



Oversight and Governance

Chief Executive's Department

Plymouth City Council

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Published 09/02/22

Delegated Decisions

Delegated Executive/Officer Decisions

Delegated Executive and Officer decisions are published every Wednesday and are available at the following link - <https://tinyurl.com/ms6umor>

Cabinet decisions subject to call-in are published at the following link - <http://tinyurl.com/yddrql6>

Notice of call-in for non-urgent decisions must be given to the Democratic Support Unit by 4.30pm on Wednesday 16 February 2022. Please note – urgent decisions and non-key Council Officer decisions cannot be called in. Copies of the decisions together with background reports are available for viewing as follows:

- on the Council's Intranet Site at <https://modgov/mgDelegatedDecisions.aspx>
- on the Council's website at <https://tinyurl.com/jhnax4e>

The decisions detailed below may be implemented on Thursday 17 February 2022 if they are not called-in.

Delegated Decisions

1. Councillor Jonathan Drean (Cabinet Member for Transport):

- 1.1. Experimental Titles: The City of Plymouth (Moving Traffic Regulation Orders) (Amendment Order No. 2020.2137246 - Somerset Place) Experimental Order 2020, & The City of Plymouth (Traffic Regulation Orders) (Amendment Order No. 2020.2137246 - Somerset Place) Experimental Order 2020. New Permanent Titles: The City of Plymouth (Traffic Regulation Orders) (Amendment Order No. 2020.2137246 - Somerset Place) Order, & The City of Plymouth (Moving Traffic Regulation Orders) (Amendment Order No. 2020.2137246 - Somerset Place) Order **(Pages 1 - 16)**
- 1.2. The City of Plymouth (Moving and Speed Traffic Regulation Orders) (Consolidation) Order 2014 (as amended) in association with the Tavistock Road TRO **(Pages 17 - 40)**
- 1.3. The City of Plymouth (Traffic Regulation Orders) (Taxi Ranks) (Consolidation) Order 2021 **(Pages 41 - 50)**
- 1.4. The City of Plymouth (Traffic Movement and Speed Limit Regulations) (Consolidation) Order 2021 **(Pages 51 - 62)**
- 1.5. Millbay Road and Phoenix Street - 2137269 **(Pages 63 - 74)**

2. Council Officer Decision - David Draffan (Service Director for Economic Development):

- 2.1. Smart Sound Connect: Transfer of Offshore Advanced Communication System contract from Delt Shared Services Ltd to Plymouth Marine Laboratory Applications LTD. **(Pages 75 - 82)**

EXECUTIVE DECISION

made by a Cabinet Member



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

Executive Decision Reference Number – T24 21/22


Decision

1	<p>Title of decision:</p> <p>Experimental Titles:</p> <p>THE CITY OF PLYMOUTH (MOVING TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2020.2137246 – SOMERSET PLACE) EXPERIMENTAL ORDER 2020</p> <p style="text-align: center;">&</p> <p>THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2020.2137246 – SOMERSET PLACE) EXPERIMENTAL ORDER 2020</p> <p>New permanent Titles</p> <p>THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2020.2137246 – SOMERSET PLACE) ORDER</p> <p style="text-align: center;">&</p> <p>THE CITY OF PLYMOUTH (MOVING TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2020.2137246 – SOMERSET PLACE) ORDER</p>
2	<p>Decision maker (Cabinet member name and portfolio title): Councillor Jonathan Drean, Cabinet Member for Transport</p>
3	<p>Report author and contact details: Amy Neale, Traffic Management Technician, email: trafficmanagementinbox@plymouth.gov.uk</p>
4	<p>Decision to be taken:</p> <p>The Experimental Orders were sealed 9th September 2020 and came into force on 21st October 2020. After over a year of monitoring we have now decided to make the TROs permanent.</p> <p>The decision is:</p> <p>To implement the following amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004 & The City of Plymouth (Moving Traffic Regulation Orders) (Consolidation) Order 2014</p> <p>The effect of the order shall be to:</p> <p>Add/Amend No Waiting At Any Time, No Waiting Mon-Sat 8am-6.30pm & One Way except Pedal Cycles on lengths of the following roads: Somerset Place, Penlee Road & Penlee Way</p>

5	<p>Reasons for decision:</p> <p>One way except cycles, to encourage cycling to school and ensure the cycle route to central park is still available.</p> <p>Double yellow lines placed to stop vehicles parking causing obstructions. As well as reducing the parking to be able to have a cycle route through the one way.</p>																				
6	<p>Alternative options considered and rejected:</p> <p>The alternative option would be to change it back to 2 way and remove the parking restrictions. This option was discounted on the basis that the changes are needed for safety improvements to this road. Especially at school times.</p>																				
7	<p>Financial implications and risks:</p> <p>The Traffic Regulation Order (TRO) and associated works is being funded via the Traffic Management Team and will be paid out of the Living Streets Stoke Ward Budget.</p>																				
8	<table border="1"> <thead> <tr> <th data-bbox="225 799 759 898">Is the decision a Key Decision? (please contact Democratic Support for further advice)</th> <th data-bbox="759 799 852 898">Yes</th> <th data-bbox="852 799 967 898">No</th> <th data-bbox="967 799 1495 898">Per the Constitution, a key decision is one which:</th> </tr> </thead> <tbody> <tr> <td data-bbox="225 898 759 1066"></td> <td data-bbox="759 898 852 1066"></td> <td data-bbox="852 898 967 1066">x</td> <td data-bbox="967 898 1495 1066">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 data-bbox="225 1066 759 1211"></td> <td data-bbox="759 1066 852 1211"></td> <td data-bbox="852 1066 967 1211">x</td> <td data-bbox="967 1066 1495 1211">in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1 million</td> </tr> <tr> <td data-bbox="225 1211 759 1357"></td> <td data-bbox="759 1211 852 1357"></td> <td data-bbox="852 1211 967 1357">x</td> <td data-bbox="967 1211 1495 1357">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> <tr> <td data-bbox="225 1357 759 1503">If yes, date of publication of the notice in the Forward Plan of Key Decisions</td> <td colspan="3" data-bbox="759 1357 1495 1503"></td> </tr> </tbody> </table>	Is the decision a Key Decision? (please contact Democratic Support for further advice)	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 £1 million			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.	If yes, date of publication of the notice in the Forward Plan of Key Decisions			
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If yes, date of publication of the notice in the Forward Plan of Key Decisions																					
9	<p>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>	<p>The Local Transport Plan (LTP) details the transport strategies and policies that the City Council has adopted and will be key in helping the city meet its Corporate Plan priorities, and growth agenda.</p>																			
10	<p>Please specify any direct environmental implications of the decision (carbon impact)</p>	n/a																			
Urgent decisions																					
11	<p>Is the decision urgent and to be implemented immediately in the interests of the Council or</p>	Yes	<p>(If yes, please contact Democratic Support democraticsupport@plymouth.gov.uk)</p>																		

	the public?			for advice)
		No	x	(If no, go to section 13a)
12a	Reason for urgency:			
12b	Scrutiny Chair Signature:		Date	
	Scrutiny Committee name:			
	Print Name:			
Consultation				
13a	Are any other Cabinet members' portfolios affected by the decision?	Yes		
		No	x	(If no go to section 14)
13b	Which other Cabinet member's portfolio is affected by the decision?			
13c	Date Cabinet member 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	Anthony Payne	
		Job title	Strategic Director for Place	
		Date consulted	17/01/2021	
Sign-off				
16	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS105 21/22	
		Finance (mandatory)	pl.21.22.234.	
		Legal (mandatory)	LS/37933/JP/180122	
		Human Resources (if	N/A	

		applicable)						
		Corporate property (if applicable)	N/A					
		Procurement (if applicable)	N/A					
Appendices								
17	Ref.	Title of appendix						
	A	Briefing report for publication						
	B	Equalities Impact Assessment						
Confidential/exempt information								
18a	Do you need to include any confidential/exempt information?	Yes	If yes, prepare a second, confidential ('Part II') briefing 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 in 18b below. (Keep as much information as possible in the briefing report that will be in the public domain)					
		No		x				
		Exemption Paragraph Number						
		1	2	3	4	5	6	7
18b	Confidential/exempt briefing report title:							
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 I 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

Cabinet Member 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	03/02/2022		
Print Name	Councillor Jonathan Drear, Cabinet Member for Transport						

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SOMERSET PLACE

I. INTRODUCTION

This report seeks delegated authority to implement amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004 & The City of Plymouth (Moving traffic Regulation Orders) (Consolidation) Order 2014 in association with the Somerset Place TRO

2. TRAFFIC REGULATION ORDERS REQUIRED

2.1 The elements that need a Traffic Regulation Order are as follows:

To Add;

I.1 No Waiting At Any Time

- (i) Penlee Road, the north side from its junction with Somerset Place for a distance of 8 metres in a westerly direction
- (ii) Penlee Road, the south side from its junction with Somerset Place for a distance of 9 metres in a westerly direction
- (iii) Penlee Way, the north side from its junction with Somerset Place for a distance of 10 metres in a westerly direction and 5 metres in an easterly direction
- (iv) Somerset Place, the east side from a point 3 metres south of its northern boundary of number 10 Somerset Place to its junction with Penlee Way
- (v) Somerset Place, the north side from its junction with City Business Park car park (long stay) for a distance of 10 metres in a westerly direction and 11 metres in an easterly direction
- (vi) Somerset Place, the north side from its junction with Park Street to a point 7 metres east of its junction with City Business Park car park (short stay)
- (vii) Somerset Place, the south side from its boundary between 41 & 39 Somerset Place to a point 6 metres north of its boundary between 23 & 25 Somerset Place
- (viii) Somerset Place, the west side from a point 10 metres north of its junction with Penlee Road to its junction with Penlee Way

6.2 One Way Except Pedal Cycles

- i. Somerset Place - from its junction with Penlee Road for a distance of 50m in a southerly direction

REVOCATIONS

No Waiting Mon-Sat 8am-6.30pm

- (i) Somerset Place, the north side, from a point 54 metres east of the entrance to City

- Business Park for a distance of 48 metres in an easterly direction
- (ii) Somerset Place, the south & s-w side, from a point 41 metres north of the junction with Penlee Road for a distance of 58 metres in a northerly and westerly direction
- (iii) Penlee Road, both sides, from its junction with Somerset Place for a distance of 10 metres in a westerly direction
- (iv) Penlee Way, the north side, from a point 10 metres east of its junction with Somerset Place to a point 10 metres west of its junction with Somerset Place
- (v) Somerset Place, the east side, from its junction with Penlee Way for a distance of 180 metres in a northerly direction
- (vi) Somerset Place, the north side, from its junction with Park Street to the entrance to the City Business Park
- (vii) Somerset Place, the west side, from a point 10 metres north of its junction with Penlee Road to a point 10 metres south of its junction with Penlee Road
- (viii) Somerset Place, the west side, from its junction with Penlee Way for a distance of 10 metres in a northerly direction

3. STATUTORY CONSULTATION

Proposals

The proposals for the Experimental Somerset Place TRO were advertised on street, in the Herald and on the Plymouth City Council website on 15th September 2020. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 9th September 2020.

There have been 6 representations received relating to Somerset Place scheme

Consultation	Comments
<p>Thank you for the proposed plans to control obstructive parking on the road and footway along Somerset Place.</p> <p>With the extra double yellow lines along Somerset Place and Penlee Way my concerns are with the obstructive parking along Penlee Road - sandwiched between the two roads on your proposal. Every day when the two schools are in operation we have cars blocking access to our drives and garden gates - a situation which will not improve unless action is taken to prevent such behaviours.</p>	<p>Thank you for your recent comments towards the – Experimental Traffic Regulation Order: 2020.2137246</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process.</p> <p>Plymouth City Council will consider in due course whether the provisions of the experimental order should be continued in force indefinitely.</p>
<p>Thank you for your letter to us all.</p> <p>Somerset Place needs to be closed to school parenting traffic altogether.</p> <p>We who pay for the SDCC and all its attendant screaming via our Local Taxes are a bit fed up with the size of the school. Even in</p>	<p>I refer to your e-mail of 2nd December 2020 regarding the above. Whilst your comments will be considered as part of the ongoing consultation of the Experiment I thought it might be helpful to address a number of the points raised in your e-mail directly to avoid any future misunderstanding.</p>

<p>America the school should be half the size of that one student-wise.</p> <p>Access to Park Street is impossible as parking is becoming impossible in the area due to people have so many cars per home. Thus, trucks and parents to the SDCC need to use the Raynham Road route to access the lane on that side of the school. Penlee has plenty of space and the traffic and screaming can go that way as there is far more space.</p> <p>Please make sure the double yellow lines are recognised as such. The one way system still blocks residents from accessing their homes because the parents will just park outside and block up the roads and try to turn around on rainy days which cause huge annoyance and chaos. The whole school needs to be halved in size and the access completely forbidden via Somerset Place.</p> <p>I would like a return on my Local Taxes should the annoyance continue and the parking problems increase any further, we pay for that SDCC but would wish to have that part of my payment removed should action not be taken against the students who refuse to take umbrellas and macs to school and to walk in silence through the area.</p> <p>I enclose a copy of the British Psychological Society suggestions for ideal schools. Kindly read it and pass it on to the school department of the PCC.</p> <p>The local area is thinking about taking legal action against the school to save the Conservation Area from the traffic and the awful students who need far less sugar and far more exercise, clearly.</p> <p>That exercise should include walking to and from school in all weathers, quietly.</p> <p>Thank you for asking but the only way is to rethink parking and access via the area with traffic for SDCC, Business Park and using it as a shortcut. It is also on the navigation system that trucks follow which needs addressing as huge trucks come through and get stuck. Please place a sign banning large trucks in Somerset Place at all.</p>	<p>Stoke Damerel Community College has Academy Status, is funded by Central Government and as such is independent of the Local Education Authority. Its size is already established and is not something that can be influenced as part of this process. Neither can access to one class of road users (parents) be separated from general access requirements without putting into place very expensive and complex access control measures for which there is no budget to provide or to maintain. Larger vehicles will be servicing the College or Businesses in the area and their access cannot be curtailed.</p> <p>The issues of parent and student parking as well as modal shift to healthier and more sustainable travel modes are issues which very much concern the City Council and the measures introduced experimentally are focussed on achieving a compromise between a number of conflicting priorities. Unfortunately it is rarely possible to present solutions with which everyone is happy. Diet and Student behaviour on the way to and from school are not matters which the Highway Authority is able in influence.</p>
<p>The car parking congestion is a result of the business park and during term time the school.</p>	<p>Thank you for your recent comments towards the – Experimental Traffic Regulation Order: 2020.2137246</p>

<p>During out of office hours and school hours the road is normal.</p> <p>In our opinion some double yellow lines were required to keep the road passable for wider vehicles but the extensive use of double lines is just moving the problem of parking around the area, i.e. Penlee Way. If extensive double lines are to be the norm then we believe the Council should look at permit parking measures around the area to benefit residents who are there all year.</p> <p>The one-way system will make driving to our houses more inconvenient when approaching from the East/City Centre for all of the year when the problem is mainly school term.</p> <p>We think the bigger issue with traffic in Somerset Place is the speed at which vehicles drive to and from the Business Park near the school. We are surprised that there is no speed reduction systems in place and that there has not been an accident.</p>	<p>Your comments have been logged on our records and will be considered as part of the final decision making process.</p> <p>Plymouth City Council will consider in due course whether the provisions of the experimental order should be continued in force indefinitely.</p>
<p>The new plans are a big improvement but again its all about Penlee way and Somerset place nothing in Penlee Road which is opposite the school and used as a rat run every day, all going to do is move parking down Penlee road of which is not very wide, this should be made residents only or a one way</p>	<p>Thank you for your recent comments towards the – Experimental Traffic Regulation Order: 2020.2137246</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process.</p> <p>Plymouth City Council will consider in due course whether the provisions of the experimental order should be continued in force indefinitely.</p>
<p>Thank you for your letter regarding the above proposal, I would just like to add that the parking will be horrendous in Penlee Road. At present cars are parked on the pavement making them unusable for the public. My concern is that pupils are having to walk in the road and the speed at which some drivers do i am surprised no one has been involved in an accident.</p>	<p>Thank you for your recent comments towards the – Experimental Traffic Regulation Order: 2020.2137246</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process.</p> <p>Plymouth City Council will consider in due course whether the provisions of the experimental order should be continued in force indefinitely.</p>
<p>I have serious concerns about the proposals indicated in the plans provided and it is highly likely they will affect my care and well-being in a detrimental way. My key concerns are:</p>	<p>Thank you for your recent comments towards the – Experimental Traffic Regulation Order: 2020.2137246</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process.</p>

<p>1. That it will be even more difficult for carers to park close to my house when they visit me daily.</p> <p>2. When they need to park as close as possible to my home to take me out to essential visit e.g. medical appointments, and transfer me to their car in my wheelchair.</p> <p>Your proposals do not take into account the fact when school is not in, and the business park users are not there (weekends/during lockdown recently), the road is virtually empty of car and parking is not a problem. This situation has been made worse by the Council, who owns the business park, charging for their car park. Business park users avoid charges by parking on our street.</p> <p>The school has its own car park, but school staff currently don't seem to use as it's a longer walk from there.</p> <p>The small car park between no 31-33 Somerset Place, which is intended for use by residents, currently fills up with school and business park users.</p> <p>The additional yellow lines you are proposing will make it even harder for residents to park/access vehicles, and their essential car workers.</p> <p>It would be appropriate to review the proposals with local residents in mind, without an excuse to charge residents for parking permits. Perhaps marking parking bays and allocating one convenient bay per property, for their exclusive and free use.</p>	<p>Whilst we are aware of the problem of parking in the sheltered accommodation car park and may bring forward proposals in future to help ensure that carers are more likely to be able to find a space, currently carers can park on the double yellow lines when arranging for transport for residents and the business park short stay car park is free for up to 2 hours which carers could take advantage of.</p> <p>This is an experimental process and there is scope for to examine flexibility in how the scheme operates before a decision on the final layout is made.</p> <p>Plymouth City Council will consider in due course whether the provisions of the experimental order should be continued in force indefinitely.</p>
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Officer Comment:-

All comments collected were received in 2020, and no further comments regarding the scheme have been received since. Several assessments of the operation of the scheme have been undertaken throughout the period of the experiment and all have indicated that the scheme is operating as intended and that Access, Parking and School travel issues have all improved since the scheme has been implemented.

4. RECOMMENDATION

After reviewing all comments received our recommendation is below:

It is recommended that the Experimental Order is implemented in its entirety as a permanent Order as advertised.

5. LEGAL CONSIDERATIONS

The lawful implications and consequences of the proposal have been considered and taken into account in the preparation of this report.

When considering whether to make a traffic order it is the Council's responsibility to ensure that all relevant legislation is complied with. This includes Section 122 of the Road Traffic Regulation Act 1984 (as amended) that sets out that it is the duty of a local authority, so far as practicable subject to certain matters, to secure the expeditious, 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. It is considered that the proposals comply with Section 122 of the Act as they practically secure the safe and expeditious movement of traffic in and around Plymouth and provide for suitable and adequate associated parking facilities.

EQUALITY IMPACT ASSESSMENT

Somerset Place



STAGE I: WHAT IS BEING ASSESSED AND BY WHOM?

What is being assessed - including a brief description of aims and objectives?

THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2020.2137246 – SOMERSET PLACE) ORDER

&

THE CITY OF PLYMOUTH (MOVING TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2020.2137246 – SOMERSET PLACE) ORDER

Decision to be taken:

The Experimental Orders were sealed 9th September 2020 and came into force on 21st October 2020. After over a year of monitoring we have now decided to make the TROs permanent.

The decision is:

To implement the following amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004 & The City of Plymouth (Moving Traffic Regulation Orders) (Consolidation) Order 2014

The effect of the order shall be to:

Add/Amend No Waiting At Any Time, No Waiting Mon-Sat 8am-6.30pm & One Way except Pedal Cycles on lengths of the following roads: Somerset Place, Penlee Road & Penlee Way

Author

Amy Neale

Department and service

Plymouth Highways, Senior Traffic Management Technician

Date of assessment

21/12/2021

STAGE 2: EVIDENCE AND IMPACT

Protected characteristics (Equality Act)	Evidence and information (eg data and feedback)	Any adverse impact See guidance on how to make judgement	Actions	Timescale and who is responsible
Age	No issues raised in consultation	No adverse impact anticipated The introduction of No Waiting at Any Time will designate where is safe and acceptable to park.		
Disability	No issues raised in consultation	No adverse impact anticipated		
Faith/religion or belief	No issues raised in consultation	No adverse impact anticipated		
Gender - including marriage, pregnancy and maternity	No issues raised in consultation	No adverse impact anticipated		
Gender reassignment	No issues raised in consultation	No adverse impact anticipated		
Race	No issues raised in consultation	No adverse impact anticipated		
Sexual orientation - including civil partnership	No issues raised in consultation	No adverse impact anticipated		

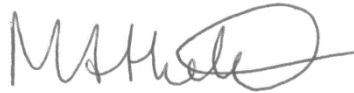
STAGE 3: ARE THERE ANY IMPLICATIONS FOR THE FOLLOWING? IF SO, PLEASE RECORD ACTIONS TO BE TAKEN

Local priorities	Implications	Timescale and who is responsible
Reduce the gap in average hourly pay between men and women.	No adverse impact has been identified.	

<p>Increase the number of hate crime incidents reported and maintain good satisfaction rates in dealing with racist, disablist, homophobic, transphobic and faith, religion and belief incidents.</p>	<p>No adverse impact has been identified.</p>	
<p>Good relations between different communities (community cohesion)</p>	<p>No adverse impact has been identified.</p>	
<p>Human rights Please refer to guidance</p>	<p>No adverse impact has been identified.</p>	

STAGE 4: PUBLICATION

Responsible Officer: M. Artherton



Date

19/01/2022

Group Manager (Parking, Marine and Garage Services)

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EXECUTIVE DECISION

made by a Cabinet Member



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


Executive Decision Reference Number – T26 21/22

Decision	
1	<p>Title of decision: The City of Plymouth (Moving & Speed Traffic Regulation Orders) (Consolidation) Order 2014 (as amended) in association with the Tavistock Road TRO.</p>
2	<p>Decision maker (Cabinet member name and portfolio title): Councillor Jonathan Drean, Cabinet Member for Transport</p>
3	<p>Report author and contact details: Holly Curtis, Traffic Management Technician, email: trafficmanagementinbox@plymouth.gov.uk</p>
4	<p>Decision to be taken:</p> <p>To implement the following amendments to The City of Plymouth (Moving & Speed Traffic Regulation Orders) (Consolidation) Order 2014 (as amended)</p> <p>The effect of the order shall be to Add:</p> <p><u>30mph Maximum Speed Limit</u></p> <ul style="list-style-type: none"> i. Tavistock Road, from a point 197 metres north east of its junction with Sendall's Way to a point 240 metres north east of its junction with Powisland Drive. In a north easterly direction only. ii. Tavistock Road, from a point 90 metres south west of its junction with Charlton Road to a point 240 metres north east of its junction with Powisland Drive, In a south westerly direction only. <p><u>REVOCATIONS</u></p> <p>40 MPH Maximum Speed Limit</p> <ul style="list-style-type: none"> i. Tavistock Road, from a point 197 metres north east of its junction with Sendall's Way to a point 240 metres north east of its junction with Powisland Drive. In a north easterly direction only. ii. Tavistock Road, from a point 90 metres south west of its junction with Charlton Road to a point 240 metres north east of its junction with Powisland Drive, In a south westerly direction only.
5	<p>Reasons for decision:</p> <p>The Plymouth City Council as traffic authority proposes to make the Orders referred to above:</p> <p>-</p> <p>The reasoning for these changes are:</p> <p>This is manifesto pledge number 66 – 'we will increase the speed limit from 30mph to 40mph on the new and improved Tavistock Road section to improve journey times.</p>

	<p>The commitment requires a Speed Limit Order to be introduced on Tavistock Rd.</p> <p>The current Temporary 30mph Speed Limit was introduced on Tavistock Rd to facilitate the Derriford Transport Scheme. Overall collision rates on the sections of road affected have not reduced in the period the lower speed limit has been in operation compared with the 3 years prior to introduction. The Speed Limit will be increased to 40mph along significant sections of Urban Dual Carriageway although sections of 30mph will still apply due to design concerns at the new Charlton Rd junction, proposed to be introduced in early 2022 and along the section between Derriford Roundabout and Runway Road which is single carriageway and has a more residential environment.</p>			
6	<p>Alternative options considered and rejected:</p> <p>Alternative option's would be to either introduce a 30mph Limit on all of the section of Tavistock Rd covered by the Temporary Limit which would present both enforcement difficulties and be contrary to Dft Guidance or to revert to the current permanent speed limit of 40mph for all on this section of Tavistock Rd which would be to the detriment of sections that have now been identified to be suitable for 30 mph. Both of these options were discounted on the basis that improvements are needed for safety of all road users.</p>			
7	<p>Financial implications:</p> <p>The Traffic Regulation Order (TRO) and associated works are being funded via the Charlton road/ Tavistock Road improvement scheme.</p>			
8	<p>Is the decision a Key Decision? (please contact Democratic Support for further advice)</p>	<p>Yes</p>	<p>No</p>	<p>Per the Constitution, a key decision is one which:</p>
			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 £1 million
			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.
	<p>If yes, date of publication of the notice in the Forward Plan of Key Decisions</p>			
9	<p>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>			<p>The Local Transport Plan (LTP) details the transport strategies and policies that the City Council has adopted and will be key in helping the city meet its Corporate Plan priorities, and growth agenda.</p>
10	<p>Please specify any direct environmental implications of the decision (carbon impact)</p>			<p>n/a</p>

Urgent decisions			
I 1	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 (democraticsupport@plymouth.gov.uk) for advice)
		No	x (If no, go to section I 3a)
I 2a	Reason for urgency:		
I 2b	Scrutiny Chair Signature:		Date
	Scrutiny Committee name:		
	Print Name:		
Consultation			
I 3a	Are any other Cabinet members' portfolios affected by the decision?	Yes	
		No	x (If no go to section I 4)
I 3b	Which other Cabinet member's portfolio is affected by the decision?		
I 3c	Date Cabinet member consulted		
I 4	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
I 5	Which Corporate Management Team member has been consulted?	Name	Anthony Payne
		Job title	Strategic Director for Place
		Date consulted	31/01/2022

Sign-off								
16	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)						DS108 21/22
		Finance (mandatory)						pl.21.22.248.
		Legal (mandatory)						LS/37996/JP/010 222.
		Human Resources (if applicable)						n/a
		Corporate property (if applicable)						n/a
		Procurement (if applicable)						n/a
Appendices								
17	Ref.	Title of appendix						
	A	Briefing report for publication						
	B	Equalities Impact Assessment						
Confidential/exempt information								
18a	Do you need to include any confidential/exempt information?	Yes						If yes, prepare a second, confidential ('Part II') briefing 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 in 18b below. (Keep as much information as possible in the briefing report that will be in the public domain)
		No	x					
		Exemption Paragraph Number						
		1	2	3	4	5	6	7
18b	Confidential/exempt briefing report title:							
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 I 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
Cabinet Member 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	03/02/2022			
Print Name	Councillor Jonathan Drean						

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TAVISTOCK ROAD

1. INTRODUCTION

This report seeks delegated authority to implement amendments to The City of Plymouth (Moving & Speed Traffic Regulation Orders) (Consolidation) Order 2014 (as amended) in association with the Tavistock Road TRO.

2. TRAFFIC REGULATION ORDERS REQUIRED

2.1 The elements that need a Traffic Regulation Order are as follows:

To Add;

30mph Maximum Speed Limit

- i. Tavistock Road, from a point 197 metres north east of its junction with Sendall's Way to a point 240 metres north east of its junction with Powisland Drive. In a north easterly direction only.
- ii. Tavistock Road, from a point 90 metres south west of its junction with Charlton Road to a point 240 metres north east of its junction with Powisland Drive, In a south westerly direction only.

SCHEDULE OF REVOCATIONS

40 MPH Maximum Speed Limit

- i. Tavistock Road, from a point 197 metres north east of its junction with Sendall's Way to a point 240 metres north east of its junction with Powisland Drive. In a north easterly direction only.
- ii. Tavistock Road, from a point 90 metres south west of its junction with Charlton Road to a point 240 metres north east of its junction with Powisland Drive, In a south westerly direction only.

3. STATUTORY CONSULTATION

Proposals

The proposals for the Tavistock Road TRO were advertised on street, in the Herald and on the Plymouth City Council website on 12th November 2021. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 08th November 2021.

There have been 15 representations received relating to the Traffic Regulation Order proposals as below:

A Standard response has been sent to each respondent. In addition and to avoid repetition a general commentary addressing the majority of the points raised is

appended at the end of this submission. Individual comments not covered in the general response are indicated to the right of each submission where appropriate.

Standard Response sent:

Thank you for your recent comments towards the proposals – 2021.2137270.

Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.

You will be notified if and when the proposals will be implemented.

Consultation	Comments
<p>I regularly use this stretch of road, as I work at Mount Gould Hospital, on my bicycle currently 6 times a week. It is already quite scary when cycling through, buses and lorries rarely give me enough room and increased speed will make my bike even more unstable.</p> <p>We are all supposed to be getting healthier and more environmental as a Nation. Putting the speed limit up to 40mph will make this stretch of road even more dangerous for me and will prevent encouraging more individuals out of their vehicles and onto bikes.</p> <p>Please, for the safety of me and others on our bikes, please do not put the speed limit up.</p>	<p>Standard response sent:</p>
<p>After reading the NOTICE OF PROPOSED ORDER THE CITY OF PLYMOUTH (MOVING & SPEED TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER No. 2021.2137270 – TAVISTOCK ROAD) ORDER I found a number of interesting and missed valid points to support my argument why the speed limit should not be increased from 30MPH to 40 MPH.</p> <ul style="list-style-type: none"> • The proposed 40 MPH around the Manadon roundabout itself is pointless given all of its junctions are light controlled. <p>The following I found while navigating the following areas are what I would call pinch points and potentially RTCs in which travelling at 40 MPH would potentially greatly increase the probability of such events and although you mention that overall collision rates have not reduced in 3 years, the nation average has been falling for</p>	<p>Standard response sent:</p> <ul style="list-style-type: none"> • Additional response :- Opinion noted : The 40mph Limit on Manadon Roundabout is already in place and links to the A38 Slip Roads

the past three years and we have been through a pandemic with traffic almost to non-existent levels so I am surprised a reduction in collisions is not reflected in some form in your statement and I would gladly be informed where your information can be found to support your statement.

Northbound:

- Manadon roundabout on-ramp to Tavistock Road
- Cars proceeding into right hand lane to turn right for Charlton Road (when finished) and William Prance Road
- 360 metres to Boniface lane exit light controlled
- 55 Metres to Meavy Way Off-Ramp
- 70 Metres Meavy Way On-ramp
- 80 Metres to Bus stop
- 160 Metres to Budshead Way Off-Ramp
- 177Metres to Budshead Way On-Ramp
- 193 Metres to proposed Charlton Road junction Light controlled and 230 Metres to Off-Ramp to McDonalds Junction
- 60 Metres to Car Wash Off-Ramp
- 100 Metres to car wash On-Ramp
- 55 Metres to B&Q junction Light controlled
- 240 Metres to end of proposed 40 MPH

As you may well know there are many points of On/ Off Ramps, light controlled junctions on Tavistock road Northbound with an average of 148 Metres between junctions/Ramps so increasing the speed limit to 40 MPH is not going to enhance speed at all, indeed all that will happen is you arrive at the next set of lights 2 seconds quicker while at the same time pumping out a lot more CO2 than if you did it at 30 MPH and given that COP26 has just finished I would have thought this would be high on the list of councils priority's. The points I have mentioned above is for the northbound but equally the same in principle would apply southbound from the point on Tavistock Road 90 metres south west of its junction with Charlton Road with numerous On/Off Ramps and light controlled junctions.

<p><u>Pedestrians.</u></p> <p>I have walked along Tavistock road when it was 40 MPH while Buses, very large articulated lorry's have passed me only metres away and I can assure you that it is not a pleasant experience. No safety barrier to protect the pedestrian and the problem for cyclist I imagine is even more frightening.</p> <p><u>Residents</u></p> <p>I know a family who live on Tavistock and they would like it to remain at 30 MPH as it would certainly cut down on the pollution as they have an asthmatic young boy and living right on the edge of the road the reduction in noise is certainly welcomed and I'm sure they too would feel safer pulling out on to a 30 MPH Tavistock Road rather than a Tavistock Road running at 40 MPH.</p> <p>Has anyone asked the residents of Tavistock Road what they think?</p> <p>So for the sake of a journey taking a few seconds longer Tavistock road would feel safer, Cleaner and quieter and save the planet just that little bit more.</p>	
<p>I am writing in regard to the proposed change from 30mph to 40mph speed limit on Tavistock Road. I am writing in support of this change. I have seen more near misses since the limit was reduced to 30mph than before and the traffic flows worse than before at 30mph</p>	<p>Standard response sent:</p>
<p>A Traffic Regulation Order has been submitted by PCC to increase the speed limit to 40mph on sections of Tavistock Road. The current Temporary 30mph Speed Limit was introduced on Tavistock Rd to facilitate the Derriford Transport Scheme.</p> <p><u>We understand that this was pledge 66 in the Conservative election manifesto, but ask councillors and other parties listed in the consultation to consider these points:</u></p> <ul style="list-style-type: none"> • What evidence supports this proposal? Has modelling shown that a partial 40mph speed limit will either speed up or even slow traffic flows? There are now many reports available from around the world which counter the claim that 	<p>Standard response sent:</p>

<p>increased speed increases traffic flow.</p> <ul style="list-style-type: none"> • Since the introduction of the 30mph limit three years ago traffic flow has increased notably and attitudes to speed and road safety have changed. • Sections of this route have unsegregated cycle lanes adjacent to the traffic. Government reports and directives specify the segregation required between traffic at various speeds/ densities and cycle tracks or on road cycle lanes: The DfT Gear Change report 2020, which Plymouth CC has endorsed specifies that ‘cyclists must be physically separated and protected from high volume motor traffic, both at junctions and on the stretches of road between them’ Local Transport Note LTN 1/20 - Fig 4.1 is a table showing that an unsegregated cycle lane adjacent to 40mph traffic ‘will exclude most potential users and /or have safety concerns’ • Plymouth CC has signed up to Climate Emergency measures and pledged to make Plymouth carbon neutral by 2030. Increasing speed limits in built up areas is likely to increase emissions. <p>The Plymouth Cycling Campaign argues that increasing this speed limit would be a retrograde and potentially dangerous act, as well as a waste of public finances. Are the responses to this amendment made public?</p>	
<p>I wish to object to the proposed maximum speed increase for Tavistock Rd contained in the Traffic Order Amendment 2021.2137270. There are 4 main parts to my objection:</p> <ol style="list-style-type: none"> I. Increasing the maximum speed on Tavistock Rd to 40 mph goes against PCC's own Climate Emergency Declaration as increasing the speed limit on the road will undoubtedly result in higher CO2 emissions from vehicles. 	<p>Standard response sent:</p>

<p>2. It goes against the Council's own policy. Plymouth City Council's Local Transport Plan states that it is '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.' I fail to see how increasing traffic speeds on a section of road that has unsegregated cycle lanes can possibly help achieve this.</p> <p>3. Vehicles regularly travel along Embankment Rd at speeds in excess of 40mph. The same will happen on Tavistock Rd. Speeding traffic in an urban setting is a major cause of pollution as well as increasing the risk of serious crashes, with negative impacts for local communities separated by the road and vulnerable road users.</p> <p>4. A vehicle travelling at 40mph will cover the distance between the Derriford roundabout and Manadon flyover only 1 minute quicker than a vehicle travelling at 30mph. This time gain even in a best-case scenario is minimal and does in no way outweigh the negative impacts.</p> <p>My final thought is that those who seek to bring about this change should experience what it feels like for a cycle rider to have cars close pass at 40mph before they proceed. I would be happy to accompany them.</p>	
<p>I just wanted to say the road should be put back to 40mph I drive that road to and from the hospital (I work there) and I use a speed limiter on my car to make sure I don't speed. Let's me honest most people do speed. As someone who doesn't, I drive at 30 and I can tell you it's probably more likely to cause an accident as people get so annoyed at me being 'slow' that they cut me up, undertake me or drive right up my arse!</p> <p>Please put it is back to 40 so I can actually drive at a sensible speed without fear of breaking the law!</p>	<p>Standard response sent:</p>
<p>I agree with the re introduction of the 40mph speed limit on the Tavistock Road section.</p>	<p>Standard response sent as above:</p> <p>Additional response :- The A38 Parkway is a Trunk Road administered by National Highways on behalf of the</p>

<p>However with now so many accidents on the Parkway should a 50mph or max 60mph be introduced. I recently have driven in Wales where there is a 50mph on motorways for environmental reasons. Surely environmental and safety should be addressed as the parkway actually goes through the centre of our city.</p>	<p>Department for Transport. Any comments regarding Trunk roads should be addressed to National Highways.</p>
<p>As a resident of Tavistock road I wanted to raise my concerns about the speed limit of the speed camera out side my house city bound. I wanted to confirm that the speed limit outside my house and that of the speed camera will still be set at 30mph as the area is classed as residential.</p> <p>The only thing stopping motorists from exceeding the speed limit along that stretch is that camera.</p> <p>The 30mph limit on the camera enables cars for that small stretch of houses to safely park there cars by using the buss lane. I fear a faster limit will be very dangerous to these home owners. As a family with 2 small children the 30mph camera also gives a slight piece of mind when walking down the road.</p> <p>I would be most appreciative if you could confirm this to me.</p>	<p>Standard response sent :</p> <p>Additional response :- The speed limit will be extended to cover the houses on Tavistock Rd immediately to the south of the Charlton Rd junction. The Limit and signals will be camera enforced at this location.</p>
<p>I understand there are plans to increase the speed limit on Tavistock Road to 40mph.</p> <p>I am concerned that this will increase pollution and the risk of serious accident to other road users, particularly pedestrians and cyclists.</p> <p>At a time where environmental impact is a key issue, this plan seems a significant retrograde step, and will endanger lives.</p>	<p>Standard response sent as above</p>
<p>I was surprised to read in the Herald last week that the speed limit on Tavistock Road is going to be increased to 40mph. The national speed limit of 30mph applies to all single and dual carriageways with streetlights in the UK for very good safety reasons, in order to protect all road users. I cycle this route from Stoke to Derriford daily and I have to say that it is very scary to be overtaken by speeding vehicles. My husband has been driving this route for 20 years and has seen ambulances picking up cyclists several times at the Crownhill flyover junction. How many people have to be seriously injured or killed for the council to take notice of cyclists and pedestrians? Why</p>	<p>Standard response sent:</p>

aren't you encouraging people who are trying to use environmentally friendly transport? I feel that the council simply don't care that cyclists are being seriously injured on our roads and, quite incredibly, want to encourage speeding motorists who are putting us all at risk. I have to say that the majority of motorists in Plymouth have been very kind to me as a cyclist. They even on occasion will actually use their vehicle to block the traffic so that I can safely cross the 'junctions of death' at Crownhill. On the other hand, I have had some people, who seem to think that they are in a race when they are behind the wheel, speed past me on the downhill section before the flyover and then shoot across in front of me down the off ramp to the roundabout in an absolutely terrifying fashion. You do kind of get used to the danger after a few months of cycling the route, but to hear that the council actually endorse this behaviour, which I would class as dangerous driving, is so awful. Honestly, if you want to encourage more people to cycle around Plymouth, it's not rocket science, you simply have to make it more attractive than driving. Currently it feels like a battle to cycle instead of drive because the city is so car-centric.

Please help the cycling commuters on the route to Derriford and rethink this step to increase the speed limit. This is such a busy road and is just the kind of route where we need to encourage more people out of their cars and onto other forms of transport to help relieve congestion and save the planet.

I'd like the following comments to be considered in relation to the proposal to change the speed limit on parts of Tavistock Road from 30mph to 40mph (Amd 2021.21 37270 Tavistock Road).

- I. An increase in speed limit does not consider the needs of vulnerable road users. Data shows that the risk of death for a pedestrian hit by a car at 30-40mph is between 3.5 and 5.5 times more likely than for a pedestrian hit by a car at 30mph (ROSPA, 2018 [Inappropriate Speed factsheet February 2017 \(rospa.com\)](#)). It is reasonable to assume that there would be a similar large increase in risk to people on bikes and as this route is part of Plymouth's Strategic Cycle Network

Standard response sent:

<p>an increase from the current speed limit would endanger more people who ride a bike along this route which is the main north - south link in Plymouth.</p> <p>2. Changing the speed limit to 40mph for parts of the route will mean there is no longer a consistent speed limit in place which is likely to add to confusion for drivers and a greater risk of accidents as drivers react to inconsistent limits. This is even more so given that the speed limits will be different inbound and outbound on some sections of the route.</p> <p>I am opposed to any increase in the speed limit.</p>	
<p>I would like to raise my objection to the restoration of the 40mph speed limits along Tavistock Rd.</p> <p>Given the cycling infrastructure along the proposed route varies substantially, it is very poor in areas and partly relies on non-segregated cycle lanes, a 40mph speed limit would seem to be against the Governments own guidelines on cycling infrastructure (cycle-infrastructure-design-ltn-1-20) which indicates that this would “exclude most potential users and / or have safety concerns”.</p> <p>The traffic is generally congested along here and given the number of side roads, slip roads, roundabouts, traffic lights and other hazards etc, raising the limits seems pointless and will only create a speed up / slow down issue, increasing emissions accordingly.</p> <p>Increasing the speed limit by 10mph will yield very little gain in journey times and so be fairly pointless in relation to the downsides.</p> <p>I note that the TRO it states, “Overall collision rates have not reduced in the 3 years the lower speed limit has been in operation compared with the 3 years prior to introduction”. However, the online newsletter regarding the extension states “Recorded collisions before and after the introduction of the Derriford Transport Scheme are at similar levels but there has been a significant reduction in the number that are speed-related”. Which seems slightly at odds with the previous statement?</p>	

<p>I've recently been made aware of the plan to increase the speed limit on Tavistock Road from 30mph back to 40mph. I would ask that you seriously reconsider keeping the 30mph speed limit on the stretch between Manadon roundabout and Derriford Hospital. The reason why we have so much congestion is because of the amount of traffic we have. To reduce traffic, we need to encourage active travel methods (e.g. cycling) or bus use. Derriford Hospital is applying for one of the new Plymouth mobility hubs and also wants to increase the proportion of staff cycling to work. However, the current PCC new proposed cycle routes do not include a separate cycle lane from the city centre to Derriford Hospital. I know colleagues at Derriford who don't cycle to work precisely because they find Tavistock Road dangerous to cycle on. If Tavistock road from Manadon roundabout to Derriford goes back up to 40mph, this further discourages people from cycling to work. Less cyclists, more cars, more congestion. This will also have a knock on effect of reducing reliance on personal car use for shorter journeys that could otherwise be done by bicycle.</p> <p>Sustainable behaviour will only occur when the infrastructure is there to support it. I hope that PCC and Street Services see the essential role that they play in that, and use their influence to the benefit of Plymouth, its people and the environment.</p>	<p>Standard response sent:</p>
<p>I am appalled to hear of these plan to increase the speed limit to 40 mph. At a time when we need to be encouraging more active travel, eg cycling, because of the climate emergency, this will make a dangerous section of road even worse and may put people off transitioning away from fossil fuelled travel. I cycle to and from work at Derriford hospital, and this road already feels unsafe with close passing, even with a 30mph limit. Raising the limit will make any accidents more likely to be fatal.</p> <p>With regard to the comment that overall collision rates have not fallen over the last 3 years, it may well be that the lockdowns and changes to working practice reduced journeys so this time period may not be representative.</p> <p>It really is about time that consideration was give to all residents and road users, not just those who wish to travel at speed and pollute the city while they do so.</p>	<p>Standard response sent:</p>

<p>I sincerely hope you will reconsider before a serious accident occurs. Saving a few seconds on a car journey is not worth it.</p>	
<p>I note that a new Traffic Regulation Order has been submitted by PCC to increase the speed limit to 40mph on sections of Tavistock Road A386.</p> <p>I would like to know if this change follows government guidance and what traffic flow modelling was carried out, with what results?</p> <p>As I am sure you are aware, experience from cities worldwide proves that vulnerable road users are more likely to suffer serious or fatal injuries at 40 mph than 30 mph. Is there a plan to re-route cycle paths away from the road at all points where the 40 mph limit is in force?</p> <p>Overall, there does not seem to be a logical division of roads in Plymouth into different limits and it would be good to know what criteria are employed when deciding how to classify a road.</p>	<p>Standard response sent:</p>

Officer Comment in response to representations received and shown above.

The current 30mph Speed Limit on Tavistock Rd was introduced temporarily in 2017 to assist in the construction of the Derriford Transport Scheme and later extended in the knowledge that the Charlton Rd Traffic Signals would also require a temporary 30mph Limit and potentially require a permanent drop in speed limit locally. However, the current permanent Speed Limit on the A386 Tavistock Rd remains 40mph and the Temporary limit is due to expire next spring and cannot be further extended.

Rather than simply revert back to 40mph, a study of the effects of the temporary limit and of the changes in the road network has been undertaken and it is apparent that speeds to the north of Derriford Roundabout are consistent with 30mph and the section between Runway Road and Derriford Roundabout will therefore become 30mph by permanent Traffic Order. To the south of Derriford Roundabout the Traffic Order will extend the 30mph section to the south of Charlton Rd junction.

The National Speed Limit of 30mph only applies to Dual Carriageways with Street Lighting if no Traffic Order increasing the Limit is in place. Examples in Plymouth where urban street lit dual carriageways are subject to higher speed limits are Embankment Rd, St Budeaux Bypass and Tavistock Rd north of the Woolwell Roundabout. Urban Dual Carriageways are invariably lit and have higher speed limits.

The section of Temporary 30mph which will revert back to 40mph is Urban Dual carriageway and the relatively small number of domestic dwellings along its length are either set back laterally or vertically from the carriageway and segregated by wide verges and/or footpath. Since the temporary speed reduction has operated, speed monitoring has shown that speeds at the busiest times of the day have been consistent with the posted speed limit. However, when traffic volumes are lower, drivers revert to the speed they feel to be reasonable for the road conditions which are more consistent with a 40mph speed limit. The signal installations along the route are linked and will optimise in response to lower or higher speeds. There is therefore unlikely to be any

significant Carbon tariff to the change, merely an acceptance that drivers can continue to drive safely at a slightly higher speed on a high quality road without the risk of prosecution.

Casualty collision rates have fallen through the pandemic and traffic volumes on the A386 dropped to approx. 1/3 of pre pandemic levels at one point. For that reason a comparison was made which excluded figures from the beginning of the pandemic. A study of Injury Traffic Collisions on the sections of road to be returned to 40mph prior to and post implementation of the scheme has found that overall collision rates have not reduced in the period that the lower speed limit has been in operation. As only 18 months of Collision data was available post implementation prior to the 2020 lockdown this data was compared with both 3 years and 18 months of pre scheme data. The comparison showed no statistically significant difference either in overall collisions rates, involvement of inappropriate speed or those involving cyclists.

Speed Limits work best when there is a consensus between road users over the correct speed at which to travel. Where a significant proportion of road users feel that the speed limit is too low and ignore its provision the differential in speed between both populations of drivers can lead to increased collisions. Vulnerable road users have to make allowance for this speed differential and can be more vulnerable as a result.

The A386 Dual Carriageway is one of the City's major transport arteries linking population and business areas to the A38 and City Centre and the changes ensure that the speed limit is consistent with the road's function and takes account of safety concerns where appropriate.

Department for Transport Local Transport Note 1/20 gives advice on appropriate speed limits to encourage and protect cyclists. Table 4.1 (reproduced) below does not distinguish between 40mph Speed Limits on Single and Dual Carriageway roads. However, the notes to the table (point 1.) do recommend that where the speed at which 85% of drivers travel at or below exceeds 10% above the speed limit then the next highest speed limit should be used. As 85thile speeds are known to be in the region of 35mph, the appropriate speed limit recommended in the guidance would be 40mph.

Figure 4.1: Appropriate protection from motor traffic on highways

Speed Limit ¹	Motor Traffic Flow (pcu/24 hour) ²	Protected Space for Cycling			Cycle Lane (mandatory/ advisory)	Mixed Traffic
		Fully Kerbed Cycle Track	Stepped Cycle Track	Light Segregation		
20 mph ³	0	Green	Green	Green	Green	Green
	2000	Green	Green	Green	Green	Green
	4000	Green	Green	Green	Yellow	Yellow
	6000+	Green	Green	Green	Yellow	Yellow
30 mph	0	Green	Green	Green	Yellow	Yellow
	2000	Green	Green	Green	Yellow	Yellow
	4000	Green	Green	Green	Yellow	Yellow
	6000+	Green	Green	Green	Yellow	Yellow
40 mph	Any	Green	Yellow	Yellow	Pink	Pink
50+ mph	Any	Green	Pink	Pink	Pink	Pink

- Provision suitable for most people
- Provision not suitable for all people and will exclude some potential users and/or have safety concerns
- Provision suitable for few people and will exclude most potential users and/or have safety concerns

- Notes:
1. If the 85th percentile speed is more than 10% above the speed limit the next highest speed limit should be applied
 2. The recommended provision assumes that the peak hour motor traffic flow is no more than 10% of the 24 hour flow
 3. In rural areas achieving speeds of 20mph may be difficult, and so shared routes with speeds of up to 30mph will be generally acceptable with motor vehicle flows of up to 1,000 pcu per day

4. RECOMMENDATION

After reviewing all comments received, our recommendations are below:

That the changes to the Speed Limit are introduced as advertised.

5. LEGAL CONSIDERATIONS

The lawful implications and consequences of the proposal have been considered and taken into account in the preparation of this report.

When considering whether to make a traffic order it is the Council's responsibility to ensure that all relevant legislation is complied with. This includes Section 122 of the Road Traffic Regulation Act 1984 (as amended) that sets out that it is the duty of a local authority, so far as practicable subject to certain matters, to secure the expeditious, 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. It is considered that the proposals comply with Section 122 of the Act as they practically secure the safe and expeditious movement of traffic in and around Plymouth and provide for suitable and adequate associated parking facilities.

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EQUALITY IMPACT ASSESSMENT

Tavistock Road



STAGE 1: WHAT IS BEING ASSESSED AND BY WHOM?

What is being assessed - including a brief description of aims and objectives?	<p>THE CITY OF PLYMOUTH (MOVING & SPEED TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER No. 2021.2137270 – TAVISTOCK ROAD) ORDER</p> <p>To implement the following amendments to The City of Plymouth (Moving & Speed Traffic Regulation Orders) (Consolidation) Order 2014 (as amended) in association with the Tavistock Road TRO.</p> <p>The effect of the order shall be to add:</p> <p><u>30mph Maximum Speed Limit</u></p> <ul style="list-style-type: none"> i. Tavistock Road, from a point 197 metres north east of its junction with Sendall's Way to a point 240 metres north east of its junction with Powisland Drive. In a north easterly direction only. ii. Tavistock Road, from a point 90 metres south west of its junction with Charlton Road to a point 240 metres north east of its junction with Powisland Drive, In a south westerly direction only.
Author	Holly Curtis
Department and service	Plymouth Highways, Traffic Management Technician
Date of assessment	14/12/2021

STAGE 2: EVIDENCE AND IMPACT

Protected characteristics (Equality Act)	Evidence and information (eg data and feedback)	Any adverse impact See guidance on how to make judgement	Actions	Timescale and who is responsible
Age	No issues raised in consultation	No adverse impact anticipated		

Disability	No issues raised in consultation	No adverse impact anticipated		
Faith/religion or belief	No issues raised in consultation	No adverse impact anticipated		
Gender - including marriage, pregnancy and maternity	No issues raised in consultation	No adverse impact anticipated		
Gender reassignment	No issues raised in consultation	No adverse impact anticipated		
Race	No issues raised in consultation	No adverse impact anticipated		
Sexual orientation - including civil partnership	No issues raised in consultation	No adverse impact anticipated		

STAGE 3: ARE THERE ANY IMPLICATIONS FOR THE FOLLOWING? IF SO, PLEASE RECORD ACTIONS TO BE TAKEN

Local priorities	Implications	Timescale and who is responsible
Reduce the gap in average hourly pay between men and women.	No adverse impact has been identified.	
Increase the number of hate crime incidents reported and maintain good satisfaction rates in dealing with racist, disablist, homophobic, transphobic and faith, religion and belief incidents.	No adverse impact has been identified.	
Good relations between different communities (community cohesion)	No adverse impact has been identified.	
Human rights Please refer to guidance	No adverse impact has been identified.	

STAGE 4: PUBLICATION

Responsible Officer: 

Date
31/01/2022

Group Manager (Parking, Marine and Garage Services)

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EXECUTIVE DECISION

made by a Cabinet Member




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

Executive Decision Reference Number – T23 21/22

Decision				
1	Title of decision: THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (TAXI RANKS) (CONSOLIDATION) ORDER 2021			
2	Decision maker (Cabinet member name and portfolio title): Councillor Jonathan Drean, Cabinet Member for Transport			
3	Report author and contact details: Amy Neale, Traffic Management Technician, email: trafficmanagementinbox@plymouth.gov.uk			
4	Decision to be taken: <ol style="list-style-type: none"> 1. To revoke 'The City Of Plymouth (Traffic Regulation Orders) (Taxi Ranks) Order 2014' 2. To revoke all amendments to the consolidation order mentioned in part 1. As listed in the Briefing Report 3. To implement a new Order: 'The City of Plymouth (Traffic Regulation Orders) (Taxi Ranks) (Consolidation) Order 2021' which will consolidate 'The City Of Plymouth (Traffic Regulation Orders) (Taxi Ranks) Order 2014' and all amendments this order has made. 			
5	Reasons for decision: The Reason for this TRO is to consolidate the existing consolidation order and all amendments currently made to it. This will enable us to start reusing map based orders. No changes will be made to street, this is entirely administrative.			
6	Alternative options considered and rejected: Do nothing and therefore have a lot of amendments to the Consolidation order.			
7	Financial implications and risks: The Traffic Regulation Order (TRO) and associated works is being funded via the Traffic Management Team and will be paid out of their budget.			
8	Is the decision a Key Decision? (please contact Democratic Support for further advice)	Yes	No	Per the Constitution, a key decision is one which: 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 in the case of revenue projects when the decision involves entering into new commitments and/or making new
			x	
			x	

				savings in excess of £1 million
			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.
	If yes, date of publication of the notice in the Forward Plan of Key Decisions			
9	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:		The Local Transport Plan (LTP) details the transport strategies and policies that the City Council has adopted and will be key in helping the city meet its Corporate Plan priorities, and growth agenda.	
10	Please specify any direct environmental implications of the decision (carbon impact)		None	
Urgent decisions				
11	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 (democraticsupport@plymouth.gov.uk) for advice)
			No	x (If no, go to section 13a)
12a	Reason for urgency:			
12b	Scrutiny Chair Signature:		Date	
	Scrutiny Committee name:			
	Print Name:			
Consultation				
13a	Are any other Cabinet members' portfolios affected by the decision?		Yes	
			No	x (If no go to section 14)
13b	Which other Cabinet member's portfolio is affected by the decision?			
13c	Date Cabinet member consulted			
14	Has any Cabinet member declared a		Yes	If yes, please discuss with the Monitoring

	conflict of interest in relation to the decision?	No	<input checked="" type="checkbox"/>	Officer				
15	Which Corporate Management Team member has been consulted?	Name		Anthony Payne				
		Job title		Strategic Director for Place				
		Date consulted		04/01/2021				
Sign-off								
16	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)		DS104 21/22				
		Finance (mandatory)		pl.20.21.206.				
		Legal (mandatory)		LS/35933/JP/060 121.				
		Human Resources (if applicable)						
		Corporate property (if applicable)						
		Procurement (if applicable)						
Appendices								
17	Ref.	Title of appendix						
	A	Briefing report for publication						
	B	Equalities Impact Assessment						
Confidential/exempt information								
18a	Do you need to include any confidential/exempt information?	Yes	<input type="checkbox"/>	If yes, prepare a second, confidential ('Part II') briefing 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 in 18b below. (Keep as much information as possible in the briefing report that will be in the public domain)				
		No	<input checked="" type="checkbox"/>					
		Exemption Paragraph Number						
		1	2	3	4	5	6	7
18b	Confidential/exempt briefing report title:							
Background Papers								

19	<p>Please list all unpublished, background papers relevant to the decision in the table below.</p> <p>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.</p>							
Title of background paper(s)		Exemption Paragraph Number						
		1	2	3	4	5	6	7
Cabinet Member Signature								
20	<p>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.</p>							
Signature				Date of decision	03/02/2022			
Print Name	Councillor Jonathan Drea							



CONSOLIDATION ORDER – TAXI

1. INTRODUCTION

This report seeks delegated authority to revoke The City of Plymouth (Traffic Regulation Orders) (Taxi Ranks) Order 2014' (as amended) – as shown below and introduce a new taxi consolidation order

2. TRAFFIC REGULATION ORDERS REQUIRED

2.1 The elements that need a Traffic Regulation Order are as follows:

- To introduce a new taxi consolidation order to consolidate all amendments into one order.
- To revoke the following orders:

Traffic Regulation Order Title
The City Of Plymouth (Traffic Regulation Orders) (Taxi Ranks) Order 2014
The City Of Plymouth (Traffic Regulation Orders) (Taxi Ranks) (Amendment No. 2016.2120321 - Mayflower Street) Order 2016
The City of Plymouth (Traffic Regulation Orders) (Taxi Ranks) (Amendment No. 2016.1799864 - Madeira Road) Order 2017
The City Of Plymouth (Traffic Regulation Orders) (Taxi Ranks) (Amendment Order No. 2017.2137154 – Union Street & Raleigh Street) Order 2018
The City Of Plymouth (Traffic Regulation Orders) (Taxi Ranks) (Amendment Order No. 2017.2137212 – Charles Cross) Order 2019
The City Of Plymouth (Traffic Regulation Orders) (Taxi Ranks) (Amendment Order No. 2020.2137236 – The Box) Order 2020
The City Of Plymouth (Traffic Regulation Orders) (Taxi Ranks) (Amendment Order No. 2020.2137238 – Taxi Scheme) Order 2020

3. STATUTORY CONSULTATION

As this is a consolidation order – as per The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. No consultation is required, no changes are being made to street and this is entirely administrative. This will be advertised once the order is sealed as a 'has made' notice.

4. RECOMMENDATION

It is recommended to continue with the Traffic Order as stated and consolidate the taxi order.

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EQUALITY IMPACT ASSESSMENT

Taxi Consolidation Order



STAGE 1: WHAT IS BEING ASSESSED AND BY WHOM?

What is being assessed - including a brief description of aims and objectives?	<p>THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (TAXI RANKS) (CONSOLIDATION) ORDER 2021</p> <ol style="list-style-type: none"> To revoke 'The City Of Plymouth (Traffic Regulation Orders) (Taxi Ranks) Order 2014' To revoke all amendments to the consolidation order mentioned in part I. As listed in the Briefing Report To implement a new Order: 'The City of Plymouth (Traffic Regulation Orders) (Taxi Ranks) (Consolidation) Order 2021' which will consolidate 'The City Of Plymouth (Traffic Regulation Orders) (Taxi Ranks) Order 2014' and all amendments this order has made.
Author	Amy Neale
Department and service	Plymouth Highways, Traffic Management Technician
Date of assessment	04/01/2021

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STAGE 2: EVIDENCE AND IMPACT

Protected characteristics (Equality Act)	Evidence and information (eg data and feedback)	Any adverse impact See guidance on how to make judgement	Actions	Timescale and who is responsible
Age	<p>Please provide % of workforce impacted e.g.</p> <p>Teens = 5%</p> <p>20's = 20%</p> <p>30's =</p>	No adverse impact anticipated		

	40's = 50's = 60 – 65 = Over 65 = No issues raised in consultation			
Disability	No issues raised in consultation	No adverse impact anticipated		
Faith/religion or belief	No issues raised in consultation	No adverse impact anticipated		
Gender - including marriage, pregnancy and maternity	No issues raised in consultation	No adverse impact anticipated		
Gender reassignment	No issues raised in consultation	No adverse impact anticipated		
Race	No issues raised in consultation	No adverse impact anticipated		
Sexual orientation - including civil partnership	No issues raised in consultation	No adverse impact anticipated		

STAGE 3: ARE THERE ANY IMPLICATIONS FOR THE FOLLOWING? IF SO, PLEASE RECORD ACTIONS TO BE TAKEN

Local priorities	Implications	Timescale and who is responsible
Reduce the gap in average hourly pay between men and women.	No adverse impact has been identified.	
Increase the number of hate crime incidents reported and maintain good satisfaction rates in dealing with racist, disablist, homophobic, transphobic and faith, religion and belief incidents.	No adverse impact has been identified.	

Good relations between different communities (community cohesion)	No adverse impact has been identified.	
Human rights Please refer to guidance	No adverse impact has been identified.	

STAGE 4: PUBLICATION

Responsible Officer:

Date



11/01/2022

Group Manager (Parking, Marine and Garage Services)

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EXECUTIVE DECISION

made by a Cabinet Member




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

Executive Decision Reference Number – T22 21/22

Decision				
1	Title of decision: THE CITY OF PLYMOUTH (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) (CONSOLIDATION) ORDER 2021			
2	Decision maker (Cabinet member name and portfolio title): Councillor Jonathan Drear, Cabinet Member for Transport			
3	Report author and contact details: Amy Neale, Traffic Management Technician, email: trafficmanagementinbox@plymouth.gov.uk			
4	Decision to be taken: <ol style="list-style-type: none"> To revoke 'The City of Plymouth (Moving Traffic Regulation Orders) (Consolidation) Order 2014' & 'The City of Plymouth (Speed Orders) (Consolidation) Order 2016'. To revoke all amendments to the two consolidation orders mentioned in part 1. As listed in the Briefing Report To implement a new Order: 'The City of Plymouth (Traffic Movement and Speed Limit Regulations) (Consolidation) Order 2021' which will consolidate 'The City of Plymouth (Moving Traffic Regulation Orders) (Consolidation) Order 2014' & The City of Plymouth (Speed Orders) (Consolidation) Order 2016' and all amendments these orders have made. 			
5	Reasons for decision: The Reason for this TRO is to consolidate the existing consolidation order and all amendments currently made to it. The speed and moving order will be merged into one. This will enable us to start reusing map based orders. No changes will be made to street, this is entirely administrative.			
6	Alternative options considered and rejected: Do nothing and therefore have a lot of amendments to the Consolidation order.			
7	Financial implications: The Traffic Regulation Order (TRO) and associated works is being funded via the Traffic Management Team and will be paid out of their budget.			
8	Is the decision a Key Decision? (please contact Democratic Support for further advice)	Yes	No x	Per the Constitution, a key decision is one which: 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 £1 million
			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.
	If yes, date of publication of the notice in the Forward Plan of Key Decisions			
9	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:		The Local Transport Plan (LTP) details the transport strategies and policies that the City Council has adopted and will be key in helping the city meet its Corporate Plan priorities, and growth agenda.	
10	Please specify any direct environmental implications of the decision (carbon impact)		None	
Urgent decisions				
11	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 (democraticsupport@plymouth.gov.uk) for advice)
			No	(If no, go to section 13a)
12a	Reason for urgency:			
12b	Scrutiny Chair Signature:		Date	
	Scrutiny Committee name:			
	Print Name:			
Consultation				
13a	Are any other Cabinet members' portfolios affected by the decision?		Yes	
			No	(If no go to section 14)
13b	Which other Cabinet member's portfolio is affected by the decision?			

13c	Date Cabinet member consulted	11 January 2022						
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	Anthony Payne					
		Job title	Strategic Director for Place					
		Date consulted	4 January 2021					
Sign-off								
16	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS103 21/22					
		Finance (mandatory)	pl.20.21.205.					
		Legal (mandatory)	LS/35932/JP/070 121.					
		Human Resources (if applicable)						
		Corporate property (if applicable)						
		Procurement (if applicable)						
Appendices								
17	Ref.	Title of appendix						
	A	Briefing report for publication						
	B	Equalities Impact Assessment						
Confidential/exempt information								
18a	Do you need to include any confidential/exempt information?	Yes		If yes, prepare a second, confidential ('Part II') briefing 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 in 18b below. (Keep as much information as possible in the briefing report that will be in the public domain)				
		No	x					
		Exemption Paragraph Number						
		1	2	3	4	5	6	7

I8b	Confidential/exempt briefing report title:							
Background Papers								
I9	<p>Please list all unpublished, background papers relevant to the decision in the table below.</p> <p>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.</p>							
Title of background paper(s)		Exemption Paragraph Number						
		1	2	3	4	5	6	7
Cabinet Member Signature								
20	<p>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.</p>							
Signature				Date of decision	03/02/2022			
Print Name	Councillor Jonathan Drea							



CONSOLIDATION ORDER – MOVING & SPEEDING

1. INTRODUCTION

This report seeks delegated authority to revoke 'The City of Plymouth (Moving Traffic Regulation Orders) (Consolidation) Order 2014' & 'The City of Plymouth (Speed Orders) (Consolidation) Order 2016' (as amended) – as shown below and introduce a new moving/speeding consolidation order

2. TRAFFIC REGULATION ORDERS REQUIRED

2.1 The elements that need a Traffic Regulation Order are as follows:

- To introduce a new moving and speeding consolidation order to consolidate all amendments within both orders into one.
- To revoke the following orders:

Extent of Revocation	Traffic Regulation Order Title
In its entirety	The City of Plymouth (Moving Traffic Regulation Orders) (Consolidation) Order 2014
In its entirety	The City of Plymouth (Moving Traffic Regulation Orders) (Amendment Order No. 2014.1799864 – Madeira Road) Order 2014
In its entirety	The City of Plymouth (Moving Traffic Regulation Orders) (Amendment Order No. 2015.1202798) Order 2015
In its entirety	The City of Plymouth (Moving Traffic Regulation Orders) (Amendment No. 2014.1636344 - Sutherland Road, Restormel Road) Order 2016
In its entirety	The City of Plymouth (Moving Traffic Regulation Orders) (Amendment No. 2016.2120321 - Mayflower Street) Order 2016
In its entirety	The City of Plymouth (Moving Traffic Regulation Orders) (Amendment No.2016.2121439 - Isambard Brunel Way) Order 2016
In its entirety	The City of Plymouth (Moving Traffic Regulation Orders) (Amendment No.2016.2126015 - Plymbridge Road) Order 2017
In its entirety	The City of Plymouth (Moving Traffic Regulation Orders) (Amendment No. 2016.2121422 - Old Laira Road) Order 2017
In its entirety	The City of Plymouth (Moving Traffic Regulation Orders) (Amendment No. 2017.2134614 – Kit Hill Crescent) Order 2017
In its entirety	The City Of Plymouth (Traffic Movement And Speed Limit Regulations) (Consolidation) (Amendment Order No. 2018:2137196 – Vinery Lane) Order 2018
In its entirety	The City Of Plymouth (Moving And Speed Traffic Regulation Orders) (Amendment Order No. 2017.2137159 – Gashouse Lane Contra Flow Cycle Lane) Order 2018

In its entirety	The City Of Plymouth (Traffic Movement And Speed Limit Regulations) (Consolidation) (Amendment Order No. 2018:2137188 – Citadel Ope) Order 2019
In its entirety	The City Of Plymouth (One Way Traffic) (Amendment Order No. 2019:2137207 – Overdale Road) Order 2019
In its entirety	The City Of Plymouth (Moving Traffic Regulation Orders) (Amendment Order No. 2019.2137189 – Barbican) Order 2019
In its entirety	The City Of Plymouth (Moving Traffic Regulation Orders) (Amendment Order No. 2019.2137212 – Charles Cross) Order 2019
In its entirety	The City Of Plymouth (Traffic Movement And Speed Limit Regulations) (Consolidation) (Amendment Order No. 2018.2137173 – Plymouth Road) Order 2019
In its entirety	The City Of Plymouth (Moving Traffic Regulation Orders) (Amendment Order No. 2019.2137225 – Granby Green) Order 2020
In its entirety	The City Of Plymouth (Traffic Movement And Speed Limit Regulations) (Consolidation) (Amendment Order No. 2020.2137230 Tro Review 3) Order 2020
In its entirety	The City Of Plymouth (Moving Traffic Regulation Orders) (Amendment Order No. No. 2020.2137228 Living Streets 3) Order 2020
In its entirety	The City Of Plymouth (Moving Traffic Regulation Orders) (Amendment Order No. 2020.2137236 – The Box) Order 2020
In its entirety	The City Of Plymouth (Moving Traffic Regulation Orders) (Amendment Order No. 2020.2137241 – The Barbican) Order 2020
In its entirety	The City of Plymouth (Speed Orders) (Consolidation) Order 2016
In its entirety	The City of Plymouth (Speed Orders) (Amendment Order No. 2016.2121437 – Haye Road) Order 2017
In its entirety	The City of Plymouth (Speed Orders) (Amendment Order No.2016.2109656 – St Budeaux) Order 2017
In its entirety	The City of Plymouth (Moving & Speed Traffic Regulation Orders) (Amendment Order No. 2017.2137159 – Teats Hill Road & Commercial Road 20mph Zone) Order 2018
In its entirety	The City of Plymouth (Moving & Speed Traffic Regulation Orders) (Amendment Order No. 2019.2137206 – North Prospect Road 20mph) Order 2019
In its entirety	The City of Plymouth (Moving & Speed Traffic Regulation Orders) (Amendment Order No. 2019.2137222 Sherford Road) Order 2019
In its entirety	The City of Plymouth (Moving & Speed Traffic Regulation Orders) (Amendment Order No. 2020.2137229 Billacombe Road & Elburton Road) Order 2020

In its entirety	The City of Plymouth (Moving & Speed Traffic Regulation Orders) Amendment Order No. 2020.2137234 Ferndale Road) Order 2020
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3. STATUTORY CONSULTATION

As this is a consolidation order – as per The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. No consultation is required, no changes are being made to street and this is entirely administrative. This will be advertised once the order is sealed as a 'has made' notice.

4. RECOMMENDATION

It is recommended to continue with the Traffic Order as stated and consolidate the moving and speed order.

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EQUALITY IMPACT ASSESSMENT

Moving and Speed Consolidation Order



STAGE 1: WHAT IS BEING ASSESSED AND BY WHOM?

<p>What is being assessed - including a brief description of aims and objectives?</p>	<p>THE CITY OF PLYMOUTH (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) (CONSOLIDATION) ORDER 2021</p> <ol style="list-style-type: none"> 1. To revoke 'The City of Plymouth (Moving Traffic Regulation Orders) (Consolidation) Order 2014' & 'The City of Plymouth (Speed Orders) (Consolidation) Order 2016'. 2. To revoke all amendments to the two consolidation orders mentioned in part 1. As listed in the Briefing Report 3. To implement a new Order: 'The City of Plymouth (Traffic Movement and Speed Limit Regulations) (Consolidation) Order 2021' which will consolidate 'The City of Plymouth (Moving Traffic Regulation Orders) (Consolidation) Order 2014' & The City of Plymouth (Speed Orders) (Consolidation) Order 2016' and all amendments these orders have made.
<p>Author</p>	<p>Amy Neale</p>
<p>Department and service</p>	<p>Plymouth Highways, Traffic Management Technician</p>
<p>Date of assessment</p>	<p>04/01/2021</p>

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STAGE 2: EVIDENCE AND IMPACT

Protected characteristics (Equality Act)	Evidence and information (eg data and feedback)	Any adverse impact See guidance on how to make judgement	Actions	Timescale and who is responsible
<p>Age</p>	<p>Please provide % of workforce impacted e.g.</p> <p>Teens = 5%</p> <p>20's = 20%</p>	<p>No adverse impact anticipated</p>		

	30's = 40's = 50's = 60 – 65 = Over 65 = No issues raised in consultation			
Disability	No issues raised in consultation	No adverse impact anticipated		
Faith/religion or belief	No issues raised in consultation	No adverse impact anticipated		
Gender - including marriage, pregnancy and maternity	No issues raised in consultation	No adverse impact anticipated		
Gender reassignment	No issues raised in consultation	No adverse impact anticipated		
Race	No issues raised in consultation	No adverse impact anticipated		
Sexual orientation - including civil partnership	No issues raised in consultation	No adverse impact anticipated		

STAGE 3: ARE THERE ANY IMPLICATIONS FOR THE FOLLOWING? IF SO, PLEASE RECORD ACTIONS TO BE TAKEN

Local priorities	Implications	Timescale and who is responsible
Reduce the gap in average hourly pay between men and women.	No adverse impact has been identified.	
Increase the number of hate crime incidents reported and maintain good satisfaction rates in dealing with racist, disablist, homophobic,	No adverse impact has been identified.	

transphobic and faith, religion and belief incidents.		
Good relations between different communities (community cohesion)	No adverse impact has been identified.	
Human rights Please refer to guidance	No adverse impact has been identified.	

STAGE 4: PUBLICATION

Responsible Officer:

Date



11/01/2022

Group Manager (Parking, Marine and Garage Services)

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EXECUTIVE DECISION

made by a Cabinet Member



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

Executive Decision Reference Number – T25 21/22

Decision				
1	Title of decision: Millbay Road & Phoenix Street - 2137269			
2	Decision maker (Cabinet member name and portfolio title): Councillor Jonathan Drean, Cabinet Member for Transport			
3	Report author and contact details: Amy Neale, Traffic Management Technician, email: trafficmanagementinbox@plymouth.gov.uk			
4	Decision to be taken: To add: <ul style="list-style-type: none"> • a Parallel Crossing to Millbay Road, approx. 36 metres east of its junction with Phoenix Street • a Zebra Crossing to Millbay Road, approx. 40 metres west of its junction with Bath Street (Millbay Boulevard) • a Zebra Crossing to Phoenix Street, approx. 7.5 metres north of its junction with Millbay Road 			
5	Reasons for decision: X3 new crossing facilities on Millbay Road Roundabout & Phoenix Street. There is a school in this area (Millbay Academy). Therefore a busy location for children to be crossing the road. There have been a six collisions in the last 5 years at this roundabout. 3 serious & 3 slight. 5 of which are involving cyclists. The x2 crossing facilities on Millbay Road will not only provide a safe and visible crossing point for children coming and going to school, but will also help reduce speeds of the cyclists on approach to the roundabout.			
6	Alternative options considered and rejected: The alternative option would be to do nothing. This option was discounted on the basis that improvements are needed for safety of all road users.			
7	Financial implications and risk: The advertising and associated works will be funded via The Traffic Management casualty reduction scheme & The Active Travel Fund budgets. Costs are estimated to be in the region of £170,000			
8	Is the decision a Key Decision?	Yes	No	Per the Constitution, a key decision is one which:

	(please contact Democratic Support for further advice)		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 £1 million
			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.
	If yes, date of publication of the notice in the <u>Forward Plan of Key Decisions</u>			
9	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:	The Local Transport Plan (LTP) details the transport strategies and policies that the City Council has adopted and will be key in helping the city meet its Corporate Plan priorities, and growth agenda.		
10	Please specify any direct environmental implications of the decision (carbon impact)	n/a		
Urgent decisions				
11	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 (democraticsupport@plymouth.gov.uk) for advice)
		No	x	(If no, go to section 13a)
12a	Reason for urgency:			
12b	Scrutiny Chair Signature:		Date	
	Scrutiny Committee name:			
	Print Name:			
Consultation				

I3a	Are any other Cabinet members' portfolios affected by the decision?	Yes		
		No	x	(If no go to section I4)
I3b	Which other Cabinet member's portfolio is affected by the decision?			
I3c	Date Cabinet member consulted	Councillor Jonathan Drean – 07/12/2021		
I4	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	
I5	Which Corporate Management Team member has been consulted?	Name	Anthony Payne	
		Job title	Strategic Director for Place	
		Date consulted	19/01/2022	
Sign-off				
I6	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS106 21/22	
		Finance (mandatory)	pl.21.22.238.	
		Legal (mandatory)	LS/37942/JP/210122	
		Human Resources (if applicable)	n/a	
		Corporate property (if applicable)	n/a	
		Procurement (if applicable)	n/a	
Appendices				
I7	Ref.	Title of appendix		
	A	Briefing report for publication		
	B	Equalities Impact Assessment		
Confidential/exempt information				
I8a	Do you need to include any confidential/exempt information?	Yes		If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is

		No	<input checked="" type="checkbox"/>	not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in 18b below. (Keep as much information as possible in the briefing report that will be in the public domain)
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		Exemption Paragraph Number						
		1	2	3	4	5	6	7

18b	Confidential/exempt briefing report title:							
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Background Papers

19 Please list all unpublished, 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. 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 of background paper(s)	Exemption Paragraph Number						
	1	2	3	4	5	6	7

Cabinet Member 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	03/02/2022
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Print Name	Councillor Jonathan Drean
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MILLBAY ROAD & PHOENIX STREET CROSSING FACILITIES

1. INTRODUCTION

This report seeks delegated authority to implement Zebra & Parallel Crossings on Millbay Road & Phoenix Street.

2. CROSSINGS REQUIRED

There are no elements of this scheme that requires a Traffic Order. However, the decision to be taken is to add:

- a Parallel Crossing to Millbay Road, approx. 36 metres east of its junction with Phoenix Street
- a Zebra Crossing to Millbay Road, approx. 40 metres west of its junction with Bath Street (Millbay Boulevard)
- a Zebra Crossing to Phoenix Street, approx. 7.5 metres north of its junction with Millbay Road

3. STATUTORY CONSULTATION

Proposals

The proposals for the advertisement of the crossing facilities were advertised on street, in the Herald and on the Plymouth City Council website on 14th December 2021. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 9th December 2021

There have been three representations received relating the proposals on Millbay Road & Phoenix Street

Consultation	Comments
<p>I am emailing to register my support for the plans for a pedestrian crossing on Millbay Road.</p> <p>My wife and I have lived on Millbay Road, just a few yards from the proposed crossing, for nearly 11 years.</p> <p>The volume of traffic using Millbay Road has increased in recent years, and despite a 20mph limit being put in place during school times, an increasing number of motorists ignore this, with many disregarding the 30mph limit at other times.</p> <p>I am retired (and a cyclist) and have seen a number of serious traffic accidents at the location, but have also witnessed countless near misses, especially when the Millbay Academy pupils are arriving at or leaving school.</p> <p>A recurring sight is parents with children and prams stranded on the small island at the junction of Millbay Road and Phoenix Street, while traffic rushes past them.</p>	<p>Thank you for your recent comments towards the proposals – 2021.2137269.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>I was very pleased to see the planning details for three pedestrian/cycle crossings in the</p>	<p>Thank you for your recent comments towards the proposals – 2021.2137269.</p>

<p>Millbay Road area following several accidents over recent times. I fully support these and welcome any measures which help to address safety in the area by slowing of traffic on a stretch of road which is frequently used as a race track.</p> <p>Millbay Road is a used as a “rat run” and is busy at peak times. In-line with government policy, I very much hope that further traffic reduction measures will be put in place to better reflect that, after many years of development, this is now a residential area. I believe that measures such as those in place on West Hoe (20mph speed limit, traffic calming) and it being made access only would all be appropriate.</p>	<p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>I live in Millbay Road and I very much support these pedestrian crossing proposals.</p>	<p>Thank you for your recent comments towards the proposals – 2021.2137269.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>

Officer Comment:-

A further representation was received from GoSouthWest expressing concern over the relocation of the Bus Stop. Additional design work has been undertaken and an alternative location for the Bus Stop acceptable to GoSouthWest has been identified.

4. RECOMMENDATION

It is recommended to proceed with original proposals as advertised.

5. LEGAL CONSIDERATIONS

The lawful implications and consequences of the proposal have been considered and taken into account in the preparation of this report.

When considering whether to make a traffic order it is the Council's responsibility to ensure that all relevant legislation is complied with. This includes Section 122 of the Road Traffic Regulation Act 1984 (as amended) that sets out that it is the duty of a local authority, so far as practicable subject to certain matters, to secure the expeditious, 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. It is considered that the proposals comply with Section 122 of the Act as they practically secure the safe and expeditious movement of traffic in and around Plymouth and provide for suitable and adequate associated parking facilities.

EQUALITY IMPACT ASSESSMENT

Millbay Road & Phoenix Street Zebra & Parallel Crossings



STAGE 1: WHAT IS BEING ASSESSED AND BY WHOM?

<p>What is being assessed - including a brief description of aims and objectives?</p>	<p>It is proposed to add:</p> <ul style="list-style-type: none"> a Parallel Crossing to Millbay Road, approx. 36 metres east of its junction with Phoenix Street a Zebra Crossing to Millbay Road, approx. 40 metres west of its junction with Bath Street (Millbay Boulevard) a Zebra Crossing to Phoenix Street, approx. 7.5 metres north of its junction with Millbay Road <p>Reasoning</p> <p>X3 new crossing facilities on Millbay Road Roundabout & Phoenix Street. There is a school in this area (Millbay Academy). Therefore a busy location for children to be crossing the road.</p> <p>There have been a six collisions in the last 5 years at this roundabout. 3 serious & 3 slight. 5 of which are involving cyclists. The x2 crossing facilities on Millbay Road will not only provide a safe and visible crossing point for children coming and going to school, but will also help reduce speeds of the cyclists on approach to the roundabout.</p>
<p>Author</p>	<p>Amy Neale</p>
<p>Department and service</p>	<p>Plymouth Highways, Senior Traffic Management Technician</p>
<p>Date of assessment</p>	<p>12/01/2022</p>

STAGE 2: EVIDENCE AND IMPACT

Protected characteristics (Equality Act)	Evidence and information (eg data and feedback)	Any adverse impact See guidance on how to make judgement	Actions	Timescale and who is responsible
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Age	No issues raised in consultation	The introduction of the crossing facilities will help pedestrians of all ages crossing the road, especially young children when walking to school.		
Disability	No Waiting at any time	The crossing facilities will help people with disabilities through providing a safe place to cross the road.		
Faith/religion or belief	No issues raised in consultation	No adverse impact anticipated		
Gender - including marriage, pregnancy and maternity	No issues raised in consultation	No adverse impact anticipated		
Gender reassignment	No issues raised in consultation	No adverse impact anticipated		
Race	No issues raised in consultation	No adverse impact anticipated		
Sexual orientation - including civil partnership	No issues raised in consultation	No adverse impact anticipated		

STAGE 3: ARE THERE ANY IMPLICATIONS FOR THE FOLLOWING? IF SO, PLEASE RECORD ACTIONS TO BE TAKEN

Local priorities	Implications	Timescale and who is responsible
Reduce the gap in average hourly pay between men and women.	No adverse impact has been identified.	
Increase the number of hate crime incidents reported and maintain good satisfaction rates in dealing with racist, disablist, homophobic, transphobic and faith, religion and belief incidents.	No adverse impact has been identified.	

Good relations between different communities (community cohesion)	No adverse impact has been identified.	
Human rights Please refer to guidance	No adverse impact has been identified.	

STAGE 4: PUBLICATION

Responsible Officer: M. Artherton 
 Group Manager (Parking, Marine and Garage Services)

Date
 19/01/2022

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EXECUTIVE DECISION**made by a Council Officer****REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY BY AN INDIVIDUAL COUNCIL OFFICER****Executive Decision Reference Number – COD20 21/22**

Decision	
1	<p>Title of decision:</p> <p>Smart Sound Connect : Transfer of Offshore Advanced Communication System contract from Delt Shared Services Ltd to Plymouth Marine Laboratory Applications LTD.</p>
2	<p>Decision maker (Council Officer name and job title):</p> <p>David Draffan- Service Director for Economic Development</p>
3	<p>Report author and contact details:</p> <p>Michelle Murray, Project Manager, michelle.murray@plymouth.gov.uk, 01752307956</p>
4a	<p>Decision to be taken:</p> <p>To instruct Delt Shared Services Ltd to novate / transfer the contract with Steatite for the Advanced Offshore Network to the engaged project partner, Plymouth Marine Laboratory Applications LTD.</p> <p>To authorise the facilitation (raising of) a PO for the total contract value from (budget holder) Plymouth City Council to the engaged project partner Plymouth Marine Laboratory Applications LTD to manage and issue payment for the Advanced Offshore Network contract with Steatite.</p> <p>To authorise the ownership of assets purchased from Steatite to Plymouth Marine Laboratory Applications LTD.</p>
4b	<p>Reference number of original executive decision or date of original committee meeting where delegation was made:</p> <p>L10 20/21 12th August 2020</p>
5	<p>Reasons for decision:</p> <p>To novate the contract to project partner Plymouth Marine Laboratory Applications LTD to enable the service procured and responsibility to purchase, install, manage and own the assets for the Advanced Offshore Network alongside their own tasking using the funding obtained from HoTSW LEP.</p> <p>In accordance with the delegated authority granted by the Executive Decision made by the Leader of the Council on 12th August 2020 the project contracted Delt Shared Services Ltd to undertake the procurement service up to award and novation. Due to the off the shelf requirements an above GPA threshold tender was undertaken using the open procedure. On evaluation of submissions received a notification of award decision was communicated to the supplier.</p>
6	<p>Alternative options considered and rejected:</p> <p>Do Nothing</p> <p>This would mean the Council forsakes the funding provided by the LEP and the opportunity to position</p>

	<p>Plymouth as the centre for advanced marine testing for the UK. The Council would be liable for cost incurred to develop the network.</p> <p>Reduced Implementation As above. The opportunity is for the first 5G testing environment focussed on marine innovation development.</p> <p>Viable Alternative There are no viable alternatives.</p>			
7	<p>Financial implications and risks:</p> <p>Financial risks have been mitigated:</p> <p>Provision has been made for this contract within the project budget using HoTSW LEP funding.</p> <p>A fixed quotation has been provided by the supplier for works to be undertaken.</p> <p>Procurement have completed a financial due diligence on the supplier.</p>			
8	<p>Is the decision a Key Decision? (please contact Democratic Support for further advice)</p>	Yes	No	<p>Per the Constitution, a key decision is one which:</p>
			X	<p>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</p>
			X	<p>in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1 million</p>
			X	<p>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.</p>
8b	<p>If yes, date of publication of the notice in the Forward Plan of Key Decisions</p>	N/A		
9	<p>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>	<p>Plymouth Plan</p> <p>The Plymouth Plan is a ground-breaking plan which looks ahead to 2034. It sets a shared direction of travel for the long term future of the city bringing together a number of strategic planning processes into one place. It talks about the future of the city's economy; it plans for the city's transport and housing needs; it looks at how the city can improve the lives of children and young people and address the issues which lead to child poverty and it sets out the aspiration to be a healthy and prosperous city with a rich arts and cultural environment; and it sets out the city's spatial strategy, incorporating the Plymouth-specific elements of the Plymouth and South West Devon Joint Local Plan.</p> <p>The Plan covers all the policies for the city under three strategic themes:</p>		

- Plymouth as a healthy city;
- Plymouth as a growing city;
- Plymouth as an international city.

Policies are grouped under these themes and **SmartSound Connect** contributes to a number of these including:

Creating the conditions for economic growth – the city’s overall goal is to create the conditions for driving productivity and prosperity for all. As part of this goal, there are commitments to: develop a transformational economic infrastructure that includes the city’s world class marine / defence technology assets alongside encouraging business growth and investment that includes improving digital connectivity and cyber security. The Plan specifically identifies the opportunities arising out of marine autonomy alongside the development of technologies in a marine testing ground;

Plymouth in the global marketplace – the city is fully committed to promoting Plymouth’s position in the global marketplace building on existing strengths, particularly in relation to defence, marine sciences, high technology manufacturing and maritime location;

Supporting world class universities and research institution – the city’s support for the continued growth of the higher education and research institutions includes providing the physical space, networks and facilities to capture the commercialisation of Plymouth’s strong knowledge base into new higher value, exporting businesses.

Local Economic Strategy

Plymouth City Council (PCC) is currently updating the Local Economic Strategy as the ‘Delivering Economic Growth’ Plan to cover the period up to 2024. This document aligns with the sub-regional and national strategies below, while integrating the strategy of the Plymouth Plan in to the city’s plans for economic growth.

The evolving plan has six flagships to deliver the city’s strategic economic objectives:

- Ocean City Infrastructure;
- Business Growth & Investment;
- Defence;
- Learning & Talent Development;
- Inclusive Growth;
- Visitor Economy & Culture.

SmartSound Connect makes the most direct contributions to the first three flagships. The creation of high-speed data network will accelerate growth and investment through new digital infrastructure.

It will also enable our marine tech businesses to innovate and be productive so that they can excel in global markets, including ‘supporting SMEs and micros to engage with our thriving primes in industries such as marine autonomy, defence manufacturing, health technologies, and other...’

The specific focus on marine autonomy and cybersecurity

		will also play a significant part in Plymouth's leading role in the Defence sector.		
10	Please specify any direct environmental implications of the decision (carbon impact)	<p>Low Carbon / Clean Growth</p> <p>The Government's ambition for a low carbon economy has been articulated through the development of the Clean Growth Strategy produced by the Department for Business, Energy and Industrial Strategy (BEIS). This document addresses the transition to a low carbon economy, prioritised in the Industrial Strategy, that increases national income while cutting greenhouse gas emissions.</p> <p>The strategy has a number of actions towards which SmartSound Connect can contribute, particularly through the business applications and innovations that a high-speed data network in SSP can help accelerate. This includes areas such as marine autonomy and the development of marine science that can help reduce, mitigate / limit the impact of greenhouse gas emissions. Furthermore, the R&D that will emerge from the mobile high-speed data network testbed will help to shape the development of smart shipping and drive the logistical efficiencies reducing fuel consumption and contributing towards clean growth.</p>		
Urgent decisions				
11	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)
12a	Reason for urgency:			
12b	Scrutiny Chair signature:		Date	
	Scrutiny Committee name:			
	Print Name:			
Consultation				
13a	Are any other Cabinet members' portfolios affected by the decision?	Yes		
		No	X	(If no go to section 14)
13b	Which other Cabinet member's portfolio is affected by the decision?	N/A		
13c	Date Cabinet member 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		Anthony Payne
		Job title		Strategic Director for Place
		Date consulted		23 rd September 2021

Sign-off

16	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS111 21/22
		Finance (mandatory)	pl.21.22.258.
		Legal (mandatory)	MS/38043
		Human Resources (if applicable)	
		Corporate property (if applicable)	
		Procurement (if applicable)	PW/PS/617/ED/0222

Appendices

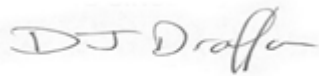
17	Ref.	Title of appendix
	A	Briefing report for publication (<i>mandatory</i>)
	B	Equalities Impact Assessment (<i>where required</i>)

Confidential/exempt information

18a	Do you need to include any confidential/exempt information?	Yes	X	If yes, prepare a second, confidential ('Part II') briefing 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 in 18b below.				
		No						
		Exemption Paragraph Number						
		1	2	3	4	5	6	7
18b	Confidential/exempt briefing report title:							

Background Papers

19	<p>Please list all unpublished, background papers relevant to the decision in the table below.</p> <p>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</p>
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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	08/02/2022			
Print Name	David Draffan (Service Director for Economic Development)						

BRIEFING REPORT

Smart Sound Connect Transfer of Offshore Advanced Communication System contract from Delt Shared Services Ltd to Plymouth Marine Laboratory Applications LTD.

**Project Summary:**

In accordance with the delegated authority granted by the Executive Decision made by the Leader of the Council on 12th August 2020 the project contracted Delt Shared Services Ltd to undertake the procurement service up to award and novation. Due to the off the shelf requirements an above GPA threshold tender was undertaken using the open procedure. On evaluation of submissions received a notification of award decision was communicated to the supplier.

We are requesting:-

To novate the contract to project partner Plymouth Marine Laboratory Applications LTD to enable the service procured and responsibility to purchase, issue payment and install the assets purchased from Steatite for the Advanced Offshore Network alongside their own tasking using the funding obtained from HoTSW LEP. In addition, Plymouth Marine Laboratory Applications LTD will own the assets out right and therefore they will not be a part of the Council's estate.

To authorise the facilitation (raising of) a PO for the total contract value from (budget holder) Plymouth City Council to the engaged project partner Plymouth Marine Laboratory Applications LTD to manage and issue payment for the Advanced Offshore Network contract with Steatite.

Alternative options considered and rejected:

There are no viable alternatives.

Financial implications and risks:

Financial risks have been mitigated:

Provision has been made for this contract within the project budget using HoTSW LEP funding.

A fixed quotation has been provided by the supplier for works to be undertaken.

Procurement have completed a financial due diligence on the supplier.

Recommendation:

1. To instruct Delt Shared Services Ltd to novate / transfer the contract with Steatite for the Advanced Offshore Network to the engaged project partner, Plymouth Marine Laboratory Applications LTD.

2. To authorise the facilitation (raising of) a PO for the total contract value from (budget holder) Plymouth City Council to the engaged project partner Plymouth Marine Laboratory Applications LTD to manage and issue payment for the Advanced Offshore Network contract with Steatite.

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