



Oversight and Governance

Chief Executive's Department

Plymouth City Council

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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 22 June 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 23 June 2022 if they are not called-in.

The Council Officer decision can be implemented immediately.

Delegated Decisions

1. Councillor Bingley - The Leader:

- 1.1. Allocation of £2,813,781 grant funding to the Council's capital programme for the provision of mandatory Disabled Facilities Grant (DFG) in 2022/23. Further approve the maximum allocation of £597,012 of funding received from Plymouth Community Homes (PCH) into the Council's capital programme for the provision of mandatory DFG. **(Pages 1 - 6)**
- 1.2. Appointment of a Company Director for the Plymouth and South Devon Freeport ("Freeport Company") **(Pages 7 - 12)**

2. Councillor Dreaan (Cabinet Member for Transport):

- 2.1. The City of Plymouth (Traffic Regulation Orders) (Amendment Order No. 2022.2137235 - Morlaix Drive and Brest Road) Order & The City of Plymouth (Traffic Movement and Speed Limit Regulations) (Amendment Order No. 2022.2137235 - Morlaix Drive & Brest Road) Order **(Pages 13 - 30)**
- 2.2. The City of Plymouth (Off-Street Parking Places) (Amendment Order No. 2022.2137278 Oceansgate & Regent Street) Order **(Pages 31 - 46)**
- 2.3. The City of Plymouth (Traffic Movement and Speed Limit Regulations) (Amendment Order No. 2022.2137277 - Colesdown Hill) Order & The City of Plymouth (Traffic Regulation Orders) (Amendment Order No. 2022.2137277 Colesdown Hill) Order **(Pages 47 - 68)**

3. Council Officer Decision - Paul Barnard (Service Director for Strategic Planning and Infrastructure):

- 3.1. Woolwell To The George Transport Scheme: Phase 1. Pre-Construction Contract Award **(Pages 69 - 112)**

EXECUTIVE DECISION

made by a Cabinet Member



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


Executive Decision Reference Number – L01 22/23

Decision	
1	<p>Title of decision: Allocation of £2,813,781 grant funding to the Council's capital programme for the provision of mandatory Disabled Facilities Grant (DFG) in 2022/23. Further approve the maximum allocation of £597,012 of funding received from Plymouth Community Homes (PCH) into the Councils capital programme for the provision of mandatory DFG.</p>
2	<p>Decision maker (Cabinet member name and portfolio title): Councillor Richard Bingley</p>
3	<p>Report author and contact details:</p> <p>Dave Ryland (Community Connections Strategic Manager) 01752 304 823 dave.ryland@plymouth.gov.uk Matt Garrett (Service Director of Community Connections), matt.garrett@plymouth.gov.uk, 01752 306733</p>
4	<p>Decision to be taken:</p> <p>Approve the project up to £3,410,793 onto 2022/23 capital programme.</p> <p>The Department for Levelling Up, Housing & Communities have awarded £573m for the Disabled Facility Grant (DFG) in 2022/23. The allocation for Plymouth is £2,813,781 funded by Better Care Funding for the provision of mandatory Disabled Facilities Grants and assistance offered through the Independent Living Policy in 2022/23.</p> <p>Allocates balance of contributions received from Plymouth Community Homes during financial year 2021/22 totalling £197,012.</p> <p>Additional approval up to a maximum £400,000 during financial year 2022/23 limited to actual funding received from Plymouth Community Homes.</p> <p>The funding received from Plymouth Community Homes is to replenish funding used from the DFG capital programme for the provision of mandatory DFG adaptations in their properties.</p> <p>Delegates the approval of spend to Craig McArdle, Strategic Director for People</p>
5	<p>Reasons for decision:</p> <p>DFG's are mandatory governed by the 1996 Housing Grants, Construction and Regeneration Act. The likely consequences for the council in not providing DFG's will be increasing complaints of maladministration, with resulting fines, and negative perceptions and media coverage.</p> <p>DFG's greatly improve quality of life for clients, their careers and family members and effective use of the grants will help contain the potential increase in associated costs to Social Care Services.</p> <p>Plymouth Community Homes have agreed to fund the first £5,000 to all DFG adaptations in their properties excluding installation of stairlifts, with an annual maximum of £400,000 in years 2021/22 and</p>

	<p>2022/23. In year 2021/22, £323,844 has been invoiced to Plymouth Community Homes as a result of the completion of 71 adaptations in their properties facilitated by Plymouth City Council. Approval of £126,832 of this funding has already been provided by the S151 officer leaving a balance of £197,012 to be allocated to the 2022/23 capital programme. Invoices are produced retrospectively each quarter upon completion of works.</p> <p>DFG's are mandatory governed by the 1996 Housing Grants, Construction and Regeneration Act.</p> <p>DFG's greatly improve quality of life for clients, their careers and family members and effective use of the grants will help contain the potential increase in associated costs to Social Care Services.</p>			
6	<p>Alternative options considered and rejected:</p> <p>DFG's are mandatory and must be delivered in accordance with statutory requirements. Eligible applicants are entitled to apply to the council for a DFG.</p> <p>Plymouth Community Homes funding the first £5,000 of adaptations in their properties permits an extended reach of Better Care Funding thus increasing the number of people's lives improved. This is a unique arrangement and as such doing nothing would result in limitations in the number of adaptations delivered across the city as it would reduce access to funding.</p>			
7	<p>Financial implications:</p> <p>For 2022/23, the approved budget of £2,813,781 is wholly supported from government grant, ring-fenced to the Better Care Fund.</p> <p>The cost of appropriate staff time associated with the delivery of DFG works is currently capitalised, and therefore partly funded within the above Capital allocation.</p> <p>There are no other direct revenue implications associated with the provision of these grants. However, there is evidence to suggest that the provision of DFG's reduces revenue pressures within other services, including Adult Social Care Packages, Residential Care and Health Services.</p> <p>The Better Care Fund (BCF) has centralised all funding for DFGs since 2015. The BCF is pooled funding between health, social care and housing, which focuses on the integration of health and social care in a way that supports person-centered care, sustainability and better outcomes for people and carers.</p> <p>The funding balance of £197,012 from Plymouth Community Homes contributions in year 2021/22 finances a further 27 properties to be adapted based on the average completion cost of £7,234.08. If maximised to the full allocation of £400,000 in 2022/23 a further 55 adaptations will be conducted as a result of this arrangement.</p> <p>Agreement to fund DFG as indicated within the BCF settlement has been provided and supported through Integrated Health and Wellbeing Board (IHWB).</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> <p>x</p> <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> <p>x</p> <p>in the case of revenue projects when the decision involves entering into new commitments and/or making new</p>

				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 provision of DFG's contributes to 'Caring Plymouth' by promoting independence and reducing health and social inequality, helping people to take control of their lives and to be treated with dignity and respect. DFG funded major adaptations enable people to remain in their own homes, thereby helping to contain the potential for increases in costs to health and care services and minimising risks to disabled people, their family and carers. Wellbeing is a guiding principle throughout the Care Act 2014 which sets out the framework for the future provision of adult social care. Suitability of living accommodation is one of the matters local authorities must take into account as part of its duty to promote wellbeing. The provision of major adaptations is a preventative measure which can promote someone's wellbeing allowing them to live as independently as possible and for as long as possible.	
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	(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'	Yes	X	

	portfolios affected by the decision?	No		(If no go to section 14)
13b	Which other Cabinet member's portfolio is affected by the decision?	Councillor Rebecca Smith Portfolio Holder for Homes and Communities		
13c	Date Cabinet member consulted	07/06/22		
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		
15	Which Corporate Management Team member has been consulted?	Name	Craig McArdle	
		Job title	Strategic Director for People	
		Date consulted	20/05/22	
Sign-off				
16	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS09 22/23	
		Finance (mandatory)	pl.22.23.20.	
		Legal (mandatory)	EJ/38709	
		Human Resources (if applicable)		
		Corporate property (if applicable)		
		Procurement (if applicable)		
Appendices				
17	Ref.	Title of appendix		
Confidential/exempt information				
18a	Do you need to include any confidential/exempt information?	No		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		
		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	14 June 2022			
Print Name	Councillor Richard Bingley							

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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 – L02 22/23

Decision				
1	Title of decision: Appointment of an Company Director for the Plymouth and South Devon Freeport (“Freeport Company”)			
2	Decision maker (Cabinet member name and portfolio title): Councillor Richard Bingley – The Leader			
3	Report author and contact details: Richard May (Head of Oceansgate and Marine Investment)			
4	Decision to be taken: To appoint Councillor Mark Shayer (Deputy Leader and Cabinet Member for Finance and Economy) and to remove Anthony Payne (Strategic Director for Place) as a Director of the Freeport Company who was appointed for an interim period.			
5	Reasons for decision: The council may appoint one director the Board according to the Freeport Company’s Articles of Association. As such, it is recommended that Councillor Mark Shayer replaces Anthony Payne who was appointed as the interim director of the Freeport Company.			
6	Alternative options considered and rejected: The alternative option would be to not appoint a director. This option is rejected as it will remove a line of sight at Freeport Company Board level decisions; and will lead to lack of oversight of the company’s management and financial health.			
7	Financial implications and risks: None			
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:
			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	N/A		
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:	<p>We have set out a number of strategic objectives in the Plymouth Plan that a Freeport could help us to achieve.</p> <p>SO2 - Strengthening Plymouth's role in the region SO3 - Delivering the international city</p> <p>SO11 – Delivering high quality development</p> <p>SO12 – Delivering infrastructure and investment</p> <p>The Freeport could also assist us to deliver priorities in our Corporate Plan: -</p> <ul style="list-style-type: none"> ▪ Strongly supports the delivery of economic growth that benefits as many people as possible. ▪ Strongly supports the delivery of quality jobs and skills. 		
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	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	
15	Which Corporate Management Team member has been consulted?	Name	Anthony Payne
		Job title	Strategic Director for Place
		Date consulted	15.6.22
Sign-off			
16	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS11 22/23
		Finance (mandatory)	pl.22.23.42.
		Legal (mandatory)	MS/14.06.22/36072
		Human Resources (if applicable)	
		Corporate property (if applicable)	
		Procurement (if applicable)	
Appendices			
17	Ref.	Title of appendix	
	A	Briefing report	
	B	Executive Decision Reference Number – L47 21/22 – Plymouth and South Devon Freeport	
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	
		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	15/06/2022			
Print Name	Councillor Richard Bingley (Leader of the Council)							

Briefing Report

Appointment of an Interim Director for the Freeport Company

1. Introduction and Background

1.0 In March the Leader of the Council delegated authority to the Strategic Director for Place to sign legal agreements on behalf of Plymouth City Council, to:

- i) Establish the Freeport Company as a Company Limited by Guarantee with Plymouth City Council, Devon County Council and South Hams District Council as its founding members.
- ii) Enter into Freeport landowner agreements, including those relating to Oceansgate and the South Yard Tax site, as may be required in pursuance of the Freeport Objectives and to discharge our obligations as the accountable body.

1.1 The Freeport Company must be established so that it can be a signatory to the Landowner Agreements which we must submit to the Department of Levelling Up Homes and Communities by 23rd May 2022.

2. Freeport Company

2.1 The Freeport Company will be established as a Company Limited by Guarantee and will have the following features and principles: -

- A members steering group made up of one representative of each of the three local authority partners will provide strategic oversight and ensure alignment with the emerging County deal.
- An independent board of directors with a chair from the private sector to provide clear evidence of private sector leadership, we will set out the process through which the chair will be appointed in the scheme of delegation.

2.2 The Freeport Company Key Governing Documents – include;-

- Memorandum and Articles of Association - setting out the remit and roles of the Directors, a scheme of delegation and matters reserved to the founding members;
- A Members' Agreement – which will bind the three Local Authorities to perform their functions and roles, including the disbursement of seed capital from PCC as the Accountable Body to the Local Authority Partners, their engagement with the Freeport Company based on the key principle of a partnership of equals where decision making requires unanimous agreement;
- Landowners' Agreements - binding the landowners to perform their functions and roles and their engagement with the Freeport Company;
- An Annual Delivery Plan and budget – proposed by the Freeport Company, to be agreed and signed off by the Members in accordance with their reserved matters and approved by the Board of Directors the management of the Freeport, employment of staff, delivering the Freeport business case and providing agreed shared services.

3. Recommendation

3.1 Plymouth City Council is entitled to appoint one Director to the Board of Directors.

3.2 It is recommended that Councillor Mark Shayer (Deputy Leader and Cabinet Member for Finance and Economy) is appointed.

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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 – T01 22/23

Decision	
1	<p>Title of decisions: THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2022.2137235 – MORLAIX DRIVE & BREST ROAD) ORDER</p> <p>&</p> <p>THE CITY OF PLYMOUTH (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) (AMENDMENT ORDER No. 2022.2137235 – MORLAIX DRIVE & BREST ROAD) 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>To implement the following amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004 & The City of Plymouth (Traffic Movement and Speed Limit Regulations) (Consolidation) Order 2022</p> <p>The effect of the order shall be to:</p> <ol style="list-style-type: none"> 1. Add/Amend No Waiting At Any Time on lengths of the following roads: Brest Road & Morlaix Drive 2. Add a 20mph Zone on lengths of the following road: Morlaix Drive 3. Add Bus Lane at Any Time with exemption for Buses & Pedal Cycles on lengths of the following roads: Brest Road & Morlaix Drive
5	<p>Reasons for decision:</p> <p><u>Morlaix Drive Access Improvement Scheme</u></p> <p>Morlaix Drive is currently a narrow, 300m stretch of road that links Brest Road with Derriford Hospital and provides access for the ambulance station, Brest Way and the hospital's large multi-storey car park.</p> <p>Improvements include widening the road to allow for a constant flow of two-way traffic, including buses, and an upgrade of the existing narrow footway to a shared pedestrian and cycle path. The junction of Morlaix Drive with Brest Road will operate under new traffic lights and the northbound Brest Road entry on to Derriford Roundabout will be for buses, cyclists and emergency vehicles only. Pedestrian crossing facilities and bus stops will also be upgraded as</p>

part of the project.

The main purpose of the scheme is to provide better bus access to Derriford Hospital and improve reliability for bus services in the north of the city, complimenting the nearby Derriford Hospital Interchange as well as the Marjon Link Road. At present Morlaix Drive is, in parts, too narrow for vehicles to travel along in both directions.

Morlaix Drive is one of a number of infrastructure improvements needed to allow sustainable growth in the north of the city to happen. It will become a key strategic route for buses, allowing direct access to the hospital via the new Forder Valley Link Road for future bus services from the east of the city.

At the moment, traffic often queues along Brest Road at busy times of the day and the opening of the Forder Valley Link Road means that traffic movements and the routing of buses are set to change in the area. The new traffic signals on Brest Road and restricting the northbound entry to Derriford Roundabout from Brest Road will help reduce delays to buses and local traffic accessing the hospital and other businesses in the area.

Reasoning for Traffic Orders proposed

1. No waiting at any time (DYL) restrictions

Brest Road currently has no waiting at any time restrictions along its entire length on both sides, with the exception of two short sections of approximately 40m each in length (these were part of a wider review of on-street parking restrictions that pre-dated the scheme, and were not implemented). Morlaix Drive, which is currently a private road, will become adopted highway on completion of the project. Double yellow line restrictions currently exist on Morlaix Drive, however as it is a private road these are not covered by a City of Plymouth Traffic Order.

The principle objective of the Morlaix Drive Scheme is to improve access to Derriford Hospital, in particular for public transport. A key intended outcome / benefit is that it will reduce bus journey times, making this more sustainable form of transport more attractive to the public. The presence of any on-street parking is likely to severely undermine these benefits, since both Brest Road and Morlaix Drive are not of sufficient width to allow buses to pass parked vehicles. As such it is proposed to maintain continuous no waiting at any time restrictions throughout both Brest Road and Morlaix Drive.

2. Bus Lanes

Due to the proximity of the junction of Brest Road and Morlaix Drive to Derriford Roundabout, northbound traffic on Brest Road is likely to block back through the junction at busy times of day, compromising the benefits of the scheme that is intended to improve access to the hospital (including for buses). Traffic modelling has shown that, without the proposed restriction, this will worsen upon completion of the Forder Valley Link Road, as this will lead to Brest Road becoming a natural 'rat-run'. The proposed bus lane on Brest Road will prevent it being used by through traffic, other than that which is heading to the hospital.

The proposed section of bus lane on Morlaix Drive at its western end will prevent general

traffic accidentally turning right into Brest Road, which cannot then proceed onto Derriford Roundabout due to the presence of the new bus lane on Brest Road. It will also ensure that ambulances coming from the ambulance station (as well as buses potentially) on Morlaix Drive, have priority through this junction and onto Derriford Roundabout. This will help maintain emergency response times.

3. Speed Limits

The existing speed limit on Morlaix Drive is 5mph, however once the road is widened and adopted as highway it will not be necessary to retain this speed limit. As Morlaix Drive has healthcare facilities accessed from it and is likely to have a high volume of pedestrians using it, it is proposed to introduce a new 20mph speed limit to bring it into line with the existing 20mph Hospital Zone. Buses would also benefit from improved flow under a 20mph speed limit.

6 **Alternative options considered and rejected:**

Not implementing the amendments to The Order would result in the Morlaix Drive Access Improvement Scheme not achieving the objectives set out in the bid and Business Case to the Department for Transport National Productivity Investment Fund (NPIF) as follows:

- Provide additional transport capacity along the Northern Corridor to complement major infrastructure proposals to support growth in the Derriford area.
- To increase the attractiveness of bus travel to, from and within the Derriford area.
- To improve journey time reliability on the Northern Corridor.

Not implementing the amendments would also result in the scheme not maximising the benefits and the investment from other major transport improvements in the area, in particular the recently constructed Marjon Link Road scheme, Derriford Hospital Interchange scheme, Derriford Transport Scheme, and the in-construction Forder Valley Transport Improvements.

The failure to maximise the journey time savings and bus service reliability improvements that these schemes deliver would reduce the attractiveness of the public transport offer. This could impact on the Council's growth ambitions by not being able to demonstrate that the significant numbers of new homes and jobs planned for the north of the city can be delivered sustainably.

7 **Financial implications and risks:**

The Traffic Regulation Order (TRO) and associated works have been commissioned by the Strategic Planning and Infrastructure Service. They are funded by the Morlaix Drive Access Improvement Scheme which is a project on the Council's Capital Programme funded by the Council and the Department for Transport's National Productivity Investment Fund.

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:
			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>		
<p>9</p>	<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 project is identified as a part of the strategic transport infrastructure required to support the significant numbers of new homes and jobs that are planned for the north of the city over the lifespan of the Plymouth and South West Devon Joint Local Plan. The Morlaix Drive scheme directly supports the following Joint Local Plan policies: SPT1; SPT9; SPT10; SPT12; PLY38; and PLY47.</p> <p>Investment to the Morlaix Drive scheme will support improved reliability of buses in the area and provide benefits for traffic using the A386. Optimising and enhancing the existing transport network resulting in improved journey times and reliability allows large scale development to come forward in the Derriford area and along the Northern Corridor. Improvements for pedestrians and cyclists will also be maximised within the scheme in order to encourage more sustainable journeys.</p> <p>This scheme will provide a key piece of infrastructure required to help facilitate a proportion of the 4,000 new homes planned for the wider Derriford Growth Area. This scheme is principally concerned with providing improved transport links which will help to give confidence to developers and will therefore help to create the conditions for growth and kick-start development.</p> <p>This scheme will improve infrastructure required to help facilitate a proportion of the 100,180 m2 of employment space (including a new district shopping centre) planned for the Derriford area.</p> <p>The planned investment in targeted infrastructure projects can play its part in stimulating growth and encourage further investment. This scheme in addition to other major transport improvements planned and undertaken in the area will enable major development proposals to be delivered in the north of the city.</p> <p>Successful delivery of this scheme will give further confidence to national and regional funding decision makers that Plymouth is a city that can deliver large scale investment projects that will make a real difference in driving forward growth and the local economy. Being able to cite recent examples for the project such as Derriford Hospital Interchange and Marjons Link Road has helped secure DfT NPIF funding for this scheme; successful delivery of the project will give the same confidence when the Council is seeking funding for other future major projects.</p>	


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 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 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	17/05/2022	
Sign-off				
16	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS02 22/23	

		Finance (mandatory)	pl.22.23.28.						
		Legal (mandatory)	LS/38608/JP/240 522.						
		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	15/06/2022
Print Name	Councillor Jonathan Drear		

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MORLAIX DRIVE AND BREST ROAD

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 (Traffic Movement and Speed Limit Regulations) (Consolidation) Order 2022 in association with the Morlaix Drive TRO.

2. TRAFFIC REGULATION ORDERS REQUIRED

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

No Waiting At Any Time

- (i) Brest Road, both sides for its entirety.
- (ii) Morlaix Drive, both sides for its entirety.

Bus & Cycle Lane

- (i) Morlaix Drive – from a point 94 metres east of its junction with Brest Road to its junction with Brest Road, in a westerly direction only (lane 2 only)
- (ii) Brest Road – from a point 62 metres south of its junction with Derriford Roundabout to its junction with Derriford Roundabout, in a northerly direction only

20mph Zone

- (i) Morlaix Drive – for its entirety

Revocations

No Waiting At Any Time

- (i) Morlaix Drive, the north side, from the junction with Brest Road for a distance of 30 metres
- (ii) Morlaix Drive, the south side, from the junction with Brest Road for a distance of 29 metres
- (iii) Brest Road, the east side, from its junction with Derriford Roundabout to a point 77 metres north of the centreline of the entrance to No. 17 Brest Road
- (iv) Brest Road, the east side, from its junction with William Prance Road to a point 35 metres north of the centreline of the entrance to No. 17 Brest Road
- (v) Brest Road, the west side, from a point 73 metres south of its junction with Derriford Park to its junction with William Prance Road
- (vi) Brest Road, the west side, from its junction with Derriford Roundabout to a point 33 metres south of its junction with Derriford Park

3. STATUTORY CONSULTATION

Proposals

The proposals for the Morlaix Drive TRO were advertised on street, in the Herald and on the Plymouth City Council website on 14th March 2022. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 9th March 2022.

There have been 0 representations received relating to the proposals included in the Traffic Regulation Order.

4. RECOMMENDATION

It is recommended to proceed with original proposals as advertised and make the Traffic Regulation Order

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 TEMPLATE
AND GUIDANCE**

Policy and Intelligence Team



EQUALITY IMPACT ASSESMENT TEMPLATE

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): This is the person completing the EIA template.	J Pope	Department and service:	Strategic Planning and Infrastructure	Date of assessment:	02/12/2021
Lead Officer: Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.	Philip Heseltine	Signature:		Approval date:	02/12/2021
Overview: Please use this section to provide a concise overview of the proposal being assessed including: <ul style="list-style-type: none"> ▪ Aims and objectives (including rationale for decision) ▪ Key stakeholders ▪ Details of any engagement activities 	Morlaix Drive Scheme <u>Aim:</u> The Morlaix Drive scheme aims to improve bus journey times and reliability and provide the capacity for additional services to be accommodated in the future through widening the existing road connecting Brest Road to the Derriford Hospital Interchange. This will allow its use as an effective route for buses avoiding Derriford Roundabout and will help to provide the conditions for sustainable growth by encouraging mode shift and ensuring that the bus becomes a more attractive option for journeys to and from the Derriford area. <u>Objectives:</u> <ol style="list-style-type: none"> 1. Improve journey times and reliability for public transport through the Derriford Hospital Interchange. 2. Provide greater capacity for growth in the number of buses serving Derriford Hospital. 3. Improve accessibility to employment, education and leisure facilities in the Derriford area particularly by bus. 				
Decision required: Within this section, you must be clear on any decision being made and how/when, it will be taken.	<ol style="list-style-type: none"> 1. Add/Amend No Waiting At Any Time on lengths of the following roads: Brest Road & Morlaix Drive 2. Add a 20mph Zone on lengths of the following road: Morlaix Drive 3. Add Bus Lane at Any Time with exemption for Buses & Pedal Cycles on lengths of the following roads: Brest Road & Morlaix Drive 				

SECTION TWO: EQUALITY IMPACT ASSESMENT SCREENING TOOL

<p>Potential external impacts: Does the proposal have the potential to negatively impact service users, communities or residents with protected characteristics?</p>	<p>Yes</p>		<p>No</p>	<p>x</p>
<p>Potential internal impacts: Does the proposal have the potential to negatively impact Plymouth City Council employees?</p>	<p>Yes</p>		<p>No</p>	<p>x</p>
<p>Is a full Equality Impact Assessment required? (if you have answered yes to either of the questions above then a full impact assessment is required and you must complete section two)</p>	<p>Yes</p>	<p>x</p>	<p>No</p>	
<p>If you do not agree that a full equality impact assessment is required, please set out your justification for why not.</p>				

SECTION THREE: FULL EQUALITY IMPACT ASSESMENT

<p>Protected characteristics (Equality Act, 2010)</p>	<p>Evidence and information (e.g. data and consultation feedback)</p>	<p>Adverse impact</p>	<p>Mitigation activities</p>	<p>Timescale and responsible department</p>
	<p>Provide examples of the data that you have used to inform your decision. Examples include census data, service feedback, consultation responses and information collected via demographic monitoring etc. The boxes below provide examples of the types of data you may wish to use.</p>	<p>Please use this column to identify where your decision may cause an adverse impact on those with protected characteristics. You can read the EIA Toolkit for guidance on how to make judgement. Where there is no adverse impact, please type 'not applicable'.</p>	<p>Please use this column to detail any mitigation action you plan to take to limit any identified adverse impacts. Where it is not possible to mitigate against an adverse impact you must make this clear. You can read the EIA Toolkit for guidance.</p>	<p>Please use this column to provide the timeframe for implementing any mitigation activities. You must include the lead department.</p>

Age	The average age in Plymouth (39 years) is about the same as the rest of England (40 years) but less than the South West (44 years).	The scheme is not anticipated to have any adverse impact on specific age groups.	Street lighting facilities will be upgraded to LED to improve accessibility, road safety and community safety.	
Disability	10 per cent of our population have their day-to-day activities limited a lot by a long-term health problem or disability (2011 Census).	The scheme is not anticipated to have any adverse impact on specific disability groups.	Street lighting facilities will be upgraded to LED to improve accessibility, road safety and community safety. Crossing facilities will be upgraded to support the visually and mobility impaired.	
Gender reassignment	There are no official estimates for gender reassignment at either national or local level. However, in a study funded by the Home Office, the Gender Identity Research and Education Society (GIREs) estimate that between 300,000 and 500,000 people aged 16 or over in the UK are experiencing some degree of gender variance.	Not applicable	Street lighting facilities will be upgraded to LED to improve accessibility, road safety and community safety.	
Marriage and civil partnership	There were 234,795 marriages in England and Wales in 2018. In 2020, there were 7,566 opposite-sex civil partnerships formed in England and Wales, of which 7,208 were registered in England and 358 were registered in Wales. There were 785 civil partnerships formed between same-sex couples in England and Wales in 2020, of which 745 were registered in England and 40 were registered in Wales.	Not applicable	Street lighting facilities will be upgraded to LED to improve accessibility, road safety and community safety.	

Pregnancy and maternity	<p>There were 640,370 live births in England and Wales in 2019, a decrease of 2.5 per cent since 2018. The mid-year 2019 population estimates show that there were 2,590 births in Plymouth.</p> <p>The total fertility rate (TFR) for England and Wales decreased from 1.70 children per woman in 2018 to 1.65 children per woman in 2019.</p>	Not applicable	Street lighting facilities will be upgraded to LED to improve accessibility, road safety and community safety.	
Race	<p>92.9 per cent of Plymouth's population identify themselves as White British. 7.1 per cent identify themselves as Black, Asian or Minority Ethnic.</p> <p>Census data suggests at least 43 main languages are spoken in the city, showing Polish, Chinese and Kurdish as the top three.</p>	Not applicable	Street lighting facilities will be upgraded to LED to improve accessibility, road safety and community safety.	
Religion or belief	<p>Christianity is the biggest faith in the city with more than 58 per cent of the population (148,917). 32.9 per cent (84,326) of the Plymouth population stated they had no religion (2011 Census).</p> <p>Those who identified as Muslim were just under 1 per cent while Hindu, Buddhist, Jewish or Sikh combined totalled less than 1 per cent (2011 Census).</p>	The scheme is not anticipated to have any adverse impact on specific faiths, religions or beliefs.	Street lighting facilities will be upgraded to LED to improve accessibility, road safety and community safety.	
Sex	50.2 per cent of our population are women and 49.8 per cent are men.	Not applicable	Street lighting facilities will be upgraded to LED to improve accessibility, road safety and community safety.	

<p>Sexual orientation</p>	<p>There are no official estimates for sexual orientation at a local level. There is no precise local data on sexual orientation in Plymouth.</p> <p>Data based on the ONS Annual Population Survey 2017 estimates, approximately 1.7 per cent of the UK population is lesbian, gay or bisexual (LGB).</p>	<p>Not applicable</p>	<p>Street lighting facilities will be upgraded to LED to improve accessibility, road safety and community safety.</p>	
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SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

Human Rights	Implications	Mitigation Actions	Timescale and responsible department
<p>If your proposal may impact on the Council’s ability to ensure human rights, please specify the relevant article in the boxes below – add more rows if required. Only complete this section if it is relevant to your decision. If it is not relevant, please type ‘not applicable’.</p>	<p>Please use this column to identify where your decision may cause a negative impact on the Council’s ability to ensure human rights. Where there is no impact, please type ‘not applicable’.</p>	<p>Please use this column to detail any mitigation action you plan to take to limit any negative impacts. Where it is not possible to mitigate against a negative impact you must make this clear.</p>	<p>Please use this column to provide the timeframe for implementing any mitigation activities. You must include the lead department.</p>
	<p>Not applicable</p>	<p>Street lighting facilities will be upgraded to LED to improve accessibility, road safety and community safety.</p>	

SECTION FIVE: OUR EQUALITY OBJECTIVES

Equality objectives	Implications	Mitigation Actions	Timescale and responsible department
	<p>Please use this column to identify where your decision may cause a negative impact on the Council’s ability to meet its equality objectives. Where</p>	<p>Please use this column to detail any mitigation action you plan to take to limit any negative impacts. Where it is not possible to</p>	<p>Please use this column to provide the timeframe for implementing any mitigation</p>

	there is no impact, please type 'not applicable'.	mitigate against a negative impact you must make this clear.	activities. You must include the lead department.
Celebrate diversity and ensure that Plymouth is a welcoming city.	Not applicable	Street lighting facilities will be upgraded to LED to improve accessibility, road safety and community safety.	
Pay equality for women, and staff with disabilities in our workforce.	Not applicable		
Supporting our workforce through the implementation of Our People Strategy 2020 – 2024	Not applicable		
Supporting victims of hate crime so they feel confident to report incidents, and working with, and through our partner organisations to achieve positive outcomes.	Not applicable		
Plymouth is a city where people from different backgrounds get along well.	Not applicable		

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EXECUTIVE DECISION

made by a Cabinet Member



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

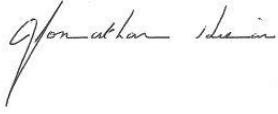
Executive Decision Reference Number – T02 22/23

Decision	
1	Title of decision: THE CITY OF PLYMOUTH (OFF-STREET PARKING PLACES) (AMENDMENT ORDER NO. 2022.2137278 OCEANSGATE & REGENT STREET) ORDER
2	Decision maker (Cabinet member name and portfolio title): Councillor Jonathan Drean, Cabinet Member for Transport
3	Report author and contact details: Darren Stoneman, Civil Enforcement Manager, email: darren.stoneman@plymouth.gov.uk
4	<p>Decision to be taken:</p> <p>To implement amendments to The City of Plymouth (Off-Street Parking Places) Order 2007 (as amended).</p> <p>The effect of the order shall be to limit parking at:</p> <ol style="list-style-type: none"> 1. Regent Street/Lipson Road Car Park to: up to three hours free of charge and over three hours (up to 24 hours) £5 with permit holders exempt 2. Oceansgate to: Permit holder only parking (24 hours, 7days per week)
5	<p>Reasons for decision:</p> <p>Regent Street: To address concerns over increased parking pressures in residential area in Greenbank, the changes to the car park restrictions will remove a significant number of Abandoned Vehicles to increase parking opportunities, but will also reduce free commuter parking and allow residents in an oversubscribed location additional spaces to park close to their home</p> <p>Oceansgate: To address concerns over the recently developed Oceansgate marine enterprise zone facility, with local residents and non-tenants, parking in the development and thus preventing tenants from undertaking their business. This scheme will provide dedicated permit holder parking for the tenants of the complex.</p>
6	<p>Alternative options considered and rejected:</p> <p>Lipson Road/Regent Street</p> <p>No action was considered and rejected, this was due to the large number of complaints over the lack of available parking for residents in Zone D, the car park in question was often abused by abandoned and untaxed vehicle and commuters taking advantage of free parking, this scheme will deal with both issues, providing much needed residents parking and supporting the local shops with parking for customers.</p>

	Oceansgate: this is a private PCC owned development and a part of the tenancy agreement for all occupiers is a permit holders car parking facility. This was initially awarded to the private sector, however government direction has resulted in this coming under the TMA			
7	Financial implications and risks: The cost of the scheme is small and fully funded from Parking's revenue budget, the schemes with enforcement and daily ticket sales will break even each year,			
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:
			x	in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total
			x	in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1million
		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)	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:			

I2b	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			
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	13/04/2022	
Sign-off				
I6	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS03 22/23	
		Finance (mandatory)	pl.22.23.27.	
		Legal (mandatory)	LS/38448/JP/200422.	
		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							
	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	15/06/2022
Print Name	Councillor Jonathan Drear		

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Implementation of Time Restricted Parking (Pay & Display) in Regent Street/Lipson Road Car Park and Permit Holder only parking in Oceansgate

1. INTRODUCTION

- 1.1. The Council is committed to supporting Plymouths shopping districts and local communities whereby this report seeks delegated authority to implement amendments to The City of Plymouth (Off Street Places) Order 2007 to establish time restricted parking within Regent Street Car Park and to support Oceansgate science park with Permit Holder Parking at any time to ensure tenant of the park are able to park freely in line with their tenancy..
- 1.2. This proposals within this report support the Councils priorities for '**A vibrant economy, developing quality jobs and skills**' and is aligned to our values as a **Responsible** Council, ensuring we take responsibility to support businesses and communities in challenging economic times.
- 1.3. The proposals within this report support the delivery of the administration's commitment to maintaining free parking at district shopping centres to support local communities within Whiteleigh, St. Budeaux, Plymstock, Plympton, Estover, West Park, Stoke, Devonport, Leigham, Mountbatten, Crownhill and Mutley Plain & Devils Point and this will be further augmented by the expansion to Regent Street/Lipson Road Surface Car Park
- 1.4. The proposals within this report are part of wider package of support and Council commitments to supporting local residents and visitors, which includes the assessment for installation of new CCTV cameras and lighting within the car park

2. BACKGROUND

- 2.1. Proposals to establish parking controls in Regent Street (free for three hours, £5 all day and Zone D permit holder exempt) & Oceansgate Science Park (Permit Holders only at any time) were advertised, as part of statutory consultation, from 21st March 2022, for a period of 21 days. Notices were displayed On Street, within the local media, and information made available on the Plymouth City Council website; these notices advised how people were able to submit representations to the proposals.
- 2.2. The consultation closed on 11th April 2022 where zero representation were received. (see figure 1.1)

3. PROPOSAL

- 3.1. In considering the representations received it is proposed to implement the amendments to Regent Street Surface Car Park as advertised in order to provide additional support to the visitors and local community to the area. Such amendments will also support the Councils commitment to support Plymouth districts through maintaining free parking.

4. LEGAL CONSIDERATIONS

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

- 4.2. 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.

5. FINANCIAL IMPLICATIONS

- 5.1. The financial implication will be approximately £5k for the Traffic Order and the installation of the Pay & Display Machine, Income will then be generated by the enforcement of overstaying vehicles and the purchasing of daily parking sessions this should therefore enable the car park to operate on a break even basis.
- 5.2. The Oceansgate development costs will be met by tenants of the science park and will break even
- 5.3. Whilst not possible to accurately forecast the impact of this decision, it reasonable to make some assumptions: -
- 5.4. The cost of £5k to implement this decision relating to the publication of public notices, car park signage and reconfiguration of parking payment systems. This is to be funded from the Off Street Parking Trading Account.

6. RECOMMENDATION

- 6.1. It is recommended to implement the changes as advertised, to implement the following amendment to The City of Plymouth (Off-Street Parking Places) Order 2007 (as amended):
- 6.1.1. To implement a tariff of 3 Hours free parking, over three hours £5 with Zone D Permit Holders exemp
- 6.1.2. To Implement Permit Holders only at any time in Oceansgate Science Park


**EQUALITY IMPACT ASSESSMENT TEMPLATE
AND GUIDANCE**

Policy and Intelligence Team



EQUALITY IMPACT ASSESMENT TEMPLATE

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): This is the person completing the EIA template.	Darren Stoneman	Department and service:	Place, Plymouth Highways	Date of assessment:	12/04/2022
Lead Officer: Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.	Mike Artherton	Signature:		Approval date:	12/04/2022
Overview: Please use this section to provide a concise overview of the proposal being assessed including: <ul style="list-style-type: none"> ▪ Aims and objectives (including rationale for decision) ▪ Key stakeholders ▪ Details of any engagement activities 					
Decision required: Within this section, you must be clear on any decision being made and how/when, it will be taken.					

SECTION TWO: EQUALITY IMPACT ASSESMENT SCREENING TOOL

<p>Potential external impacts: Does the proposal have the potential to negatively impact service users, communities or residents with protected characteristics?</p>	<p>Yes</p>		<p>No</p>	<p>x</p>
<p>Potential internal impacts: Does the proposal have the potential to negatively impact Plymouth City Council employees?</p>	<p>Yes</p>		<p>No</p>	<p>X</p>
<p>Is a full Equality Impact Assessment required? (if you have answered yes to either of the questions above then a full impact assessment is required and you must complete section two)</p>	<p>Yes</p>		<p>No</p>	<p>X</p>
<p>If you do not agree that a full equality impact assessment is required, please set out your justification for why not.</p>	<p>The scheme will have a positive impact on communities in providing much needed parking, and also protecting key residential parking areas from commuters who will have access to permits to park within the Oceansgate complex.</p> <p>The scheme at Lipson Road, will provide much needed relief from an under provision of parking in the residential areas.</p>			

SECTION THREE: FULL EQUALITY IMPACT ASSESMENT

<p>Protected characteristics (Equality Act, 2010)</p>	<p>Evidence and information (e.g. data and consultation feedback)</p>	<p>Adverse impact</p>	<p>Mitigation activities</p>	<p>Timescale and responsible department</p>
	<p>Provide examples of the data that you have used to inform your decision. Examples include census data, service feedback, consultation responses and information collected via demographic monitoring etc.</p> <p>The boxes below provide examples of the types of data you may wish to use.</p>	<p>Please use this column to identify where your decision may cause an adverse impact on those with protected characteristics. You can read the EIA Toolkit for guidance on how to make judgement.</p>	<p>Please use this column to detail any mitigation action you plan to take to limit any identified adverse impacts. Where it is not possible to mitigate against an adverse impact you must</p>	<p>Please use this column to provide the timeframe for implementing any mitigation activities. You must include the lead department.</p>

		Where there is no adverse impact, please type 'not applicable'.	make this clear. You can read the EIA Toolkit for guidance.	
Age	The average age in Plymouth (39 years) is about the same as the rest of England (40 years) but less than the South West (44 years).	N/A		
Disability	10 per cent of our population have their day-to-day activities limited a lot by a long-term health problem or disability (2011 Census).	N/A		
Gender reassignment	There are no official estimates for gender reassignment at either national or local level. However, in a study funded by the Home Office, the Gender Identity Research and Education Society (GIREs) estimate that between 300,000 and 500,000 people aged 16 or over in the UK are experiencing some degree of gender variance.	N/A		
Marriage and civil partnership	There were 234,795 marriages in England and Wales in 2018. In 2020, there were 7,566 opposite-sex civil partnerships formed in England and Wales, of which 7,208 were registered in England and 358 were registered in Wales. There were 785 civil partnerships formed between same-sex couples in England and	N/A		

	Wales in 2020, of which 745 were registered in England and 40 were registered in Wales.			
Pregnancy and maternity	<p>There were 640,370 live births in England and Wales in 2019, a decrease of 2.5 per cent since 2018. The mid-year 2019 population estimates show that there were 2,590 births in Plymouth.</p> <p>The total fertility rate (TFR) for England and Wales decreased from 1.70 children per woman in 2018 to 1.65 children per woman in 2019.</p>	N/A		
Race	<p>92.9 per cent of Plymouth's population identify themselves as White British. 7.1 per cent identify themselves as Black, Asian or Minority Ethnic.</p> <p>Census data suggests at least 43 main languages are spoken in the city, showing Polish, Chinese and Kurdish as the top three.</p>	N/A		
Religion or belief	<p>Christianity is the biggest faith in the city with more than 58 per cent of the population (148,917). 32.9 per cent (84,326) of the Plymouth population stated they had no religion (2011 Census).</p> <p>Those who identified as Muslim were just under 1 per cent while Hindu, Buddhist, Jewish or Sikh combined totalled less than 1 per cent (2011 Census).</p>	N/A		
Sex	50.2 per cent of our population are women and 49.8 per cent are men.	N/A		

<p>Sexual orientation</p>	<p>There are no official estimates for sexual orientation at a local level. There is no precise local data on sexual orientation in Plymouth.</p> <p>Data based on the ONS Annual Population Survey 2017 estimates, approximately 1.7 per cent of the UK population is lesbian, gay or bisexual (LGB).</p>	<p>N/A</p>		
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SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

Human Rights	Implications	Mitigation Actions	Timescale and responsible department
<p>If your proposal may impact on the Council’s ability to ensure human rights, please specify the relevant article in the boxes below – add more rows if required. Only complete this section if it is relevant to your decision. If it is not relevant, please type ‘not applicable’.</p>	<p>There are no negative implications in my proposals, a full public consultation has been undertaken with no responses.</p>		

SECTION FIVE: OUR EQUALITY OBJECTIVES

Equality objectives	Implications	Mitigation Actions	Timescale and responsible department
	<p>Please use this column to identify where your decision may cause a</p>	<p>Please use this column to detail any mitigation action you plan to</p>	<p>Please use this column to provide the timeframe for</p>

	negative impact on the Council's ability to meet its equality objectives. Where there is no impact, please type 'not applicable'.	take to limit any negative impacts. Where it is not possible to mitigate against a negative impact you must make this clear.	implementing any mitigation activities. You must include the lead department.
Celebrate diversity and ensure that Plymouth is a welcoming city.	Not Applicable		
Pay equality for women, and staff with disabilities in our workforce.	Not Applicable		
Supporting our workforce through the implementation of Our People Strategy 2020 – 2024	Not Applicable		
Supporting victims of hate crime so they feel confident to report incidents, and working with, and through our partner organisations to achieve positive outcomes.	Not Applicable		
Plymouth is a city where people from different backgrounds get along well.	Not Applicable		

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EXECUTIVE DECISIONmade by a **Cabinet Member****REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY BY AN INDIVIDUAL CABINET MEMBER**

Executive Decision Reference Number – T03 22/23

Decision															
1	<p>Title of decisions: THE CITY OF PLYMOUTH (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) (AMENDMENT ORDER No. 2022.2137277 – COLESDOWN HILL) ORDER</p> <p style="text-align: center;">&</p> <p>THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2022.2137277 COLESDOWN HILL) ORDER</p>														
2	<p>Decision maker (Cabinet member name and portfolio title): Councillor Jonathan Drear, 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>To implement the following amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004 & The City of Plymouth (Traffic Movement and Speed Limit Regulations) (Consolidation) Order 2022</p> <p>The effect of the order shall be to:</p> <ol style="list-style-type: none"> 1. Add No Waiting At Any Time on lengths of the following road: Colesdown Hill 2. Add a 20mph speed limit on lengths of the following roads: Colesdown Hill, First Avenue, Second Avenue & Third Avenue <p>Within this advertisement, there were also speed humps advertised as below:</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td colspan="4" style="text-align: center;"> <p>Notice is hereby given that Plymouth City Council, under Section 90 of the Highways Act 1980 (as amended) and of all other enabling powers; propose to construct road humps as detailed below:</p> </td> </tr> <tr> <th style="text-align: center;">Road Name</th> <th style="text-align: center;">Location</th> <th style="text-align: center;">Type/Design</th> <th style="text-align: center;">Approx. Dimensions</th> </tr> <tr> <td style="text-align: center;">Colesdown Hill</td> <td style="text-align: center;">Approx. 9 metres north of its junction with Elburton Road</td> <td style="text-align: center;">Flat top road hump</td> <td style="text-align: center;">Width = 7.2m Length = 5.6m Height = 100mm</td> </tr> </table>			<p>Notice is hereby given that Plymouth City Council, under Section 90 of the Highways Act 1980 (as amended) and of all other enabling powers; propose to construct road humps as detailed below:</p>				Road Name	Location	Type/Design	Approx. Dimensions	Colesdown Hill	Approx. 9 metres north of its junction with Elburton Road	Flat top road hump	Width = 7.2m Length = 5.6m Height = 100mm
<p>Notice is hereby given that Plymouth City Council, under Section 90 of the Highways Act 1980 (as amended) and of all other enabling powers; propose to construct road humps as detailed below:</p>															
Road Name	Location	Type/Design	Approx. Dimensions												
Colesdown Hill	Approx. 9 metres north of its junction with Elburton Road	Flat top road hump	Width = 7.2m Length = 5.6m Height = 100mm												

Colesdown Hill	Approx. 11.7 metres north east of its junction with Billacombe Villas	Round top road hump	Width = 3.8m Length = 3.7m Height = 75mm
Colesdown Hill	Approx. 66m South West from its centreline of First Avenue	Round top road hump	Width = 4.8m Length = 3.7m Height = 75mm

5 Reasons for decision:

The planned Saltram Meadow roundabout to Colesdown Hill walking and cycling scheme will provide a safe, pleasant and traffic free walking and cycling route avoiding Billacombe road which is busy and only has cycle provision in the eastbound direction. At the eastern end of the scheme, the route connects into Colesdown Hill itself. As part of the conditional planning approval for the walking and cycling scheme along the railway alignment (21/00514/FUL), the local highway authority requires measures to improve the safety for pedestrians in particular on this road. The Traffic Regulation Orders requested here are required to deliver the safety improvements. More specifically:

- A 20 mph speed limit for the southern half of Colesdown Hill as far north as the existing barrier preventing through traffic along with traffic calming and a footway at the southern end of Colesdown Hill will help to bring improve safety for vulnerable road users.
- The raised table crossing point just north of the junction with Billacombe road is planned to make it safer for pedestrians to cross just north of the roundabout. Safety for pedestrians crossing the road here and in particular schoolchildren walking to and from Morley Meadow primary school has been raised as a concern locally.
- Installation of a footway connecting onto the new walking and cycling path means that the remaining road width is 3 m wide and so a give way and priority system is proposed with priority given to vehicles coming up the hill. Extending the footway further north as far as the existing very narrow footway on the opposite side of the road was considered, but this would mean that the priority/give way system would need to operate over more than 100 m, which raised safety concerns, and may inconvenience residents driving. Pedestrians heading further north on Colesdown Hill will nonetheless benefit from the traffic calming and reduced speed limit.
- The double yellow lines are proposed to help stop parking around the junction mouth, which has been raised as a concern by a member of the public. This will help ensure that the proposed crossing approaches remain clear of vehicles.

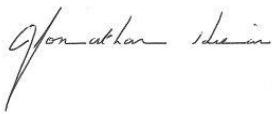
6 Alternative options considered and rejected:

The alternative to provide no footway but only the traffic calming, speed limit and parking restrictions was considered but this was not considered acceptable by the planning authority.

7 Financial implications and risks:

	The Traffic Regulation Orders (TRO's) and associated works are being funded via the Eastern Corridor Strategic Cycle Network programme which is part of the approved capital programme.			
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:
			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			
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	<input checked="" type="checkbox"/>	(If no go to section I4)
I3b	Which other Cabinet member's portfolio is affected by the decision?			
I3c	Date Cabinet member consulted			
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	<input checked="" type="checkbox"/>	
I5	Which Corporate Management Team member has been consulted?	Name	Anthony Payne	
		Job title	Strategic Director for Place	
		Date consulted	23/05/2022	
Sign-off				
I6	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS10 22/23	
		Finance (mandatory)	pl.22.23.31	
		Legal (mandatory)	LS/38648/JP/080622	
		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		
	C	TRO drawing: CHWC-ACM-26-MZ-DR-HY-000001 TRO FOR CONSULTATION.pdf		
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	15/06/2022			
Print Name	Councillor Jonathan Drean							



COLESDOWN HILL

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 (Traffic Movement and Speed Limit Regulations) (Consolidation) Order 2022 in association with the Colesdown Hill TRO.

2. TRAFFIC REGULATION ORDERS REQUIRED

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

No Waiting At Any Time

- (i) Colesdown Hill, the east side from its junction with Elburton Road for a distance of 31m in a northerly direction.
- (ii) Colesdown Hill, the west side from its junction with Elburton Road to a point 13 metres north of its junction with Billacombe Villas

20mph Speed Limit

- (i) Colesdown Hill – from its junction with Elburton Road to its closed off part.
- (ii) First Avenue – for its entirety
- (iii) Second Avenue – for its entirety
- (iv) Third Avenue – for its entirety

3. STATUTORY CONSULTATION

Proposals

The proposals for the Colesdown Hill TRO's were advertised on street, in the Herald and on the Plymouth City Council website on 14th March 2022. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 9th March 2022.

There has been 9 representations received relating to the proposals included in the Traffic Regulation Order.

No	Representation	Plymouth City Council response
I	<p>I have lived on the junction of 3rd Ave. and Colesdown Hill for some 45 years. I helped campaign for the road closure, which greatly transformed living on the hill for the better.</p> <p>I am a car driver, motorcyclist, bike rider and walker.</p> <p>Whilst I am broadly in favour of the traffic management proposals, I strongly disagree with one part of the plan. The speed bumps.</p>	<p>The road humps are considered necessary in part because there have been concerns raised about the safety of children crossing the road suggesting that unfortunately a proportion of drivers are currently travelling too fast. For example, in response to this consultation a resident who has had difficulty crossing the road as a pedestrian with schoolchildren has responded: "I have numerous occasions where I have crept out into the road only for a car to come round the blind bend on Colesdown Hill very quickly".</p>

<p>The siting of the proposed speed bumps on Colesdown Hill is, not only unnecessary, it is dangerous.</p> <p>Unnecessary because one is already going slowly losing speed due to a blind bend going downhill and only just beginning to accelerate going uphill, on the steepest part of the hill.</p> <p>Dangerous because cyclists coming downhill will be already braking and leaning for the bend when they then hit a speed bump so unsettling the bike. This will be exacerbated in the wet.</p> <p>The 20mph limit is to be welcomed but signs also need to be placed at the barrier on the Wixenford junction. We may be a 'no through road' but one problem we have is with riders on trail bikes weaving through the barrier and then blasting it.</p> <p>Another issue is the frequent misdirection of HGV's trying to access Wixenford Farm Industrial estate. Unfortunately when the block of apartments was built at beginning of Colesdown Hill of it was called Wixenford Court, so adding to confusion. Better signage at the roundabout should help.</p> <p>As we are dealing with Colesdown Hill I would like to point out problems with visitors parking too close to the junctions of 1st, 2nd and 3rd ave. This not only restricts view but can make it difficult when turning out of the avenues. Additionally if parked on the east side of Colesdown Hill it forces vehicles, going up and down the hill, across to close proximity with the junctions where vehicles may be driving onto the hill. These inconsiderate parkers are usually visiting an address in an avenue. The highway code addresses this but is not followed.</p> <p>NB. Speed bumps cause damage to suspension, tyres and can present a road hazard. In the last 3 years I have personally had two front springs snap driving over speed bumps, one while going to Mountbatten. I was well inside the speed limit and in a flow of traffic. This left my vehicle stranded in a dangerous place until it could be</p>	<p>The speed surveys carried out in February and March 2021 slightly further up the hill recorded an average speed of 21 mph, but on a daily basis, there were vehicles that exceeded 35 mph, and in one instance a speed in excess of 50 mph was recorded. Unfortunately, traffic calming is therefore considered necessary to ensure that the route is safe for pedestrians and cyclists, in particular schoolchildren.</p> <p>The road humps are designed not to be so severe as to be a danger for cyclists and the hump in question is located before the bend, so we do not anticipate the road hump being a problem for downhill cyclists. The crossing itself is located on a straighter, less steep section of the road.</p> <p>20mph signs will be located along the length of Colesdown Hill and these signs will be positioned to face in both directions. Therefore, all traffic, including trail bikes, will be made aware of the speed limit.</p> <p>No through road signs are posted at the start of the hill. We are pleased to confirm that both Google Maps & Waze journey planning sites do not currently direct motor traffic from the A379 to Wixenford Farm via Colesdown Hill. The proposed raised table crossing point and 20 mph speed limit may help to emphasise to HGV drivers that this is a residential road and not the access to Wixenford farm. Therefore, having discussed this concern with the council's Traffic Management team, it is not proposed to add further signage as part of this scheme.</p> <p>Regarding the inconsiderate parking shown in the photographs provided, these proposals will help address that problem. Additional parking restrictions in the vicinity of First, Second and Third Avenue are not included in these proposals, and would require further statutory consultation before being considered for implementation. However, the proposed traffic calming and reduced speed limit can be expected to reduce vehicle speeds and so improve safety for vehicles exiting the avenues onto Colesdown Hill.</p> <p>The road humps will be designed so as to not damage vehicles providing that they are driven over at an appropriate speed – which may well be lower than the proposed 20 mph speed limit.</p>
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	<p>recovered, the broken spring having gone into the tyre. The repairer said this was a common occurrence.</p>	
2	<p>I support this proposal, but from a road safety perspective, as vehicles approaching the blind corner on the start of Colesdown Hill seem to be ignoring the fact that vehicles are already committed to coming down.</p> <p>Is your proposal to give priority to those coming down the hill, as this would make sense, due to the blind corner at the start of the hill?</p> <p>I have concerns over speed bumps and the potential for damage / wear on my cars suspension, as for the 20 mph speed limit, how do you propose to enforce this.</p> <p>The yellow lines also need to be at the junctions to the Avenues, due to the issues with entering and exiting when inconsiderate people park right on the mouth of the Avenue</p> <p>You also need to sort out the safety issues with the roundabout, I would be interested to know how many vehicle collisions there have been in the last few years, vehicles coming down from the left seem to be unaware that vehicles can be coming down to their right.</p>	<p>The proposal is to provide priority to vehicles coming up the hill as this is consistent with the highway code, which generally requires vehicles coming downhill to give priority to those coming uphill. Design guidance also recommends that give way/priority systems are arranged in this manner. Reducing the speed of vehicles coming down the hill is also considered more important in safety terms because downhill vehicles will find it more difficult to stop.</p> <p>The amended centre line road markings will encourage drivers travelling up the hill into a position where they have a clear visibility up the hill before travelling. Similarly, vehicles travelling down the hill will have clear visibility of any vehicles already travelling within the give-way system, allowing them to wait. The road hump will assist in slowing vehicles down on approach to the give-way markings.</p> <p>The 20 mph speed limit with the proposed traffic calming is expected to be largely self-enforcing. It is acknowledged that some vehicles will exceed the speed limit, in much the same way as some vehicles do already exceed the implied 30 mph speed limit, but overall speeds are likely to be reduced and therefore safety is likely to be improved.</p> <p>Additional parking restrictions in the vicinity of the Avenues are not included in these proposals, and would require further statutory consultation before being considered for implementation. However, the proposed traffic calming and reduced speed limit can be expected to reduce vehicle speeds and so improve safety for vehicles exiting the avenues onto Colesdown Hill.</p> <p>The road humps will be designed so as to not damage vehicles providing that they are driven over at an appropriate speed – which may well be lower than the proposed 20 mph speed limit.</p> <p>Visibility at the roundabout is in line with highways standards (CDI 16), and this location is not identified as having a particular casualty problem. The reduced speed limit on the A379 has more generally reduced casualties along this stretch of road, and the proposed reduction in the speed limit on Colesdown Hill may further improve safety at this junction.</p>
3	<p>I want to email you in support of the above proposal as I believe this will make walking and cycling along Colesdown Hill much safer.</p> <p>I hope that the cycle lane from Morley Meadows is started soon so that the clear</p>	<p>Thank you for your support, the intention is that improvements would be implemented on Colesdown Hill itself before the walking and cycling route along the railway alignment is opened. We are working hard to deliver the cycle path along railway alignment</p>

	benefits can be enjoyed by all. This will bring extra people to Colesdown Hill, hence it is important to also complete this project in line with the cycle lane.	from Morley Meadows to Colesdown Hill as soon as possible.
4	<p>I wish to give my full backing to the proposed improvements to Colesdown Hill.</p> <p>It has been very dangerous to pass vehicles parked at the bottom of Colesdown Hill Because you had to drive on the right side of the road to go around a left hand Blind bend.</p>	Thank you for your support.
5	<p>As a resident, whilst I welcome improved safety proposals on Colesdown Hill, I am not in favour of "speed humps". Introduction of these increase fuel pollution and consumption, noise, and wear on vehicles. Clear signage of 20 mph limit, and double yellow lines, should suffice for traffic calming.</p> <p>Heavy transport continue to frequent the Hill attempting to access Wixenford business units, so clearer signage needed (in lieu of accurate satnav).</p> <p>Double yellow lines in the vicinity of the access to the three Avenues are essential to improve the visibility splay here and to allow Hill traffic to give some clearance to those exiting the Avenues. I believe this to be a vital safety issue.</p> <p>I trust consideration will be given to the points I have raised.</p>	<p>The traffic speed surveys that we have carried out suggest that physical traffic calming is required to reduce speeds of some vehicles to safer levels.</p> <p>No through road signs are posted at the start of the hill. We are pleased to confirm that both Google Maps & Waze journey planning sites do not currently direct motor traffic from the A379 to Wixenford Farm via Colesdown Hill. The proposed raised table crossing point and a 20 mph speed limit may help to emphasise to HGV drivers that this is a residential road and not the access to Wixenford farm. Therefore, having discussed this concern with the council's Traffic Management team, it is not proposed to add further signage as part of this scheme.</p> <p>Additional parking restrictions in the vicinity of the Avenues are not included in these proposals, and would require further statutory consultation before being considered for implementation. However, the proposed traffic calming and reduced speed limit can be expected to reduce vehicle speeds and so improve safety for vehicles exiting the avenues onto Colesdown Hill.</p>
6	<p>A 20 mph speed limit for the southern half of Colesdown Hill: I fully support this.</p> <p>The raised table crossing point just north of the junction with Billacombe road: I fully support modifications at this crossing point however I have reservations about how effective the proposed plans will be for pedestrians crossing east to west on this point, particularly for primary school children walking that direction in the morning. The difficulty (which I know road safety officers are aware of) is that when crossing east to west one has to look essentially at all the three directions of the</p>	<p>Thank you for your support</p> <p>There is insufficient width to install a pedestrian refuge island in this location. However, highway code rule 170 – “give way to pedestrians crossing or waiting to cross a road into which or from which you are turning. If they have started to cross they have priority, so give way.” This means that vehicles exiting the roundabout should give priority to pedestrians crossing Colesdown Hill. In order to further encourage southbound vehicles to slow down and give priority to pedestrians, give way markings will be</p>

roundabout from which cars might be heading towards the Colesdown Hill exit to the north, and across at Billacombe Villas, where in the school times there is a school bus as well as other traffic exiting. To check for traffic coming down Colesdown Hill, it is actually impossible to have enough visibility to safely step out at all. As a busy roundabout on a key eastern corridor artery route, it is very hard indeed to have confidence that for nothing will come off the roundabout for sufficient time to be creeping into the road looking up Colesdown Hill. The reduced speed limit, the priority higher up the road, and the table top will of course improve the crossing situation and I have no opposition to them in that respect. However I do think that what is needed for a safer crossing is an island so that pedestrians don't have to look in five directions at once. Short of a controlled pedestrian crossing, I think this is the only thing that would improve the ability of pedestrians to make safer crossing decisions.

I know that this junction is causing problems for the older year groups at primary to be able to walk without parents. My daughter has witnessed class mates cross the road without looking, so certainly road safety educational support would be welcome for Morley Meadow. I would say that making most of my school journeys on foot, I encounter issues with vehicles about a quarter of the time, on average. They vary in how serious they are. I have had occasions where vehicles coming from the west on Billacombe Road have turned up Colesdown hill without any indicators. I have numerous occasions where I have crept out into the road only for a car to come round the blind bend on Colesdown Hill very quickly. However, I would note here that what feels very quick over such a short distance between bend and junction, may in fact often already not be more than 20mph, given the approach to the roundabout, so I'm not sure how much impact the 20mph limit will make. Drivers coming down the hill can see their way clear on the roundabout for cars before they have sight of the pavement on the east side which deters them from slowing.

I think that the installation of a children crossing sign ahead of the bend, with lights during school travel times, would be an important addition that could be made alongside the engineering infrastructure. This should also be for the whole roundabout as there are children of all ages walking on both sides in the morning and afternoon.

considered on the southbound approach to raised crossing point.

In addition, to further improve visibility, following discussions with the scheme designers and a road safety officer, we will look to include the removal of the guard railing at the junction mouth in the scheme. The removal of the guard railing may also help to slow vehicles.

There is limited space for additional signage on Colesdown Hill and it is not considered that this will be necessary if the proposed improvements are implemented.

We are engaged with Morley Meadow primary school through the Bikeit Plus programme which includes engagement on road safety. More information is [here](#).

Regarding the concern that drivers coming down Colesdown Hill have better visibility of the roundabout than they do of pedestrians waiting to cross, the building out of the footway on the eastern side may well improve this issue.

There is limited space for additional signage on Colesdown Hill and it is not considered that this will

<p>Installation of a footway connecting onto the new walking and cycling path: Fully support this.</p> <p>The double yellow lines are proposed to help stop parking around the junction mouth: I must say that walking this four times a day, usually five days a week, I have never seen parking on this junction nor up Colesdown Hill as far as can be seen from the junction. As a busy roundabout I would be very surprised to see parking there. Indeed there are safety barriers along the pavement on either side of that junction so even pavement parking isn't possible. I'm not averse to the DYL, but I don't think they are necessary. It may be that parking is sometimes an issue at the junction of Colesdown and Billacombe Villas.</p>	<p>be necessary if the proposed improvements are implemented.</p> <p>Thank you for your support</p> <p>Thank you for your comments, other respondents have indicated that they do believe that parking on Colesdown Hill in the vicinity of the junction with the A379 is a significant problem. Perhaps this only occurs at particular times of day.</p>
<p>7 I have read your communication regarding the proposed changes to accommodate the extended walkway/ cycleway along the disused railway from Saltram Meadow. I have also viewed the plans online.</p> <p>I have the following comments that I would like you to take into account.</p> <ul style="list-style-type: none"> At the exit from the walkway onto Colesdown Hill, I am concerned that children can run straight out onto the roadway (Cyclists too). A barrier needs to be placed on the kerb of the new footpath to prevent this. Although the speed is to be reduced to 20 mph and traffic is single file, this in my opinion is dangerous. A barrier would stop cyclists and pedestrians exiting directly onto the road and divert them to be parallel to traffic. Traffic lights would be my preferred method of controlling traffic flow. As I feel that motor vehicles will not act with courtesy and race through the single flow section. 	<p>Thank you for your comments.</p> <p>A barrier on the proposed footway would significantly reduce the available width of the new footway and would mean that cyclists and pedestrians would need to share the remaining constrained space because cyclists would not be able to join and leave the footway directly opposite the path down to the railway alignment. As you have noted, the speed limit and traffic calming will reduce vehicle speeds. It is also worth noting that pedestrians and cyclists joining Colesdown Hill from the proposed railway path are travelling uphill which is likely to moderate their speed and once at the top of the steps the carriageway is clearly visible to pedestrians and cyclists.</p> <p>Traffic lights would be likely to introduce additional delay compared to the current proposals because extra time needs to be allowed for the lights to change and vehicles to clear the single file section. Traffic lights would be substantially more expensive to install and then maintain and therefore these are not proposed given that the give way/priority is expected to work effectively in this road with relatively low vehicle flows.</p> <p>The give-way/priority system needs to be this length to provide a footway connecting the top of the path with Billacombe Road, any reduction will require the removal of the footway.</p>

	<ul style="list-style-type: none"> • The single section in my opinion is far too long. Vehicle drivers will have to look too far in advance and not give way and vehicles climbing Colesdown Hill will suddenly leave the bend at the Villas expecting traffic coming down the hill to give way to them. If traffic climbing the hill exceed the speed limit (20 mph) there is not enough time for downhill traffic to give way. • Has the office considered traffic calming measures as used frequently in London to stop traffic racing through streets? E.G., a short distance zig zag at the bridge and a second at the Villas. • I am in favour of the 20-mph speed limit but as we do not get any enforcement officers on Colesdown Hill I doubt that it will be enforced and be obeyed by all motorists. How will this be enforced? 	<p>Vehicles travelling up the hill will be expected to do so at low speeds, they will have just travelled over one raised table and will be approaching another road hump. Also, it is worth noting from our site visits and when measuring/tracking the existing site conditions that the hill currently often operates as an informal give-way and our design proposal is to formalise this arrangement.</p> <p>It is considered that the currently proposed traffic management measures are the most effective way to improve safety in this location.</p> <p>The 20 mph speed limit with the proposed traffic calming is expected to be largely self-enforcing. It is acknowledged that some vehicles will exceed the speed limit, in much the same way as some vehicles do already exceed the implied 30 mph speed limit, but overall speeds will be reduced and therefore safety is likely to be improved.</p>
<p>8</p>	<p>I am generally supportive of the measures proposed, principally, the addition of double yellow lines around the junction of Colesdown Hill with Billacombe Road.</p> <p>I would just like to raise a couple of points for your consideration:</p> <ul style="list-style-type: none"> • Can you confirm that a 20mph limit sign will also be installed at the existing no through traffic barrier located halfway along Colesdown Hill? This would ensure motorcycles coming from the direction of Wixenford/Stag Lodge will be aware of the change from national speed limit (60mph). • Although contrary to The Highway Code, have you considered giving priority at the southern end of Colesdown Hill to vehicles coming down the hill? Vehicles entering the road around the bottom bend will already be driving at a slower speed than vehicles coming down the hill, they can see more of the road ahead and perhaps will have a broader view of oncoming vehicles and be able to better judge whether to wait or continue driving. As a resident of Colesdown Hill for 25+ years I can speak from experience that this is already a familiar rule of courtesy practiced by the 	<p>Thank you for your support.</p> <p>20mph repeater signs are to be positioned along the full length of Colesdown Hill facing in both directions. Therefore, any vehicles entering through the barriers will be alerted that it is a 20mph limit. A 20 mph sign will be sited as close to the barriers as reasonably possible.</p> <p>The proposal is to provide priority to vehicles coming up the hill which, as you say, is consistent with the highway code. Design guidance also recommends that give way/priority systems are arranged in this manner. Reducing the speed of vehicles coming down the hill is also considered more important in safety terms because downhill vehicles will find it more difficult to stop.</p>

	<p>majority of vehicles on this stretch of the road.</p>	
<p>9</p>	<p>I would like to make a few comments regarding the proposed improvements to Colesdown Hill.</p> <p>I agree with the double yellow lines at the end of the road as parking there was dangerous for those going up and down the Hill</p> <p>I agree with the 20mph limit to stop those racing up the Hill to the barrier at the other end of Colesdown Hill where the road is shut. The area by the barrier has now become a car park for the workers on the Wixenford Business Park. Although I do not object to this area becoming an unofficial car park, I think an area should be hatched off as a turning point as it is now common practice for delivery vehicles to reverse back down Colesdown Hill as there is nowhere to turn unless they find a private driveway. One day a neighbour counted 20 cars parked at the top during the day.</p> <p>I would prefer flat topped road humps for all three road humps instead of the two further up the Hill being round topped due to the damage to cars suspensions and they tend to be noisier. The humps like the ones by Hooe Lake would be preferable.</p> <p>Additional clear signage from the barrier side of Colesdown Hill going down the Hill showing that the speed limit is 20mph for the motor bikes that come through from the Wixenford side as the speed limit on the road from Stag Lodge is 60mph.</p> <p>I'm not sure how wide the footpath will be and I am sure allowances have been made for wide vehicles, especially as vehicles will be driving very close to the wall on the opposite side of the footpath, however every few weeks huge juggernauts (40 feet long) take the wrong turn to go to Wixenford and have to reverse down the Hill onto the Billacombe Road which is very dangerous. (Knocked the wall down which the Council repaired). The closure of the Road has never been shown on GPS, the road is shown to be open. I do not know who is responsible for updating road closures for SatNavs, but every week, I have to give instructions to drivers on how to get to Wixenford Business Park. Clear signage is needed at the bottom of the Hill that it is a No Through Road/Access</p>	<p>Thank you for your support.</p> <p>Thank you for your support.</p> <p>In order to help keep the area in the vicinity of the closure barrier free of parked vehicles, a sign will be installed making clear that it is a turning area and should be kept free of parked vehicles. Relocating the barrier slightly further north, by perhaps one or two metres to provide additional space will also be considered.</p> <p>The road humps are designed in accordance with DfT guidance and would not be expected to damage vehicles as long as they are negotiated at an appropriate speed which may be lower than the 20 mph speed limit.</p> <p>20mph repeater signs are to be positioned along the full length of Colesdown Hill facing in both directions. Therefore, any vehicles entering through the barriers will be alerted that it is a 20mph limit.</p> <p>In the event that an articulated vehicle was to travel up Colesdown Hill, the 3.0m carriageway width at the give way priority system would allow this vehicle to reverse back through the scheme. In terms of the road closure along Colesdown Hill, we have input the journey from Laira Bridge to Wixenford business Park using 2 separate journey planning sites (Google Maps & Waze). We are pleased to confirm that both sites direct motor traffic to continue along Billacombe Road/ Elburton Road and turn left onto Hays Rd entering Colesdown Hill opposite Drake Memorial Park. There are also two existing signs at the bottom of the hill to make drivers aware that Coledown Hill is a No through road. The proposed raised table crossing point and a 20 mph speed limit may help to</p>

<p>only or Do not follow SAT NAV signs, I'm not sure what is available. The vegetation will need to be kept under control as well to stop scratching vehicles. The footpath was cleared last week which is the first time I have seen it done in years!</p> <p>My personal opinion is that priority should be given to traffic coming down the Hill (although I know this is the opposite to the Highway Code). Visibility at the bottom of the Hill is good and you can see what is coming down the Hill, however due to the bend to the left at the bottom of the Hill (coming down), you cannot see traffic coming up the Hill until you are too far down. This will stop people having to keep reversing up the Hill. The majority of residents already give priority to traffic coming down the Hill as the road is wider by Billacombe Villas and it is easy for traffic going up the Hill to pull in.</p> <p>It would also be good to stop cars parking on either side of the Avenues so that cars can pull out of the Avenues safely. We already have to edge out slowly due to poor visibility, and when there are cars parked there, you cannot see and it can also be difficult to manoeuvre around these parked cars. A bin lorry got stuck once by Second Avenue due to cars parked there and this caused chaos.</p> <p>These are the views of a few of the residents I have spoken to and I hope they will be considered, although no one I have spoken to has any objections to the improvements that have been put forward.</p> <p>I hope you will consider my suggestions when agreeing the proposed changes.</p>	<p>emphasise to HGV drivers that this is a residential road and not the access to Wixenford farm.</p> <p>Therefore, having discussed this with the Council's Traffic Management Team, it is not proposed to implement additional signs.</p> <p>The proposal is to provide priority to vehicles coming up the hill which, as you say, is consistent with the highway code. Design guidance also recommends that give way/priority systems are arranged in this manner. Reducing the speed of vehicles coming down the hill is also considered more important in safety terms because downhill vehicles will find it more difficult to stop.</p> <p>Additional parking restrictions in the vicinity of the Avenues are not included in these proposals, and would require further statutory consultation before being considered for implementation. However, the proposed traffic calming and reduced speed limit can be expected to reduce vehicle speeds and so improve safety for vehicles exiting the avenues onto Colesdown Hill.</p> <p>Thank you for your support.</p>
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4. RECOMMENDATION

After reviewing all consultation responses, it is recommended to proceed with the proposals and make the Traffic Regulation Order but with the following modifications to the designs:

- Remove the pedestrian guard railing on both sides of the Colesdown Hill junction with the A379 to help improve visibility, particularly on the west side and potentially help encourage lower speeds.
- Install give way markings on the southbound approach to the crossing point at the junction with the A379 to help emphasise to drivers the need to give way to pedestrians and encourage lower speeds on the approach.

- Noting the concern raised that vehicles parking at the northern end of Colesdown Hill (just south of the closure) was meaning that there was not sufficient width for vehicles to turn, "keep clear/vehicle turning area" signs will be installed on the barriers. In addition, we will look to move the barriers slightly further north to provide some additional space for parking and turning. When modifying the barriers, to ensure safety and accessibility for mobility scooters and adapted bikes for people with disabilities as well as parents with pushchairs, we will also ensure that there is 1.2 to 1.5 m width between the barriers and also add reflectors.

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

Strategic Planning and Infrastructure



STAGE 1: WHAT IS BEING ASSESSED AND BY WHOM?

<p>What is being assessed - including a brief description of aims and objectives?</p>	<p>This assessment is for the Strategic Cycle Network (SCN).</p> <p>Plymouth City Council plans to create on the ground a strategic cycle network linking each of the neighbourhoods in Plymouth. This network will allow cyclists to travel conveniently and more safely across the city. The works on the ground will also seek to make improvements for pedestrians and people with mobility impairments.</p> <p>Plymouth adopted the SCN in December 2009. It was developed by Council officers working closely with the Cycle Touring Club, the University of Plymouth, Plymouth Cycle Forum and Velo Club Plymouth. The SCN was then incorporated into the Local Transport Plan, adopted unanimously by Full Council in April 2011. The SCN has since been updated, in consultation with Plymouth Cycling Campaign, to form part of the evidence base for the adopted Plymouth and South-West Devon JLP</p> <p>It is a city plan detailing the network of key routes that we aim to create within the city. This will enable us to focus investment to have the most impact. The network is designed for both experienced and non-experienced cyclists. It does this through colour coded routes as follows:</p> <p>Purple network: The purple network is the suggested route for experienced cyclists. Experienced cyclists are generally more able and confident when dealing with traffic. The purple route is faster and more direct, however in places it will require a higher level of skill to ride safely. The route will be developed using mostly on-road cycle provision (e.g. cycle lanes, advanced stop lines), although off-road provision may be considered where the time delay is small.</p> <p>Green network: The green network is for less experienced and leisure cyclists as well as children. The main focus is on safety, allowing for a more leisurely ride and where possible away from traffic, apart from on lower speed and quieter roads.</p> <p>Combined network: Where the purple and green networks meet the route will be developed so that it is suitable for all cyclists.</p> <p>The strategic cycle network is available at:- www.plymouth.gov.uk/strategiccyclenetwork</p>
<p>Author</p>	<p>Jim Woffenden, Transport Planning Officer</p>
<p>Department and service</p>	<p>Strategic Planning and Infrastructure – Place</p>
<p>Date of assessment</p>	<p>26 September 2021</p>

STAGE 2: EVIDENCE AND IMPACT

Protected characteristics (Equality Act)	Evidence and information (e.g. data and feedback)	Any adverse impact See guidance on how to make judgement	Actions	Timescale and who is responsible
Age	<p>50+ Plymouth - 34.1% (nationally - 33.3%)</p> <p>75+ Plymouth - 7.6% (nationally - 7.5%)</p> <p>0-15 Plymouth - 17.5% (nationally - 20.2%)</p> <p>Over 75's predicted to rise faster than any other group (19k in 2011 to 24k in 2021).</p> <p>Plymouth's SCN and wider cycling programme is designed to encourage greater levels of cycling amongst both experienced and less experienced cyclists, regardless of age.</p>	<p>There is a potential conflict between pedestrians and cyclists, especially those that are elderly or have a physical disability, on shared use paths that have been converted from existing footways due to the difference in speed between cyclists and pedestrians.</p>	<p>Cycle training which teaches appropriate behaviour towards other users is now delivered to ~80% of Plymouth schoolchildren through Bikeability which in some schools is complemented by Bike It Plus. Adult cycle training is also available.</p>	<p>Plymouth School Sports Partnership, with funding from the DfT ongoing</p>
Disability	<p>The 2011 census reports that 10,042 people are listed as disabled or long-term sick.</p> <p>People with disabilities experience many transport barriers. For example, some streetscapes present obstacles for wheelchairs, and indirect pedestrian routes can make journeys on foot longer than they might otherwise be.</p> <p>Through the delivery of the SCN opportunities are taken to enhance the facilities for pedestrians, cyclists and people with mobility impairments.</p> <p>Delivery of the SCN also supports several JLP principles including:-</p> <p>Sustainable growth as a key driver behind the transport strategy, whilst making sure that transport is delivered in the most health promoting and environmentally responsible manner.</p> <p>Seeking to reduce the impact of severance caused by transport networks, enabling more journeys by walking,</p>		<p>Our adult cycle training is available to members of the public including those with disabilities, with adaptive bikes being available for use within Plymouth thus allowing cycling to be an inclusive activity.</p> <p>The Council has developed a cycling code of conduct which is included in the council's walking and cycling map.</p> <p>The design of each scheme on the ground includes consideration of</p>	<p>Continuation of programme confirmed until March 2022, and funding being sought for its extension (Sustainable Transport Team)</p> <p>Complete</p>

	<p>cycling and public transport and providing genuine alternative ways to travel from home to work and other facilities.</p> <p>Providing realistic sustainable transport choices and increasing the integration of transport modes so that people have genuine alternative ways to travel.</p> <p>Delivering transport projects which provide a safe and effective transport system, as well as supporting place shaping and healthy community objectives, as guided by the hierarchy.</p>		<p>these conflicts as part of the design process including a Road Safety Audit. Public consultation on individual schemes will also be undertaken to help identify issues.</p> <p>Seek to deliver routes that separate pedestrians and cyclists where it is practical to do so.</p>	<p>Responsibility of individual scheme designer</p> <p>Responsibility of individual scheme designer</p>
Religion or belief	<p>The 2011 census reports that:-</p> <p>148,917 people in Plymouth are Christian, 881 are Buddhist, 567 are Hindu, 168 are Jewish, 2,078 are Muslim, 89 are Sikh, 1,198 are listed as 'other religion', 84,295 have no religion and 18,191 did not state a religion. (Plymouth's population is 256,384).</p>	No negative impact	None	
Sex - including marriage, pregnancy and maternity	<p>The delivery of the SCN is in accordance with PCC's values i.e. that we are democratic, responsible, fair and work in partnership and in accordance with our equality and diversity commitment. The network is designed to be accessible to everyone regardless of gender.</p>	No negative impact	None	
Gender reassignment	<p>The delivery of the SCN will provide routes which are accessible to everyone, regardless of gender.</p>	No negative impact	None	
Race	<p>The 2011 census reports that:-238,263 people in Plymouth are white British, 153 are Gypsies or Travellers, 875 are British Indian, 202 British Pakistani, 359 British Bangladeshi, 1,251 British Chinese and 1,219 British Other Asian. 1,106 people are defined as Black British African, 343 Caribbean, 229 as other Black. The census lists 399 people in Plymouth as Arab and 605 as 'other'.</p> <p>The delivery of the SCN will provide routes which are accessible to everyone, regardless of race.</p>	No negative impact	None	

Sexual orientation - including civil partnership	The delivery of the SCN will provide routes which are accessible to everyone, regardless of sexual orientation.	No negative impact	None	
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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
Celebrate diversity and ensure that Plymouth is a welcoming city.	No negative impact	
Pay equality for women, and staff with disabilities in our workforce.	No negative impact	
Supporting our workforce through the implementation of Our People Strategy 2020 – 2024	No negative impact	
Supporting victims of hate crime so they feel confident to report incidents, and working with, and through our partner organisations to achieve positive outcomes.	No negative impact	
Plymouth is a city where people from different backgrounds get along well.	Delivery of the SCN routes will physically improve the connections between communities. In addition, as part of the delivery of the SCN consultation will be undertaken on the routes proposed thus actively engaging the community.	Ongoing during the delivery of the Strategic Cycle Network. This action is the responsibility of the Smarter Choices Team and the schemes' designers.
Human rights Please refer to guidance	No negative impact	

STAGE 4: PUBLICATION

Date: 22nd October 2021



Responsible Officer

Strategic Director, Service Director or Head of Service

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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 – *COD05 22/23*

Decision				
1	Title of decision: Woolwell To The George Transport Scheme: Phase I. Pre-Construction Contract Award			
2	Decision maker (Council Officer name and job title): Paul Barnard, Service Director for Strategic Planning and Infrastructure			
3	Report author and contact details: Steven Flaxton steven.flaxton@plymouth.gov.uk			
4a	Decision to be taken: Award of contract to Balfour Beatty for Pre-construction services of a Design & Build Contract, to complete the full detailed design of the Phase I of the Woolwell To The George Transport Scheme.			
4b	Reference number of original executive decision or date of original committee meeting where delegation was made: 09 November 2021 - Minute 201			
5	Reasons for decision: To progress detailed design and enable the construction tender process to commence.			
6	Alternative options considered and rejected: Alternative option: Do not award contract. Rejected as design required to complete the project. After completion of a procurement review in conjunction with the procurement team, the recommended delivery of the design was through the SCAPE framework as it represented best value for money for the options available.			
7	Financial implications and risks: External Transforming Cities Fund (TCF) funding has been secured to deliver this scheme, and failure to deliver within the allotted timescales would result in loss of funding and reputational damage to PCC with the Department for Transport.			
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
			X	

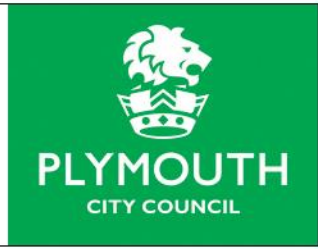
		X	in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1 million
		X	is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.
8b	If yes, 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:		<p>An efficient and sustainable transport network: This Scheme will improve journey times and reduce congestion while improving the resilience of the transport network in the north of the city.</p> <p>A wide range of homes: The Scheme will provide a key piece of infrastructure required to help deliver the 4,412 new homes identified for the Derriford and Northern Corridor Growth Area.</p> <p>A green, sustainable city that cares about the environment: The Scheme will provide a comprehensive landscape plan and environmental management and enhancement plan which not only mitigates the Scheme's impact but will provide a net gain in biodiversity.</p> <p>The Plymouth Plan: The Scheme specifically supports: Strategic Objective 1: Delivering a Healthy City "Providing a safe, efficient, accessible and health-enabling transport network which supports freedom of movement and active travel and promotes low carbon lifestyles Policy HEA6: Delivering a safe, efficient, accessible, sustainable and health-enabling transport system. Policy GR04: Using transport investment to drive growth</p> <p>There is no anticipated impact on capital / revenue budget as external funding has been secured for this work.</p>
10	Please specify any direct environmental implications of the decision (carbon impact)		No known impact. This is a service provision which is predominately desk-top design work.
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	(If no, go to section 13a)

I2a	Reason for urgency:		
I2b	Scrutiny Chair signature:		Date
	Scrutiny Committee name:		
	Print Name:		
Consultation			
I3a	Are any other Cabinet members' portfolios affected by the decision?	Yes	<input checked="" type="checkbox"/>
		No	<input type="checkbox"/> (If no go to section I4)
I3b	Which other Cabinet member's portfolio is affected by the decision?	Councillor Jonathan Drean Cabinet Member for Transport	
I3c	Date Cabinet member consulted	13/06/2022	
I4	Has any Cabinet member declared a conflict of interest in relation to the decision?	Yes	<input type="checkbox"/> If yes, please discuss with the Monitoring Officer
		No	<input checked="" type="checkbox"/>
I5	Which Corporate Management Team member has been consulted?	Name	Anthony Payne
		Job title	Strategic Director of Place
		Date consulted	13/06/2022
Sign-off			
I6	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS12 22/23
		Finance (mandatory)	pl.22.23.22.
		Legal (mandatory)	MS/38735
		Human Resources (if applicable)	
		Corporate property (if applicable)	
		Procurement (if applicable)	KK/PS/634/ED/0622
Appendices			
I7	Ref.	Title of appendix	
	A	Briefing report	
	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.				
		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
Contract Award Report				X				
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		14 June 2022	
Print Name		Paul Barnard Service Director (SP&I)						

BRIEFING REPORT

Woolwell to The George: Phase I (Pre-Construction)



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I. INTRODUCTION

- 1.1. This Executive Decision is in relation to the award of a contract for the pre-construction of Phase I for Woolwell To The George (WTTG). The works involve a range of civil engineering activities including road widening, provision of new and improvement of existing cycle facilities, upgrades of pedestrian crossing, drainage works, traffic signal installations and carriageway reconstruction and surfacing.
- 1.2. It is proposed that the procurement approach is to utilise the Scape Procure Civil Engineering & Infrastructure Framework. This approach has been selected due to the very tight timescales for this project, it has proven to be a successful delivery model for other Council schemes, it is a framework which was awarded to Balfour Beatty through a compliant competitive tender, and it involves competitive tendering of works packages and therefore highlights value for money.
- 1.3. This award report commissions critical items of the pre-construction, such as environmental surveys and assessments, utilities surveys and assessments, and outline design reviews and tasks. The full detailed design tasks will be added to the preconstruction contract following an internal feasibility review and value engineering exercise to simplify and reduce the scope of works. For example, a review of appropriate geometrical design standards is ongoing, and is likely to reduce the footprint of the works on Woolwell Road and avoid the need for retaining walls and boundary treatments.

2. BACKGROUND

- 2.1. The Woolwell to The George scheme aims to alleviate congestion at the notorious pinch-point between Woolwell Roundabout and The George, on the A386 Tavistock Road. More than 30,000 vehicles use this section of road each day and there are often queues and delays at peak times, caused by traffic having to merge over very short distances.
- 2.2. This report covers Phase I only which is detailed below:
- 2.3. A new signalised junction will be created where Woolwell Crescent joins Tavistock Road. This new junction replaces the right turn that currently takes place out of Woolwell Road, onto Woolwell roundabout. Vehicles wishing to head south will still be able to turn left here or use Woolwell Road. A new left turn into Woolwell Crescent will also be created.
- 2.4. Woolwell Road is to be upgraded between the proposed new signalised junction on the A386 (this replaces the existing roundabout where the A386 Tavistock Road meets Woolwell Road) and Woolwell Road roundabout. The amendments on Woolwell Road include a proposed signalised pedestrian junction to facilitate a desire line to the Tesco Superstore, shared use cycle/pedestrian facilities on both sides of the carriageway, and amendments to tie into the proposed junction on the A386.
- 2.5. Woolwell Crescent is to be upgraded between the proposed signalised junction on the A386 and Woolwell road roundabout. The amendments on Woolwell Crescent include incorporating shared use cycle/pedestrian facilities, upgrades to pedestrian crossing points and amendments to tie into the proposed junction on the A386.

3. REQUIRED PROJECT APPROVALS

- 3.1. It is understood that the works are considered as permitted development and therefore planning permission is not required. A planning screening opinion is being undertaken and it is proposed that a certificate of lawful development will be obtained from Plymouth City Council Planning Department. An Environment Impact Assessment (EIA) screening review

is also being undertaken, however, the initial view indicates that the phase I development does not trigger the requirement for an EIA.

- 3.2. The 'WTTG in principle CPO resolution Cabinet Report' was discussed and approved at the Plymouth City Council Cabinet Meeting on the 9th November 2021.
- 3.3. The Phase I scheme funding of £5m was added to the PCC capital programme from Transforming Cities Funding (TCF) in January 2022. Phase 2 and 3 is to be funded from the Levelling Up Fund (LUF) which was obtained in October 2021. The deadline for spending the TCF funding is end of March 2023
- 3.4. Additional approvals to be obtained include the Traffic Regulation Orders and the Temporary Traffic Regulation Orders which will be undertaken at the appropriate points within the construction programme.

4. PROCUREMENT STRATEGY OPTIONS

- 4.1. The Council's Procurement and Legal teams undertook a review of the procurement strategy in November 2019. The procurement team and transport officers undertook a further review in April 2022, and identified three potential options for procuring construction projects similar to WTTG.
 - **Option 1: Full OJEU process, involving an EU wide competitive process to source a construction contractor** (this includes fully open and restricted tender options).
 - **Option 2: Available Public-Sector Frameworks**, such as PAGBO. These have already been through an EU wide competitive process run by another public body which PCC can use ("call-off").
 - **Option 3: Plymouth City Council's Term Maintenance contract with South West Highways for smaller sections of works.** Plymouth City Council has an existing term maintenance contract with contractor South West Highways.

These three main options, as identified at the time, are summarised in the Contract Award Report.

- 4.2. The three options detailed above could be procured through a design and build or traditional construction only approach. These additional options are detailed below.

DESIGN AND BUILD CONTRACT

- 4.3. The procurement strategy set out in the Business Case indicated that a Design and Build contract utilising the SCAPE framework would be the most likely form of procurement.
- 4.4. A Design and Build (D&B) contract would involve going to tender based on the outline scheme design. A D&B contract would allow a 'sense check' of the scheme costs from the market at an early stage, and would allow contractors to input into the scheme design, and potentially in value engineering, at an early stage. However, contractors would be likely to cost risks involved in the design not being at a more detailed stage and hence a higher price might be received. The advantage of the SCAPE framework is that the construction element will be re-priced at the end of the detailed design stage (Pre-Construction stage), at this stage risks should be eliminated or reduced, and the design will be complete. This approach is similar to a two stage tender process.

- 4.5. The advantages and disadvantages of a D&B contract are considered to be:

Design and Build Route	
Advantages	Disadvantages
Speed of delivery – the D&B approach would allow a shorter programme, due to the contractor being involved at an earlier stage and the level of design control that is given to the contractor.	Scheme costs – the contractor would be likely to price the risks in the design not being at a more detailed stage which could be likely to result in higher tender prices.
Reduction in risk – the contractor would be responsible for the design and construction of the scheme, meaning PCC would be able to more effectively transfer some risks to the contractor, and would have a single point of responsibility rather than the design and construction elements being commissioned separately.	Inflexibility – there would be only limited scope for PCC to make changes to our requirements once the contractors proposals have been agreed; this would require us to ensure we have a firm and robust set of client requirements, otherwise there may be significant costs in changing the design.
Acceptance of design – given that the contractor would be responsible for producing the detailed design, the contractor will ‘buy in’ to the scheme and the detailed design is more likely to be buildable.	Design quality – there is often a perception that a contractor may be driven by price, and hence a D&B route might not be appropriate if a high quality design is required.
Cost certainty – the costs received from the tender process are more likely to provide cost certainty given the contractors involvement in the design process.	
Value Engineering – earlier involvement of contractors in the design process would allow their involvement in value engineering if needed.	
Client management – a D&B contract can involve lower client management costs given the reduced programme and that the design and construction elements aren’t commissioned separately.	

CONSTRUCTION ONLY CONTRACT

- 4.6. The procurement strategy set out in the Outline Business Case assumed a Design and Build contract would be used. However, there may be some advantages in using a Construction Only contract.
- 4.7. In a Construction Only (CO) contract, the design process is kept separate from the construction process, meaning that tendering would be carried out following the detailed design stage. This would mean that tender prices would be based on more detailed scheme designs, which could result in lower prices as risks should be lower. However, a CO contract would limit contractor involvement in value engineering, and may reduce time available for design modifications. The advantages of Early Contractor Involvement, such as buildability and traffic management reviews would not be as readily available under this option. It would also require an extension of the project programme, as a robust scheme price would only be achieved once the contract had been priced by contractors, potentially delaying submission of the Full Business Case to the DfT.
- 4.8. The advantages and disadvantages of a CO contract are set out below:

Construction Only Route	
Advantages	Disadvantages
Potential lower scheme costs – tender prices would be produced based on detailed designs, which should result in lower risks being costed and hence lower tendered prices being received.	Scheme programme – the CO approach would require the current scheme programme to be lengthened, meaning that submission of the Full Business Case to the DfT would be delayed by 9-12 months, with subsequent delays to the start of construction works.
Simpler tender process – there should be a simpler tendering and evaluation process, as all prices are based on the same information and there is less need for contractors to build in risk elements.	Fragmented responsibility – given that the design and construction elements are commissioned separately, this can result in disputes over whether construction defects are really construction defects or design defects. This process does not effectively allow for the allocation of risks, or risk transfer to the contractor.
Design process – as the design would be separately commissioned, we would retain responsibility and control of the design team.	Contractor ‘buy-in’ – the contractor is not involved in the design process and is not required to ‘buy in’ to the design; there is also limited opportunity for the contractor to be involved in value engineering.

- 4.9. The conclusion from an internal review was that a Design and Build procurement route should be adopted for phase I (as originally intended), which would allow a contractor to be commissioned at an early stage, who would develop the detailed design and also consider buildability and proposed traffic management and phases. This is considered particularly important given the sensitivity of the network, and therefore there is the option to model proposed traffic management to establish its impact in advance.

PROCUREMENT STRATEGY CONCLUSION

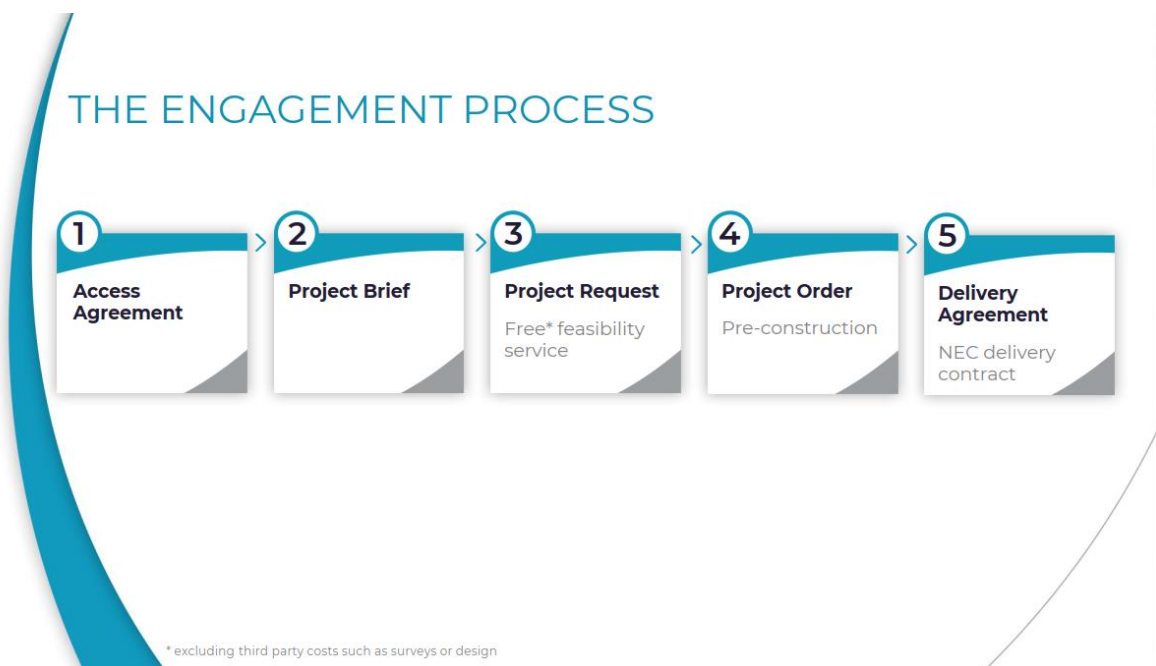
- 4.10. The above three options have been reviewed by Strategic Planning and Infrastructure team. This review has concluded that the best option was to utilise an existing available framework.
- 4.11. The use of a framework would allow a shorter project programme, whilst still ensuring best value as the framework options that were assessed as being appropriate for the scheme were all competitively tendered. FTS, the UK’s replacement to OJEU, was also considered as part of this assessment however is not deemed feasible due to the timeframe constraints of the project and the availability of resources to undertake a procurement process via this route.
- 4.12. The review of available frameworks has concluded that the Scape Procure Civil Engineering and Infrastructure Framework is an appropriate and available framework, and is the most suitable mechanism to procure the contract. The review considered the following frameworks:
- Gen 4 Civil Engineering, Highways and Transportation Collaborative Framework (Hampshire)
 - CCS Framework
 - NHS SBS – PS-Works: Public Sector Construction Works

- Pagabo Civil Engineering Framework
- Procure Partnerships

4.13. Additional information on Scape Procure Civil Engineering and Infrastructure Framework and the reasons for its selection are provided below.

5. **SCAPE PROCURE CIVIL ENGINEERING & INFRASTRUCTURE FRAMEWORK**

- 5.1. The Scape Group is a Local Authority controlled company wholly owned by Derby City, Derbyshire County, Gateshead, Nottingham City, Nottinghamshire County and Warwickshire County Councils in equal shares.
- 5.2. Scape was formed under section 95 of the 2003 Local Government Act and incorporated on 21 December 2005. It began trading on 1 April 2006. Scape acts as a Contracting Authority and Central Purchasing Body as defined in the EU Procurement Directives.
- 5.3. The Groups vision is to be leaders in collaborative working, providing cost effective solutions by using simple, easy to use and hassle free processes which deliver an inclusive and engaging experience for clients and the communities they serve.
- 5.4. Scape Procure Civil Engineering & Infrastructure Framework is delivered by Balfour Beatty, a leading international infrastructure group with more than 100 years of experience in complex infrastructure projects. Works under the Civil Engineering and Infrastructure Framework are valued from £1m to £40m and above.
- 5.5. This framework enables civil engineering and infrastructure works in sectors such as environmental, engineering, transportation, leisure, recycling and waste, defence, ports, harbours and marine, flood defence and coastal engineering, energy, education, industrial, commercial and other public sector assets.
- 5.6. To deliver value and certainty for civil engineering projects, Scape and Balfour Beatty follow a 5 stage process:



- 5.7. Stages 1-3 of the process are undertaken at Balfour Beatty's cost and therefore with no cost to the Council. The Council does not have to commit to all stages at once. Just because the Council commissions pre-construction activities (detailed design for example) does not mean that they are bound to issue a subsequent construction contract as well. It therefore offers great flexibility.

6. ENSURING VALUE FOR MONEY WITH THE SCAPE FRAMEWORK

- 6.1. This procurement path ensures value for money as the Scape Framework is an OJEU compliant and OJEU procured framework. It was subject to EU wide competition when it was set up to ensure/maximise value for money and quality.
- 6.2. Balfour Beatty were awarded the contract as a sole supplier based on their competitive tender and is able to further demonstrate value for money by competitively tendering the sub-contracted work packages through its extensive supply chain. This means that all of the project spend under this framework will have been subject to competition. Even though Balfour Beatty is the sole supplier under this framework this does not result in a monopolistic situation as Balfour Beatty were subject to EU wide competition to win the framework opportunity in the first place and the construction work for the project will be competitively tendered by Balfour Beatty. The Council can have input into that sub-contracting process if it wishes to.
- 6.3. The Scape Framework has also been used to procure design and construction services as part of the Council's South Yard project, Charles Cross Roundabout Redevelopment and more recently, the Forder Valley Transport Improvements scheme, which have reported a good positive experience.
- 6.4. The Scape process requires Detailed Design to be undertaken as part of the Pre-Construction stage and therefore before the scheme is 100% market tested prior to the submission of the construction Price. Therefore, using this framework means that Detailed Design of the WTTG scheme has been completed ahead of agreement of the Target or lump sum price depending upon which option is selected; this approach means that the construction costs are more certain at the point when the construction contract is signed.

CONTRACTOR'S PROCUREMENT AND MANAGEMENT OF SUPPLY CHAIN

- 6.5. Although the SCAPE Framework is a sole supplier award, best value through Balfour Beatty's supply chain is achieved through competitively tendering individual work packages where sub-contractors are required through its extensive supply chain. This approach demonstrates value for money by all of the project spend under this framework being subject to competition. For the purpose of this award report for initial pre-construction tasks, Balfour Beatty tendered the works to three consultants. Following this a tender review was undertaken between Balfour Beatty and Council representatives
- 6.6. By fostering collaborative, honest and open relationships, Balfour Beatty can drive performance improvement across all areas of their supply chain.

Enhancing Value

- 6.7. By working in partnership with key supply chain partners, Balfour Beatty enhance value and minimise risk; specific examples of this include the following:

- Collaborative planning forums – removes duplication and re-work for follow-on trades, by identifying constraints which may impact on interfacing works;
- Risk and opportunity workshops – identifying key risks and opportunities which are jointly managed across all suppliers for particular work sections;
- Value stream mapping – ensuring that offsite fabrication aligns with the required delivery programme and identifying bottlenecks to allow early mitigation;
- Co-location of supply chain and project staff – teams working together, removing the risk of segregation;
- Expedition of critical materials – actively managing demand peaks and troughs to avoid delays.

Tendering Processes – Approval, Selection and Performance Management

6.8. A critical aspect of the project delivery is ensuring the correct supply chain are engaged. Balfour Beatty do this with their supply chain through the implementation of strict supply chain selection and approval processes which includes:

- Supply Chain Rationalisation – Balfour Beatty review the volume of suppliers they actively trade with to ensure that they work with only the best suppliers and drive efficiencies.
- Supplier Approval Process – all new suppliers and subcontractors are required to undergo a rigorous pre-qualification assessment procedure and are required to demonstrate their capabilities and competence in all aspects of their business.
- Supplier Performance Management – once approved, annual audits are carried out to ensure standards are maintained and continuous improvement targets are set and achieved. Where necessary, improvement plans are implemented to increase performance.
- Supplier Selection – Balfour Beatty use an evaluation tool to identify and select supply chain partners based on a series of value adding criteria (not simply lowest price). The selection criteria for each package is bespoke to reflect the constraints, risks and opportunities associated with that specific element of works. Selection criteria can include:
 - Health and Safety Culture
 - Technical expertise and competence of supervisors and technical support
 - Capability and Capacity (including track record for delivery)
 - Use of local labour force and a local supply chain
 - Competitiveness of a robust price and transparency of cost base
 - Robust risk assessments and risk mitigation plans
 - Effective project controls to manage quality (systems, processes and practical evidence), time, cost, maintaining and improving programme
 - Proposals for continuous improvement and increasing productivity
 - Supply chain mapping – the identification of sub-tiers of supply, sources of raw materials and country of origin
 - Innovation
 - Sustainability initiatives

Risk Management

- 6.9. Risk management within a contractor's supply chain is critical and Balfour Beatty ensure that risks are managed and mitigated at a macro level as well as throughout the lifecycle of the project.
- 6.10. Supply chain risks are managed and mitigated through detailed, bespoke procurement strategies.
- 6.11. Some of the most common supply chain risks that Balfour Beatty monitor and manage are:
- Supply Chain Vulnerability – Supply Failure and Supplier Failure
 - Macro-Environmental Risks – Political, Economic, Social, Technological and Legal
 - Anti-Competitive Behaviour – Price Fixing
 - Sustainability – Economic, Social and Environmental
 - Health and Safety – Policy, Performance and Investment
 - Commercial – Cost Certainty
 - Programme – Delivery and Completion
 - Quality – Products and Workmanship
- 6.12. Two of the most significant risks in the current market are that of Supply Failure and Cost Escalation brought about by the increasing likelihood of an imbalance between the demand on the supply chain and their capacity and capability to supply. These risks are managed closely through Balfour Beatty's supplier relationship management programmes and through the effective execution of project procurement strategies.

Managing Health, Safety and Wellbeing

- 6.13. The health, safety and wellbeing of employees and everyone else affected by project activities are fundamental. Balfour Beatty require that everyone who works for or with them:
- Embeds health and safety as core elements in all they do
 - Takes a lead in requiring and delivering excellent health and safety
 - Works with them to eliminate the risk of serious harm from all activities
 - Upholds and promotes their policies and expected behaviours
 - Is intolerant of unsafe behaviour, short cuts and unplanned work
 - Supports those who challenge these unsafe practices, and holds people to account if they don't conform
 - Insists that everyone is involved, informed and engaged
 - Challenges, learns and innovates to reduce risk
 - Reports potentially unsafe incidents and injuries, and investigates fully to learn lessons
 - Comes to work in a fit condition

Sustainable Procurement

- 6.14. Balfour Beatty are committed to working with the supply chain to:
- Maximise the engagement of local labour and suppliers
 - Measure, understand and minimise greenhouse gas emissions and use of water

- Apply lifecycle thinking to the provision of lower impact products, materials and services
- Reduce and avoid the disposal of waste to landfill
- Provide responsibly sourced construction materials with high recycled contents
- Develop their collaborative approach to sustainable and responsible procurement
- Implement effective controls to guard against Modern Slavery
- Maximise the total amount of social value generated by the project

7. PRE-CONSTRUCTION PHASE

- 7.2. As stated, this report is for activities associated with the Phase I pre-construction works. To ensure value for money, Balfour Beatty tendered this design work to three consultants and an assessment was undertaken to identify AECOM as the preferred supplier.
- 7.3. Early Contractor Involvement (ECI) will be ongoing throughout the detailed design helping to drive savings and overcome potential construction issues before the design is finalised. This will also allow buildability reviews and traffic management during construction to be considered and embedded into the design solutions.

8. DUE DILIGENCE / COMMERCIAL RISK EVALUATION

- 8.1. This is discussed in the Contract Award Report and contains commercially sensitive information.

9. CONTRACT RISK ALLOCATION AND TRANSFER

- 9.1. The Council has a robust Risk Management Strategy which will be used to manage risks within this project by wherever possible eliminating these risks or providing mitigation to reduce them as far as possible. The scheme delivery strategy is designed to maximise the use of the Council's in house skills and where appropriate pass risk on scheme construction and delivery to those best placed to deal with such risks.
- 9.2. A risk workshop is proposed to be held during the preconstruction stage. At the workshop, all elements of the scheme development and delivery will be discussed, with the objective of updating the existing risk registers to ensure that all project risks were captured. This process will ensure a comprehensive review of risks at this stage of the project, leading to the development of an extensive risk register.
- 9.3. The Quantified Risk Assessment will be updated to cover both the design and construction elements of the scheme. Risks have will be allocated to the most appropriate owner and are shown to be either the responsibility of the Council, the Contractor or shared. As it is a live document, this will continue to be reviewed at monthly progress meetings; as risks are closed they will be removed from the Risk Register or if risks materialise they will be placed on an issues log.

10. CONTRACT PROGRAMME

- 10.1. The key milestones within the pre-construction programme for Phase I are set out below but it is important to note that the programme is under review with the contractor and their design to accelerate where possible to bring forward the on site start date.

Start Date	Milestone	Activity
10 th May 2022	Designer Mobilisation	Mobilisation of designer to undertake

		review and progress design
20 th May 2022	Initial Pre-Construction Award	Detailed Design commences
10 th June 2022	Full Pre-Construction Award	Full scope defined
Early August	Utilities Payment	Payment to utilities companies and commence lead in periods.
November 2022	Construction Phase	Construction Phase A (Woolwell Road) to commence
January 2023	Construction Phase	Construction Phase B (Woolwell Crescent Junction) to commence

11. CONTRACT MANAGEMENT

- 11.1. The Council already has a robust contract management process in place for this scheme and has secured external Contract Management support through consultants WSP to assist in the tender documentation preparation, evaluation of bids and administration of the contract during pre-construction and the lead up to the construction stage.
- 11.2. This approach enables WSP to fully scrutinise and challenge all works and prices on behalf of the Council, in order to ensure that the contractor is achieving value for money and following the approach identified within their brief and the Employer's Requirements. WSP have direct experience of managing highway engineering contracts for many public sector clients, and have recently undertaken this role on Council schemes such as Plymouth Road, Forder Valley Link Road and Forder Valley Interchange.
- 11.3. Key activities which the Contract Management team (WSP and PCC) will undertake include:
- Negotiate the full pre construction fee
 - Review and approve the detailed design proposals;
 - Ensure that value management procedures are implemented in order to minimise costs without adversely affecting quality;
 - Issue works instructions to the Contractor for any potential early enabling works;
 - Monitor works progress against both programme and forecast spend profiles, and check quality of the deliverables;
 - Review and agree the assessments of any compensation events;
 - Review and pay monthly and final valuations; and
- 11.4. The Contractor's Project Manager will be required to attend monthly Progress Meetings (or more frequently where considered appropriate) with the Council.
- 11.5. Contract change management will be overseen by the Council and their agents. The Contractor must notify the Client Project Manager, of any matter through an Early Warning, which could increase the prices, delay completion or impair the performance of the works in use. Decisions and directions will be escalated to the Strategic Growth Board as required.

12. FINANCIAL IMPLICATIONS

- 12.1. This contract award is for the pre-construction works for the Woolwell To The George Phase I.
- 12.2. The total contract value under this award is £147,061.12.
- 12.3. The funding for this award has already been accounted for within the TCF funding.
- 12.4. A summary of the funding package can be found in the Contract Award Report and contains commercially sensitive information.

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The following relates to exempt or confidential matters (Para(s) 3 of Part 1, Schedule 12A of the Local Govt Act 1972). Any breach of confidentiality could prejudice the Council/person/body concerned & might amount to a breach of the councillors /employees codes of conduct.

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EQUALITY IMPACT ASSESSMENT

Woolwell to the George



STAGE I: What is being assessed and by whom?

<p>What is being assessed - including a brief description of aims and objectives?</p>	<p>Woolwell to the George</p> <p>Aim:</p> <p>To increase capacity, reduce journey times and improve journey time reliability and to assist with accessing the George Park and Ride for public transport users whilst also bringing with it welcome benefits to cyclists and those who walk. A faster, more reliable road network will improve connectivity and unite local communities.</p> <p>The improvements that have been specifically identified are:</p> <ol style="list-style-type: none"> 1. Road widening on the A386 between the George Junction and Woolwell Roundabout. 2. Removal of current roundabout to be replaced with a signal control junction. 3. Improvements to Woolwel Crescent, allowing new right turns out and left turns in. <p><u>Objectives:</u></p> <ol style="list-style-type: none"> 1. Reduce congestion 2. Support the Strategic Road Network 3. Support all road users 4. Support housing delivery 5. Support economic growth and rebalancing
<p>Responsible Officer</p>	<p>Philip Heseltine</p>

STAGE 1: What is being assessed and by whom?	
Department and Service	Strategic Planning and Infrastructure
Date of Assessment	17 June 2021

STAGE 2: Evidence and Impact				
Protected Characteristics (Equality Act)	Evidence and information (e.g. data and feedback)	Any adverse impact?	Actions	Timescale and who is responsible?
Age	50+ Plymouth - 34.1% (nationally - 33.3%) • 75+ Plymouth - 7.6% (nationally - 7.5%) • 0-15 Plymouth - 17.5% (nationally - 20.2%) • Over 75's predicted to rise faster than any other	The scheme is not anticipated to have any adverse impact on specific age groups.	None	N/A

STAGE 2: Evidence and Impact				
Protected Characteristics (Equality Act)	Evidence and information (e.g. data and feedback)	Any adverse impact?	Actions	Timescale and who is responsible?
	group (19k in 2011 to 24k k in 2021).			
Disability	31,164 people declared themselves having long term health problem or disability.	The scheme is not anticipated to have any adverse impact on specific disability groups.	Formal crossing facilities will be upgraded to support the visually and mobility impaired.	Project Manager
Faith, Religion or Belief	<p>32.9% of the Plymouth population stated they had no religion.</p> <p>The 2011 Census data shows the following numbers of people identifying with the main religions:</p> <p>148,917 people (58.1%) identified themselves as Christian.</p> <p>Islam - 2,078 people (0.8%).</p> <p>Buddhism - 881 people (0.3%).</p> <p>Hinduism - 567 people</p>	The scheme is not anticipated to have any adverse impact on specific faiths, religions or beliefs.	None	N/A


STAGE 2: Evidence and Impact				
Protected Characteristics (Equality Act)	Evidence and information (e.g. data and feedback)	Any adverse impact?	Actions	Timescale and who is responsible?
	<p>(0.2%).</p> <p>Judaism - 168 people (0.1%).</p> <p>Sikhism - 89 people (<0.1%).</p> <p>0.5% of the population had a current religion that was not Christian, Islam, Buddhism, Hinduism, Judaism or Sikh.</p>			
Gender - including marriage, pregnancy and maternity	<p>50.6% of Plymouth's population are women.</p> <p>Of those aged 16 and over 90,765 (42.9%) people are married. 5,190 (2.5%) are separated and still legally married or legally in a same-sex civil partnership.</p> <p>There were 34 Civil Partnership Formations in Plymouth in 2013</p> <p>There were 3,280 births in 2011. Birth rate trends have been on the increase since 2001, but since 2010</p>	The scheme is not anticipated to have any adverse impact on gender.	None	N/A

STAGE 2: Evidence and Impact				
Protected Characteristics (Equality Act)	Evidence and information (e.g. data and feedback)	Any adverse impact?	Actions	Timescale and who is responsible?
	<p>the number of births has stabilised.</p> <p>Plymouth's 2011 infant mortality rate (5.5/1000 live births) is higher than both the England (4.3/1000) and South West (3.7/1000) rates.</p>			
Gender Reassignment	<p>It is estimated that there may be 10,000 transgender people in the UK.</p> <p>26 referrals from Plymouth were made to the Newton Abbott clinic (the nearest clinic), in 2013/14 to February.</p>	The scheme is not anticipated to have any adverse impact on gender reassignment.	None	N/A
Race	<p>92.9% of Plymouth's population identify themselves as White British.</p> <p>7.1% identify themselves as Black and Minority Ethnic (BME) with White Other (2.7%), Chinese (0.5%) and</p>	The scheme is not anticipated to have any adverse impact on race.	None	N/A

STAGE 2: Evidence and Impact				
Protected Characteristics (Equality Act)	Evidence and information (e.g. data and feedback)	Any adverse impact?	Actions	Timescale and who is responsible?
	Other Asian (0.5%) the most common ethnic groups. There are at least 43 main languages spoken in the city with Polish, Chinese and Kurdish as the top three.			
Sexual Orientation -including Civil Partnership	It estimated that there are 12,500 – 17,500 Lesbian, gay or bi-sexual people aged over 16.	The scheme is not anticipated to have any adverse impact on sexual orientation.	None	N/A

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 inequality gap, particularly in health between communities.	The scheme will improve journey times and reliability of journeys between major growth areas in the north of the city.	2025/2026 Head of Transport.
Good relations between different communities (community cohesion).	The scheme will provide highway capacity improvements resulting in improvements in journey times and reliability for buses and general traffic. These improvements will benefit the existing local communities and those further to the north travelling	2025/2026 Head of Transport.

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?
	<p>along the A386 and proposed new communities along the Northern Corridor. The scheme will be important in reducing the impact of these new developments on existing communities.</p> <p>The scheme also includes new widened footways and new pedestrian crossings, on and off road cycle ways (to support users of all abilities) and extension of the existing park and ride along a major bus corridor.</p>	
Human Rights	<p>It might not be possible to deliver the necessary improvements without land outside the Council's ownership, however impact on private landowners will be minimised as much as possible and every effort will be made to secure any necessary land through agreement. Throughout the scheme development regard has and must continue to be had to the fair balance that has to be struck between the competing interests of the individual and those of the community as a whole.</p> <p>Consultation and negotiation will take place with potentially affected landowners.</p>	<p>2025/2026</p> <p>Head of Transport.</p>

STAGE 4: Publication			
Director, Assistant Director/Head of Service approving EIA.		Date	17/06/2021

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