



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 week 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>

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 non-key Council Officer decision detailed below may be implemented immediately.

Delegated Decisions

I. Council Officer Decision, Anthony Payne, Strategic Director for Place:

- I.1. Saltram Meadow Roundabout to Colesdown Hill Scheme **(Pages 1 - 22)**
Contract Award

EXECUTIVE DECISION

made by a Council Officer



REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY BY AN INDIVIDUAL COUNCIL OFFICER

Executive Decision Reference Number – COD08 22/23

Decision	
1	<p>Title of decision: Saltram Meadow Roundabout to Colesdown Hill Scheme Contract Award</p>
2	<p>Decision maker (Council Officer name and job title): Anthony Payne, Strategic Director for Place</p>
3	<p>Report author and contact details: Jim Woffenden jim.woffenden@Plymouth.gov.uk</p>
4a	<p>Decision to be taken: To appoint South West Highways as the principal contractor with a contract value of £871,316 for constructing the walking and cycling route from Saltram Meadow Roundabout to Colesdown Hill, along the disused railway line.</p>
4b	<p>Reference number of original executive decision or date of original committee meeting where delegation was made: Executive Decision L21 15/16 provided authorisation to spend S106 funding and the funding awarded to Plymouth City Council by The Heart of the South West Local Transport Board and authorises all procurement processes. The decision delegates the award of the contract to the Strategic Director for Place.</p>
5	<p>Reasons for decision: The Term Maintenance Contract (TMC) provides specifically for the delivery of transport projects in addition to the core highway maintenance activities and has already been through a competitive tendering assessment process. Using the TMC provides the optimum route for early delivery by securing early contractor involvement to develop the design, by capitalising on the continuity of service provision, local knowledge and the close working arrangements that the TMC contractor has established with the Council's Highways department.</p>
6	<p>Alternative options considered and rejected: To carry out a formal tendering exercise or through the use of an appropriate framework. Both would add delay to any appointment and impact on the potential delivery of the works.</p>
7	<p>Financial implications and risks: This scheme is funded entirely through Growth Deal funding awarded by the Heart of the South West</p>

	Local Enterprise Partnership's Local Transport Board; Growth Deal Funding Awarded by the DfT; and Section 106 monies that are part of the Eastern Corridor and City Centre Strategic Cycle Network. This funding is already 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 £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.
8b	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>This scheme forms part of Eastern Corridor and City Centre Strategic Cycle Network</p> <p>Growing Plymouth</p> <p><i>Support the local economy and facilitate economic development</i></p> <p>The East-West corridor already boasts major employment with Peninsula Medical School, Plymouth University, Babcock, MoD, Princess Yachts and Oceansgate enterprise zone. Its importance will grow with 17,000 new jobs planned by 2034. This scheme is to help to support this growth by improving sustainable transport connectivity – improving access to jobs for residents, and access to skills for employees. Regular exercise also improves wellbeing and productivity.</p> <p><i>Support housing delivery</i></p> <p>There are 15,550 homes planned for the East-West corridor by 2034.</p> <p><i>Reduced carbon emissions by increasing the volume and proportion of journeys made by low carbon sustainable modes</i></p> <p>This level of growth presents an opportunity to support that growth by dramatically increasing the use of healthy, low carbon, sustainable modes of transport and improving journey reliability.</p> <p>A Caring Council</p> <p>Three air quality management areas are located on this corridor, which can be expected to benefit from this and future investment.</p>		

		<p>The benefits set out below can be expected to disproportionately benefit lower income groups:</p> <ul style="list-style-type: none"> • Improved access to services, training and employment • Encouraging modal shift away from the private car, thereby reducing congestion and accidents • Health and activity benefits • Reduced community severance • Reduced vehicle noise; several noise important areas are identified on the corridor <p>This scheme will also help address physical inactivity, which is a major problem in Plymouth, with just 18.6% of the adult population exercising for 30 minutes three times a week. Physical inactivity is estimated to cost the NHS £4.1m per annum with far greater costs to the wider community.</p> <p>Accordingly, conditional planning approval was granted in December 2021.</p>
10	Please specify any direct environmental implications of the decision (carbon impact)	<p>Plymouth City Council declared a Climate Emergency in 2019, pledging the city to become carbon neutral by 2030. Transport represents 28% of the city's carbon footprint, a proportion that is set to increase to 48% of the residual emissions under the net zero scenario even with an 80% reduction from transport. Encouraging more trips to be made by walking and cycling is essential if the Council's commitments are to be met.</p>

Urgent decisions

11	Is the decision urgent and to be implemented immediately in the interests of the Council or the public?	Yes		(If yes, please contact Democratic Support for advice)
		No	√	(If no, go to section 13a)
12a	Reason for urgency:			
12b	Scrutiny Chair signature:		Date	
	Scrutiny Committee name:			
	Print Name:			

Consultation

13a	Are any other Cabinet members' portfolios affected by the decision?	Yes		
		No	√	(If no go to section 14)
13b	Which other Cabinet member's portfolio is affected by the decision?			

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	√						
I5	Which Corporate Management Team member has been consulted?	Name	Anthony Payne						
		Job title	Strategic Director for Place						
		Date consulted	01 July 2022						
Sign-off									
I6	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS16 22/23						
		Finance (mandatory)	pl.22.23.51.						
		Legal (mandatory)	MS/38841.						
		Human Resources (if applicable)	N/A						
		Corporate property (if applicable)	N/A						
		Procurement (if applicable)	SN/PS/642/ED/070 22						
Appendices									
I7	Ref.	Title of appendix							
	A	Briefing report for publication (<i>mandatory</i>)							
	B	Strategic Cycle Network (SCN) Equalities Impact Assessment (EIA)							
	C	Colesdown Hill EIA							
Confidential/exempt information									
I8a	Do you need to include any confidential/exempt information?	Yes		If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in I8b below.					
		No	√						
		Exemption Paragraph Number							
		1	2	3	4	5	6	7	
I8b	Confidential/exempt briefing report title:								

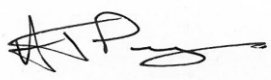
Background Papers

- 19** Please list all unpublished, background papers relevant to the decision in the table below.
Background papers are unpublished works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part 1 of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.

Title of background paper(s)	Exemption Paragraph Number						
	1	2	3	4	5	6	7

Council Officer Signature

- 20** I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act and those who do not. For further details please see the EIA attached.

Signature		Date of decision	30 June 2022
Print Name	Anthony Payne, Strategic Director for Place		

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SALTRAM MEADOW ROUNDABOUT TO COLESDOWN HILL – CONTRACT AWARD

Executive Decision briefing note



PROJECT DETAILS

The Saltram Meadow roundabout to Colesdown Hill scheme continues the high quality, traffic free walking and cycling route further east along the former railway alignment on Billacombe road, which will serve the eastern section of the Saltram Meadow development.

This is part of the Eastern Corridor Strategic Cycle Network (EC SCN) scheme and focuses on enhancing travel on that corridor, improving sustainable connectivity to growth areas with 17,000 new jobs and 15,500 houses planned by 2034. This scheme further improves connectivity provided by Laira Rail Bridge.

Current scheme drawings are available at: www.plymouth.gov.uk/saltrammeadowtocolosdownhill

SCHEME OBJECTIVES

Plymouth's population is forecast to reach 300,000 by 2034, an increase of 17%, with an accompanying increase in economic opportunity. Modelling forecasts show that by 2034, even with currently committed transport schemes and modal shift away from private car to sustainable transport of between 5 and 10%, congestion will worsen. Specifically, congestion is impacting on public transport reliability on the eastern corridor.

28% of Plymouth households do not have access to a vehicle, with this increasing to 50% in some neighbourhoods served by the east-west corridor. An expanding and improving walking and cycling network, linking to new jobs in key growth areas will help create inclusive, low carbon growth, improve productivity and address unemployment which is currently 4.7% – 1.4% higher than the regional average, and 0.3% higher than the national average.

To address this sustainably, and help make Plymouth an attractive place in which to live, work and invest, the Joint Local Plan identifies that major infrastructure investments are needed. With 67% of Plymouth commuters working in the city, and with 38% of car journeys less than 2km, walking and cycling have a key role to play.

With transport representing around 28% of carbon emissions¹, a proportion that is set to increase substantially, investment in walking and cycling to reduce overall car trips through a substantial transfer from private car is essential if we are to meet the Council's pledge to make Plymouth carbon neutral by 2030. This scheme will also help address physical inactivity which is a major problem in Plymouth with just 18.6% of the adult population exercising for 30 minutes three times a week. Physical inactivity is estimated to cost the NHS £4.1 million pa with far greater costs to the wider economy.

PROJECT COST

The project target price submitted by SWH is £871,316.

FUNDING

The contract award is funded from:

- Section 106 developer contributions.

DELIVERY TIMESCALES

The main works for the scheme are planned to start in August, or September 2022, with construction programmed to take 35 weeks.

¹ <http://naei.beis.gov.uk/>

MEMBER AND STAKEHOLDER SUPPORT

The Cabinet Member for Strategic Planning and Infrastructure approved the submission of the planning application for the scheme in March 2021.

With the approval of the Cabinet Member for Strategic Planning and Infrastructure, a planning application for the scheme was submitted in March 2021, at which point Ward members were updated. Conditional planning approval was granted in December 2021. Subsequently, in March 2022 the Cabinet Member for Transport approved the statutory consultation for the TROs required for the proposed works on the highway at Colesdown Hill. No objections have been received from Ward members regarding the proposed highway works on Colesdown Hill itself.

38 comments from members of the public have been received, of which 31 have objected to the proposals. Objections have also been received from Councillor Rebecca Smith, Gary Streeter MP and Plymouth Cycling Campaign. The overwhelming majority of objections relate to the proposed steps, with a cycle wheeling ramp, connecting the path to Colesdown Hill. The proposed steps represent an interim solution with the longer term plan to continue the path along the route of the former railway line underneath Colesdown Hill, and then back on to Billacombe Road to the east of the junction with Colesdown Hill. This represents our preferred long-term option because it provides a more direct and virtually level route back onto Billacombe road that would be accessible for all users with disabilities.

It has also been suggested that a ramp should be implemented to provide step free access onto Colesdown Hill. However, this is estimated to cost an additional £732,000 in comparison with the steps, and is not affordable within the currently available budget. Furthermore, the gradients on Colesdown Hill itself are less than ideal for those with disabilities, and therefore would not represent a fully accessible route, and so is not our preferred option. Furthermore, it would be challenging to construct this ramp without jeopardising the longer term aspiration to deliver the preferred Option 3, described below.

An alternative approach that has been proposed by Consultee's is that the scheme is paused whilst funding and landowner approval is secured for continuation of the route through the land of the adjacent landowner. However, such an approach would inevitably delay the delivery of not only the interim scheme, but also the preferred longer term solution.

Comments submitted as part of the planning process were considered by the case officer and conditional planning approval was granted in December 2021 (21/00514/FUL).

PROCUREMENT APPROACH

The Council's Term Maintenance Contract (TMC) with South West Highways specifically provides for its use to deliver transport schemes and projects in addition to the core highway maintenance activities.

The scale and nature of the works required for the scheme makes it an ideal candidate scheme for the TMC to be the delivery vehicle.

The use of the TMC has a number of benefits that would support early delivery of the works:

- Capitalise on the collaborative working arrangements that the contractor has established with the Council's Highways department and other key stakeholders and partners
- Access to the competitive price list that was secured through the vigorous and robust tendering assessment that the Council carried out to award the TMC
- Local knowledge
- Co-ordination with other planned works on the local and strategic road networks
- Early contractor involvement to progress the design and identify value savings and reduce risks in both the design and construction stages
- Supports continuity of working between the Council and the contractor to help deliver improvements in performance over the term of the TMC
- Gives confidence to and supports the local economy, helping to safeguard existing jobs and create new ones

ALTERNATIVES CONSIDERED

The alternative options to employing the TMC would be to either carry out a formal tendering exercise or use an appropriate framework. Both these options would add delay to any appointment, impacting on the delivery timescale of the works and do not have all of the benefits use of the TMC offers.

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EQUALITY IMPACT ASSESSMENT

Strategic Planning and Infrastructure



STAGE 1: WHAT IS BEING ASSESSED AND BY WHOM?

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

This assessment is for the Saltram Meadow to Colesdown Hill walking and cycling route which forms part of Plymouth's Strategic Cycle Network (SCN). This document should be read in conjunction with the EIA for the Strategic Cycle Network.

A copy of the strategic cycle network is available at:-
www.plymouth.gov.uk/strategiccyclenetwork

As noted previously, the Saltram Meadow to Colesdown Hill walking and cycling route running along a former railway line north of the A379 (hereafter referred to as "the route") forms a key extension of the city's strategic cycle network.

The route has steps and a wheeling ramp for cycles at the eastern end where it joins Colesdown Hill.

The objectives of the route, as set out in the eastern corridor and city centre business case submitted to the LTB of the Heart of the South West Local Enterprise Partnership are as follows:

- Improve facilities for pedestrians and cyclists to encourage the modal shift needed for the sustainable development of Saltram Meadow; Sherford new town; the city centre and the waterfront;
- Reduce the impacts of transport on health and the environment, and maximise health benefits; and
- Encourage walking and cycling trips for leisure and tourism.

Author

Jim Woffenden, Transport Planning Officer

Department and service

Strategic Planning and Infrastructure - Place

Date of assessment

26 September 2021

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%) 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 group (19k in 2011 to 24k k in 2021). The route would provide, an alternative path that will enable many people, including the elderly to walk, away from the air pollution of the A379 and therefore providing a substantial health benefit by encouraging exercise, and avoiding the adverse impacts of air pollution whilst carrying out the exercise.</p>	<p>Whilst the proposed route does have steps at the eastern end with a cycle wheeling ramp, all existing routes remain open, and therefore there are no negative impacts on people with a physical disability, a proportion of which are likely to be elderly.</p> <p>This is a new route with all existing routes remaining open, and therefore the issues of conflict noted above will be reduced on adjacent routes.</p>	<p>Continue the development of plans to provide a level, step free continuation of the route under Colesdown Hill and onto the A379 via the property of adjacent landowners.</p>	<p>Positive discussions have taken place with the adjacent landowner, but approval, and also funding for the route has not yet been secured, and therefore it is difficult to commit to a timescale at this stage. Similar schemes can take around 2 years from the point at which funding is secured.</p>
Disability	<p>The route provides an opportunity for people with a range of disabilities to walk and cycle for leisure, exercise and to access services and opportunities. Those with learning difficulties and other challenges which make them less able to cycle safely in traffic in particular will benefit from being able to cycle well away from traffic without road safety concerns along the A379 which is the only current alternative. This alternative has no cycle lane in the westbound direction on this stretch.</p>			

<p>Religion or belief</p>	<p>The 2011 census reports that:- 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>	<p>No negative impact</p>	<p>None</p>	
<p>Sex - including marriage, pregnancy and maternity</p>	<p>The delivery of the SCN is in accordance with PCC's values i.e. that we are democratic, responsible, fair and work cooperatively with our partners and in accordance with our equality and diversity commitment. The network is designed to be accessible to everyone regardless of gender.</p>	<p>No negative impact. The steps at the eastern end of the route would be challenging for parents with pushchairs, but the existing route along the A379 will be unchanged.</p>	<p>None Continue work to develop a level, step free route as noted under the Disability section.</p>	
<p>Gender reassignment</p>	<p>The delivery of the SCN will provide routes which are accessible to everyone, regardless of gender.</p>	<p>No negative impact</p>	<p>No negative impact</p>	
<p>Race</p>	<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'. The delivery of the SCN will provide routes which are accessible to everyone, regardless of race.</p>	<p>No negative impact</p>	<p>No negative impact</p>	

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 route will physically improve the connections between communities, particularly for those that do not have access to a car. No negative impacts are expected from the delivery of this route.	This action is the responsibility of the Smarter Choices Team and the scheme designer
Human rights Please refer to guidance	No negative impact	

STAGE 4: PUBLICATION



Philip Heseltine

Date: 22nd October 2021

Head of Transport

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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 k 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



Philip Heseltine
Head of Transport

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