

		when the Council is seeking funding for other projects. This will also give confidence to developers and investors and will therefore help to create the conditions for growth and kick-start development.		
<b>Urgent decisions</b>				
<b>10</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, the Lead Scrutiny Officer must be consulted before approaching the Chair of the relevant Overview and Scrutiny Committee. 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)
		<b>No</b>	x	<b>(If no, go to section 12)</b>
<b>11a</b>	<b>Signature</b>			<b>Date</b>
	<b>Print Name</b>			
<b>11b</b>	<b>Reason for urgency:</b>			
<b>Consultation</b>				
<b>12</b>	<b>Are any other Cabinet members' portfolios affected by the decision?</b>	<b>Yes</b>	x	<b>(If yes, go to sections 13 and 14)</b>
		<b>No</b>		
<b>13</b>	<b>Which other Cabinet member's portfolio is affected by the decision?</b>	Councillor Ian Darcy, Cabinet Member for Finance/ICT Councillor Patrick Nicholson, Deputy Leader and Cabinet Member for Strategic Transport and Planning		
<b>14</b>	<b>Please confirm that you have consulted this Cabinet member</b>	<b>Yes</b>	<b>(No is not an option)</b>	
<b>15</b>	<b>Has any Cabinet member declared a conflict of interest?</b>	<b>Yes</b>		<b>Need a note of dispensation granted by the Council's Monitoring Officer</b>
		<b>No</b>	x	
<b>16</b>	<b>Which Corporate Management Team member has been consulted?</b>	<b>Name and title</b>	Anthony Payne, Strategic Director for Place	
<b>17</b>	<b>Please include the sign off codes from the relevant departments consulted:</b>	<b>Democratic Support (mandatory)</b>		DSol16 17/18
		<b>Finance (mandatory)</b>		pl1718.246.
		<b>Legal (mandatory)</b>		LS/30148/JP/Mar 18.
		<b>Human Resources</b>		

		<b>Assets</b>								
		<b>IT</b>								
		<b>Procurement</b>								
<b>Other Information</b>										
<b>18</b>	<b>An Equalities Impact Assessment should be attached to the report</b>		x	<b>(Please attach the EIA to this report)</b>						
<b>Briefing report</b>										
<b>19</b>	Is the briefing report attached?	<b>Yes</b>	x	<b>(No is not an option)</b>						
	List (and include a hyper link to) <u>published</u> work/information used to prepare the report.									
	Do you need to include any confidential/exempt information?	No If yes, prepare a second, Part II, 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. (Remember to keep as much information as possible in the briefing report that will be in the public domain)								
		<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>Background Papers</b>										
<b>20</b>	Please list all 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. 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.									
	<b>Title</b>	<b>Part I</b>	<b>Part II</b>	<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>
	Business Case Summary	x								
	Business Case part 2				x					
<b>Cabinet Member Signature</b>										
<b>21</b>	I agree the decision and confirm that it is not contrary to the Council's policy and budget framework,									

Corporate Plan or Budget.			
<b>Signature</b>		<b>Date of decision</b>	19 MAR 18
<b>Print Name</b>	Councillor Ian Bowyer, Leader of Plymouth City Council		