

Decision Session - Executive Member for Transport

Tuesday, 11 March 2025

Decisions

Set out below is a summary of the decisions taken at the meeting of the Decision Session Executive Member for Transport held on Tuesday, 11 March 2025. The wording used does not necessarily reflect the actual wording that will appear in the minutes.

Members are reminded that, should they wish to call in a decision, notice must be given to Democracy Support Group no later than 4pm on the second working day after this meeting.

If you have any queries about any matters referred to in this decision sheet please contact Ben Jewitt.

5. Review of the Experimental Traffic Regulation Order for the introduction of Blue Badge Parking and Loading bays in the Pedestrian Area

Resolved: To approve Option 1 – Making the existing ETRO permanent.

Reason: This option is in line with the Council priority of improving the accessibility of the city centre, so making the bay permanent would align with the core priorities of the administration. The surveys showed that the use of the area had increased during the ETRO, which helps to show they have been positively received.

6. Consideration of the representations received to the formal consultation to extend R23 Residents Parking Zone to include Government House Road and no waiting at any time restrictions on Water End slip road

Resolved: To recommend Option 1, amending the Traffic Regulation Order to introduce new Residents' Priority Parking restrictions for Government House Road, to operate 24 hours Monday to Sunday, to be an extension of R23. In addition, it is recommended to introduce No Waiting at any Time restrictions

(Double Yellow Lines) on Water End Slip Road to restrict parking 24 hours a day as outlined on the plan included as Annex E. Signs will be placed on street at the entrance to Government House Road and additional double yellow lines would be marked on Water End Slip Road

Reason: This was the recommended option as it supported the Council's Local Transport Strategy objectives, supported residents' cycle and pedestrian access needs to the cycle route networks and riverside paths, addressed the parking displacement issues which would arise if restrictions were only implemented in one area, and acknowledged the views of the majority of residents on Government House Road.

A TRO may be made where it appears expedient to the Council to do so for any of the reasons set out in section 1(1)(a) to (g) of the Road Traffic Regulation Act 1984. The TRO also needs to meet the wider duty of the Council under section 122 of that Act. The recommended option would meet the purposes in sections 1(1) (a) (c) (d) and (f) of the 1984 Act – namely for:

- a. avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such arising;
- b. for facilitating the passage on the road or any other road of any class of traffic (including pedestrians);
- c. for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property; and
- d. for preserving or improving the amenities of the area through which the road runs.

This option meets the Council's duty under section 122(1) of the Road Traffic Regulation Act 1984 as it would:

- a. Support the “convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway” (RTRA 1984, Section 122(1)). The changes proposed will make the Slip Road safer to use for people walking and cycling to access the riverside whilst ensuring that on street parking remains available for residents and Blue Badge holders;
- b. “Consider the effect on the amenities of any locality affected” (RTRA 1984, Section 122(2)(b)). By restricting parking on the slip road, accessibility to the riverside amenity by walking, cycling and wheeling is improved. Local amenity for the residents of Government House Road would also be protected by reducing the risk of parking displacement through the Resident Parking scheme.
- c. Consider “any other matters appearing to the local authority to be relevant” (RTRA 1984, Section 122(2)(d)). Consideration has been given to the Council’s Local Transport Strategy and the views expressed by the residents of Government House Road.

7. Riverside Path Improvement Scheme

Resolved: To approve Option 2, progressing a separately resourced and funded project to identify and confirm the remedial works required to improve Riverside Embankment stability, as set out within the “Options Analysis and Evidential Basis – Riverside Embankment Stability” section of this report and Annex B, and provide recommendations to a future Executive Member Decision Session and progress the Riverside Path Improvement scheme to detailed design based on the scheme proposals and preliminary design inclusions set out within the “Options Analysis and Evidential Basis - Affordable Scheme” section of this report (beginning at paragraph 91) but delay construction until the dependency on the Riverside Embankment Stability issue is fully determined and resolved.

Also to approve the following delegations of authority:

- To Approve the procurement of a Principal Contractor and Principal Designer for the Riverside Path Improvement scheme and delegate authority to the Director of Environment, Transport & Planning (in consultation with the Director of Governance and the Head of Procurement) to take such steps as are necessary to procure, award and enter into the resulting contracts and the identification of the remedial works required results in the construction costs being in excess of the Key Decision threshold, a further report will be presented to a future Executive meeting.
- To delegate authority to the Director of Environment, Transport and Planning to proceed with all necessary technical work, including preparation of a detailed design, investigation and conduct of diversions of statutory-undertakers apparatus to enable the works in regard of the Riverside Path Improvement Scheme.
- To delegate authority to the Director of Environment, Transport and Planning to approve the final design to be delivered for the Riverside Path Improvement scheme unless the scheme objectives or cost tolerances cannot be met without significant alteration to the preliminary design in which case a further report will be submitted to a future Executive Member Decision Session
- To Delegate authority to the Director of Environment, Transport, and Planning, in consultation with the Director of Finance, to carry out any necessary value engineering to ensure the Riverside Path Improvement scheme remains within budget.

- To approve the submission of any relevant planning application(s) required to deliver the Riverside Path Improvement Scheme affordable solution and delegate authority to the Director of Environment, Transport and Planning to do so.
- To approve the advertisement of an amendment to the Traffic Regulation order to introduce 'Prohibition of cycling' restrictions on the Aldborough Way access ramp to the Riverside Path as part of the Riverside Path Improvement Scheme.
- To introduce 'No waiting at any time' restrictions on Jubilee Terrace as part of the Riverside Path Improvement Scheme in respect of traffic management and to approve any statutory consultation which may be required for this option.

Also regarding Scheme Design:

- To approve Option 1, proceeding with the affordable scheme as presented during the public consultation. Advertise no waiting at any time restrictions (double yellow lines) to the length of Jubilee Terrace outside the church as part of a formal Traffic Regulation Order process. This option meets the Department for Transport's Inclusive Mobility Design Guidance, and supports the objectives within our Transport Strategy.

Also regarding Traffic Regulation Restrictions:

- To approve Option 2a, undertaking the Statutory Consultation to Advertise a proposal for 'No waiting at any time' restrictions on Jubilee Terrace as part of the Riverside Path Improvement Scheme.

Also regarding Design Section B1:

- To approve Option 1, proceeding with the affordable scheme as presented during the public consultation. Advertise a prohibition to cyclists using the ramp connecting the Aldborough Way estate with the Riverside Path as part of a formal Traffic Regulation Order process.

Also regarding Design Section B2:

- To approve Option 1, proceeding with the affordable scheme as presented during the public consultation.

Also regarding Options Analysis and Evidential Basis – Riverside Embankment Stability:

- To approve Option 2 – Parallel Delivery, mandating a separately resourced and funded project with a brief to identify the need for remedial works to improve Riverside Embankment stability, generating recommendations for how this can be achieved in a report which will be brought before a future Executive Member Decision Session. Undertake detailed design work for the Riverside Path improvement Scheme but delay construction until the dependency on the Riverside Embankment Stability issue is fully determined and resolved. Deliver both Projects in parallel with delivery timelines to be aligned to provide one, robust, future proofed solution.

Reason: Approval of the above options fulfils the council's strategic objectives regarding the Riverside Path Improvement Scheme.