



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 is 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 4.30 pm on Thursday 01 September 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 Friday 02 September 2022 if they are not called-in.

Delegated Decisions

1. Councillor Mark Shayer, Deputy Leader of the Council:

- 1.1. To procure Maintenance and Data services for Plymouth City Council Owned Parking Machines **(Pages 1 - 22)**

2. Councillor Jonathan Drean, Cabinet Member for Transport:

- 2.1. The City Of Plymouth (Traffic Regulation Orders) (Amendment Order No. 2022.2137281 - TRO Review .9) **(Pages 23 - 48)**
- 2.2. The City Of Plymouth (Traffic Regulation Orders) (Amendment Order N. 2022.2137284 North Road East) Order **(Pages 49 - 60)**
- 2.3. The City Of Plymouth (Traffic Movement And Speed Limit Regulations) (Amendment Order No. 2022.2137283 – Wolseley Road) Order & The City Of Plymouth (Traffic Regulation Orders) (Amendment Order No. 2022.2137283 - Wolseley Road) Order **(Pages 61 - 76)**
- 2.4. St Aubyn Road & Granby Way - 2137279 **(Pages 77 - 94)**

EXECUTIVE DECISION

made by a Cabinet Member



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

Executive Decision Reference Number – DL05 22/23

Decision	
1	Title of decision: To procure Maintenance and Data services for Plymouth City Council Owned Parking Machines
2	Decision maker (Cabinet member name and portfolio title): Councillor Mark Shayer, Deputy Leader of the Council
3	Report author and contact details: Darren Stoneman, Civil Enforcement Officer, 01752304194, Darren.stoneman@plymouth.gov.uk
4	Decision to be taken: <ul style="list-style-type: none"> To approve the procurement process for the maintenance of Plymouth City Council owned and operated parking machines To delegate the award of the contract to the successful tenderer to the Service Director for Street Services
5	Reasons for decision: To allow Plymouth City Council to continue to operate parking services under the Traffic Management Act 2004 to ensure that all parking devices remain operable, and well maintained to support all users of parking services within Plymouth. The parking machines generate income of approximately £2m to the council via a number of methods including cash and card, and the machines have to be maintained and serviced to provide the required level of compliance with financial regulations.
6	Alternative options considered and rejected: No alternative was considered as these services are vital to allow the machines operate effectively and protect the revenue generation in these areas,
7	Financial implications and risks: The parking infrastructure generates a significant level of income to support the delivery of the Highway Maintenance Contract. Failure to maintain the machines would result in a drop in service and associated income and lead to the machines becoming non-compliant with financial and banking (PCI) regulations.

8	<p>Is the decision a Key Decision? (please contact Democratic Support for further advice)</p>	Yes	No	<p>Per the Constitution, a key decision is one which:</p>
			X	<p>in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total</p>
		X		<p>in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1million</p>
			X	<p>is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.</p>
<p>If yes, date of publication of the notice in the Forward Plan of Key Decisions</p>		19 July 2022		
9	<p>Please specify how this decision is linked to the Council's corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget:</p>	<p>The decision will enable the council to tender for and appoint a contractor to maintain the Councils Parking Payment Machines, ensuring that they remain operational and legislatively compliant. This will help to protect the generation of revenue.</p> <p>This Decision is separate to the consultation on parking charges.</p>		
10	<p>Please specify any direct environmental implications of the decision (carbon impact)</p>	There will be no impact on the environment.		
Urgent decisions				
11	<p>Is the decision urgent and to be implemented immediately in the interests of the Council or the public?</p>	Yes		<p>(If yes, please contact Democratic Support (democraticsupport@plymouth.gov.uk) for advice)</p>
		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	x
		No	(If no go to section 14)
13b	Which other Cabinet member's portfolio is affected by the decision?	Councillor Jonathan Drean, Cabinet Member for Transport	
13c	Date Cabinet member consulted	18 July 2022	
14	Has any Cabinet member declared a conflict of interest in relation to the decision?	Yes	If yes, please discuss with the Monitoring Officer
		No	X
15	Which Corporate Management Team member has been consulted?	Name	Philip Robinson
		Job title	Service Director Place
		Date consulted	04 July 2022
Sign-off			
16	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS41 22/23
		Finance (mandatory)	djn.22.23.91
		Legal (mandatory)	MS/38874
		Human Resources (if applicable)	N/A
		Corporate property (if applicable)	N/A
		Procurement (if applicable)	N/A
Appendices			
17	Ref.	Title of appendix	
	A	20220401 Machine Maintenance Business Case	
	B	20220621 Parking Machine Maintenance Contract Equalities Impact Assessment	
	C	Briefing Report	
Confidential/exempt information			
18a		Yes	

	Do you need to include any confidential/exempt information?	No	x	<p>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.</p> <p>(Keep as much information as possible in the briefing report that will be in the public domain)</p>
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		Exemption Paragraph Number						
		1	2	3	4	5	6	7

18b	Confidential/exempt briefing report title:							
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Background Papers

19	<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 I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.</p>
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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>
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Signature		Date of decision	22/08/22
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Print Name	Councillor Mark Shayer
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P&D MAINTENANCE CONTRACT (BRIEFING)

Parking, Highway and Marine Service



Plymouth City Council currently have over 200 parking payment machines which were supplied and installed and maintained by IPS UK Ltd and Flowbird UK LTD, the machines generate an income in excess of £2m per annum to the parking trading account, from both on street and off-street locations including Card and Cash facilities.

The machines currently in place age from 1 to 22 years and require a significant amount of maintenance each year to keep operational, this includes twice yearly servicing and on call reactive maintenance plan.

When the machines were purchased, there was no consideration or procurement exercise for a contract to support the maintenance activity throughout the life of the machines or to cover the ancillary costs associated with the day-to-day operations of the machines and the back-office reporting systems. The machines in question come with a 12-month post installation warranty and all machines are now outside of that period, however due to the previous maintenance programme they still operate effectively and will continue to do so for the next 3-5 years

With advances in technology and the expectation of consumers we would expect to run a procurement exercise to replace these machines over the next 3-5 years. Ensuring the Council has a formal contractual arrangement in place for maintenance and back-office support for the current assets will protect the income to the city over the period for the interim period by ensuring a robust and compliant parking machine network

The risk with not formalising contractual arrangements is significant in the inability for Plymouth City Council to protect the parking income stream, the inability to deliver a viable, managed highway network and prevent the enforcement of the Road Traffic Act and Traffic Management Act,

The parking machine industry is manufacturer specific and there is not the ability for one provider to manage and maintain competitor's equipment and there is currently no independent solution available.

It is therefore proposed to tender for a 5 year (1+1+1+1+1) contract with a value for £1,750,000 to cover each of the current manufacturer's machine assets, it is proposed to undertake this through a single supplier contract through a recognised framework.

The recommendation is that the Council delegate authority to the Service Director for Street Services, to procure and award the tender as outlined above.

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REVENUE EXPENDITURE BUSINESS CASE

Parking Machine/terminal, maintenance, data and transmission contract



EXECUTIVE SUMMARY

The Executive Summary is a short summary of the Business Case and should be the last section you complete, this will enable you to extract or only the key facts from relevant sections i.e. 'project on a page'. The summary is a 'snapshot' of the business case which will need to tell the story and sell the proposal.

Plymouth City Council currently have over 180 parking machines that were supplied, installed, and maintained by IPS UK Ltd and Flowbird UK Ltd.

The machines generate an income in excess of £2m per annum to the parking trade account, from both on street and off street locations including Card and Cash facilities.

The machines currently in place age from 1 to 22 years and require a significant amount of maintenance each year to keep operational, this includes twice yearly servicing and on call reactive maintenance plan.

An annual contract is therefore required to support this function in order maintain the service to customers and to protect the income and assets for the Council.

The contract proposal will be to award a 5-year contract based on 1+1+1+1+1 with a break clause at the end of each year to allow for any dynamic change in the service provision.

SECTION I: PROJECT DETAIL

Project Value REVENUE	£1 875 000 (£375000 pa)	Contingency (show as £ and % of project value)	
Programme	Highways Maintenance	Directorate	Place
Portfolio Holder	Councillor Jonathan Drean	Service Director	Phillip Robinson
Senior Responsible Officer (client)	Mike Artherton	Project Manager	Darren Stoneman
Address and Post Code	Ballard House West Hoe Road Plymouth PL1 3BJ	Ward	Citywide

Current Situation: *(Provide a brief, concise paragraph outlining the current situation and explain the current business need, problem, opportunity or change of circumstances that needs to be resolved)*

Plymouth City Council currently have over 180 parking machines that were supplied, installed, and maintained by IPS UK Ltd and Flowbird UK Ltd.

The machines generate an income in excess of £2m per annum to the parking trade account, from both on street and off street locations including Card and Cash facilities.

The machines currently in place age from 1 to 22 years and require a significant amount of maintenance each year to keep operational, this includes twice yearly servicing and on call reactive maintenance plan.

When the machines were purchased, there was no consideration or procurement exercise for a contract to support the maintenance activity throughout the life of the machines or to cover the ancillary costs associated with the day-to-day operations of the machines and the back office reporting systems.

The machines in question come with a 12-month post installation warranty and all machines are now outside of that period, however due to the previous maintenance programme they still operate effectively and will continue to do so for the next 3-5 years.

With advances in technology and the expectation of consumers, we would expect to run a procurement exercise to replace these machines over the next 3-5 years.

Ensuring the Council has formal contractual arrangements in place for maintenance and back office support for the current assets will protect the income to the city over the period for the interim period by ensuring a robust and compliant parking machine network.

Proposal: *(Provide a brief, concise paragraph outlining your scheme and explain how the business proposal will address the current situation above or take advantage of the business opportunity) and (What would happen if we didn't proceed with this scheme?)*

The scheme will aim to deliver a compliant contract through an existing framework to support the maintenance and operation of this asset.

This scheme will ensure that for the projected lifetime of the machines an adequate and compliant machine maintenance regime is in place, reactive maintenance undertaken, data transmission maintained, payment options supported and back office and management information systems provided.

The parking machine industry is manufacturer specific, with no ability for one provider to manage and maintain competitor's equipment, and currently no alternative independent solution available.

Software and transmission data are also machine/supplier specific and there are no alternatives options.

The risk with not formalizing contractual arrangements is significant in the inability for Plymouth City Council to protect the parking income stream, the inability to deliver a viable, managed highway network and prevent the enforcement of the Road Traffic Act and Traffic Management Act.

Milestones and Date:		
Contract Award Date	Start On Site Date	Completion Date

SECTION 2: PROJECT RISK, OUTCOMES AND BENEFITS

Risk Register: The Risk Register/Risk Log is a master document created during the early stages of a project. It includes information about each identified risk, level of risk, who owns it and what measures are in place to mitigate the risks (cut and paste more boxes if required).

Potential Risks Identified		Likelihood	Impact	Overall Rating
Risk	Failure to agree contract	Low	Medium	Low
Mitigation	Contract through existing framework	Low	Low	Low
Calculated risk value in £ (Extent of financial risk)	£0			

Outcomes and Benefits

List the outcomes and benefits expected from this project.

(An **outcome** is the result of the change derived from using the project's deliverables. This section should describe the anticipated outcome)

(A **benefit** is the measurable improvement resulting from an outcome that is perceived as an advantage. Benefits are the expected value to be delivered by the project, measurable whenever possible)

Financial outcomes and benefits:	Non-financial outcomes and benefits:
This will maintain revenue income levels for Plymouth City Council and ensure that its parking asset remain compliant with any future changes in legislation	The levels of service to our residents, visitors and businesses will be maintained as we are able to offer a reliable, modern and reactive parking system

Low Carbon

What is the anticipated impact of the proposal on carbon emissions	None
How does it contribute to the Council becoming Carbon neutral by 2030	Parking plays a key part in managing the highway and this will continue to support the management of traffic reducing congestion and potentially allow emission based tariffs
Have you engaged with Procurement Service?	Yes
Procurement route options considered for goods, services or works	<p>In line with the Council's Contract Standing Orders Section 3, the following procurement route options have been considered.</p> <p>Procurement Options</p> <p>In line with the Council's Contract Standing Orders, this requirement is classed as a High Value / High Risk Procurement, and as such, the estimated value exceeds the relevant Public Contract Regulations threshold and is subject to the full public procurement regime as set out in the Public Contract Regulations 2015 (PCR 2015) and Public Procurement (Amendment etc.) (EU Exit) Regulations 2020.</p> <p>Of the six EU procurement procedures available, two procurement procedures are appropriate and have been considered for this particular requirement as follows:</p>

Open Procedure

With the Open Procedure, any interested bidder may submit a bid. The Council is free to use this procedure, which can be applied to both contracts and framework agreements. However in some cases it can be beneficial to choose a procedure (such as the Restricted procedure) where the number of bidders can be reduced at the selection stage based on their capability and capacity, especially if the Council does not have enough resources (such as time) to conduct a full Open Procedure.

The Open Procedure is best used where the requirements are typically straight forward, with a relatively simple selection and award process, or it is anticipated that only a small number of suppliers will respond to the advertised Contract Notice.

The practicality of the Open Procedure will depend upon the potential number of bids received and the nature of the evaluation criteria. If the Council receives a large number of bids, the evaluation of all compliant bids is likely to be time consuming.

Restricted Procedure

This is a two-stage procedure. Stage 1 is a pre-selection stage (SQ) and its purpose is to select a shortlist of five (or more) suppliers which are likely to meet the tender requirements. Stage 2 is the tender stage where shortlisted suppliers which meet the SQ stage are then invited to tender, and is used to determine a successful supplier to whom a contract will be awarded. A minimum of five suppliers must be invited to tender (Stage 2) and in any event the number of suppliers invited shall be sufficient to ensure genuine competition. The Restricted Procedure should be used for procurements where market analysis has indicated a large number of bidders are likely to be interested in participating. In this case it is beneficial to use this procedure where the number of bidders can be reduced at the selection stage based on their capacity, capability and experience to perform the contract. Like the Open Procedure the Council are free to use this procedure, in any circumstances and for any type of contract. The contract will be awarded to the most economically advantageous tender (MEAT).

Timescales to Consider

Time limits for the receipt of tenders must take account of the complexity of the contract requirement and the time required for the market place to compile and submit tenders.

For the Open Procedure, the minimum time limit for the receipt of tenders is 35 days from the date on which the contract notice is sent for publication within the Find a Tender Service (FTS).

Time limits for receipt of tenders may be reduced by five days where submission by electronic means is allowed.

If requirements are urgent, and a longer time limit is impractical as a result then the tender period may be reduced to 15 days.

For the Restricted Procedure, the minimum time limit for Stage 1 – receipt of SQ is 30 days from the date on which the contract notice is sent for publication within the Find a Tender Service (FTS).

	<p>If requirements are urgent, and a longer time limit is impractical as a result then the tender period may be reduced to 15 days.</p> <p>For Stage 2 – Tender Stage, the minimum time limit from Invitation to Tender to receipt of Tenders is 30 days.</p> <p>Time limits for receipt of tenders may be reduced by five days where submission by electronic means is allowed.</p> <p>If requirements are urgent, and a longer time limit is impractical as a result then the tender period may be reduced to 10 days.</p> <p><u>Other Options</u></p> <p>In line with the Regulation 33 of the UK Public Procurement Regulations, and the Council’s Contract Standing Orders there is also the option to use Predetermined UK/EU compliant Framework Agreements.</p> <p>The following framework has been considered:</p> <p>Eastern Shires Purchasing Organisation (ESPO) Framework 509_19 – Parking Management Solutions</p> <p>This framework is a nationally procured framework, and provides the Council with the ability to direct award via a single action tender (if appropriate to do so), or undertake a further competition. It offers a quick, simple and competitive route to purchasing which is divided into Lots for Pay & Display Solutions, Pay on Foot Solutions and Parking Management Information Systems.</p> <p>Lot – 2: Pay on Foot Solutions is the most appropriate for this this requirement and covers the supply, installation and maintenance of Pay on Foot products and services. These include entry/exit lanes, barriers, pay stations, and control centres. Technologies such as ANPR are also available for purchase.</p> <p>Some of the benefits from using this option are:</p> <ul style="list-style-type: none"> • Quick and easy to use - Compliant with UK/EU procurement legislation, so no need to run a full procurement process. • Access to specialist knowledge and advice on all aspects of the use of this framework. • Access to the market leading suppliers and their latest products. • Suppliers listed on the framework were assessed during the procurement process for their financial stability, track record, experience and technical & professional ability, before being awarded a place on the framework. • Pre-agreed terms & conditions - Pre-agreed under the framework to underpin all orders, and provide peace of mind.
<p>Procurements Recommended route.</p>	<p>Undertake two Single Action Tenders (one with each organization) through the following framework:</p> <p>Eastern Shires Purchasing Organisation (ESPO) Framework 509_19 – Parking Management Solutions</p> <p>If there is, a change in circumstances and the recommended procurement route cannot be undertake or no longer represents best value for the Council any subsequent procurement route</p>

	undertaken will be in accordance with the Council's Contract Standing Orders and Procurement Law.
Who is your Procurement Lead?	Paul Williams – Category Lead – Transport, Waste & Environment.
Is this business case a purchase of a commercial property	No
If yes then provide evidence to show that it is not 'primarily for yield'	
Which Members have you engaged with and how have they been consulted (<i>including the Leader, Portfolio Holders and Ward Members</i>)	Councillor Jonathan Drean, Portfolio Holder for Transport

SECTION 4: FINANCIAL ASSESSMENT

Breakdown of project costs including fees surveys and contingency	22/23	23/24	24/25	25/26	Future Yrs.	Total
	£m	£m	£m	£m	£m	£m
IPS	145000	165000	165000	165000	165000	805000
Flowbird	230000	210000	210000	210000	210000	1070000
Total Revenue spend	375000	375000	375000	375000	375000	1875000

Breakdown of proposed funding	22/23	23/24	24/25	25/26	Future Yrs.	Total
	£m	£m	£m	£m	£m	£m
Parking revenue	375000	375000	375000	375000	375000	1875000
Total funding	375000	375000	375000	375000	375000	1875000

Which external funding sources been explored	None this is a revenue generated expenditure
Are there any bidding constraints and/or any restrictions or conditions attached to your funding	none
Tax and VAT implications	VAT is a standard addition in these contract costs
Tax and VAT reviewed by	Sarah Scott

REVENUE COSTS AND IMPLICATIONS

Cost of Developing the Capital Project (To be incurred at risk to Service area)	
Total Cost of developing the project	0
Revenue cost code for the development costs	0
Revenue costs incurred for developing the project are to be included in the capital total, some of the expenditure could be capitalised if it meets the criteria	N
Budget Managers Name	Mike Artherton

Ongoing Revenue Implications for Service Area							
	Prev. Yr.	21/22 £	22/23 £	23/24 £	23/24 £	25/25 £m	Future Yrs.
Service area revenue cost							
Other (eg: maintenance, utilities, etc)			375000	375000	375000	375000	TBC
Loan repayment (terms agreed with Treasury Management)			0	0	0	0	0
Total Revenue Cost (A)			375000	375000	375000	375000	TBC
Service area revenue benefits/savings							
Annual revenue income (eg: rents, etc)			0	0	0	0	0
Total Revenue Income (B)			0	0	0	0	0
Service area net (benefit) cost (B-A)			0	0	0	0	0
Has the revenue cost been budgeted for or would this make a revenue pressure	Yes this is a standard annual revenue cost						
Which cost centre would the revenue pressure be shown	N/A		Has this been reviewed by the budget manager			Y	
Name of budget manager	Mike Artherton						

Version Control: (The version control table must be updated and signed off each time a change is made to the document to provide an audit trail for the revision and update of draft and final versions)

Author of Business Case	Date	Document Version	Reviewed By	Date
Darren Stoneman	01/04/2022	v 1.0	M Artherton	01/04/2022
	00/00/2021	v 2.0		00/00/2021

SECTION 6: RECOMMENDATION AND ENDORSEMENT

Recommended Decision

It is recommended that the Leader of the Council:

- Approves the Business Case
- Allocates £1875000 for the project

<ul style="list-style-type: none"> • Authorises the procurement process • Delegates the award of the contract to Service Director for Street Services. 	
Cllr Mark Shayer, Cabinet Member for Transport	
Service Director	
Either email dated:	Either email dated: <i>date</i>
Or signed: 	Signed: 
Date: 22/08/22	Date: 07/07/22
	Service Director
	<i>[Philip Robinson, Street Services]</i>
	Either email dated: <i>Date 04 July 2022</i>
	Signed:
	Date:


EQUALITY IMPACT ASSESSMENT

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:	Street Services, Place	Date of assessment:	21/06/2022
Lead Officer: Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.	Mike Artherton	Signature:		Approval date:	21/06/2022
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 	<p>To procure a new Parking machine Maintenance and transmission/data contract to ensure all parking machines in Plymouth remain operational and legally complaint</p> <p>There are no stakeholders as this is an existing service which is being formalised through a formal procurement exercise.</p>				
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>				

SECTION THREE: FULL EQUALITY IMPACT ASSESSMENT

<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>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).	Not Applicable		
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).	Not Applicable		
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		
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		
Pregnancy and maternity	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.	Not Applicable		

	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.			
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		
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>	Not Applicable		
Sex	50.2 per cent of our population are women and 49.8 per cent are men.	Not Applicable		
Sexual orientation	<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>	Not Applicable		

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>Not Applicable</p>	<p>Not Applicable</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 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>Celebrate diversity and ensure that Plymouth is a welcoming city.</p>	<p>No Impact</p>	<p>Not Applicable</p>	<p>Not Applicable</p>
<p>Pay equality for women, and staff with disabilities in our workforce.</p>	<p>No Impact</p>	<p>Not Applicable</p>	<p>Not Applicable</p>

Supporting our workforce through the implementation of Our People Strategy 2020 – 2024	No Impact	Not Applicable	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.	No Impact	Not Applicable	Not Applicable
Plymouth is a city where people from different backgrounds get along well.	No Impact	Not Applicable	Not Applicable

EXECUTIVE DECISION

made by a Cabinet Member



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

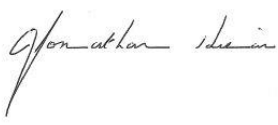
Executive Decision Reference Number - T07 22/23

Decision	
1	Title of decision: THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2022.2137281 – TRO REVIEW .9)
2	Decision maker: Councillor Jonathan Drean, Cabinet Member for Transport
3	Report author and contact details: Holly Curtis, Traffic Management Technician, email: trafficmanagementinbox@plymouth.gov.uk
4	<p>Decision to be taken: To implement the following amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004.</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: Admiralty Road, Albert Road, Athenaeum Street (lane East), Beacon Park Road, Bernice Terrace, Boringdon Terrace, Bracken Lane, Briar Road, Colebrook Road, Deptford Place, Estover Close, Estover Road, Ferndale Avenue, Headland Park, Keppel Place, Kiel Place, Kneele Gardens, Lark Hill, Linketty Lane West, Longacre, Marina Road, Mayers Way, Newnham Road, Old Laira Road, Pennycross Close, St John's Road, St Margarets Road, Trelawney Avenue, Tresluggan Road, York Place. 2. Amend Limited Waiting To 2 Hours No Return For 2 Hours Mon-Sat 9am-5pm on a length of the following road: Headland Park. 3. Amend Goods Loading Bays Mon-Sat 7am-6pm on a length of the following road: Lark Hill. 4. Amend Permit Parking At Any Time on lengths of the following roads: Admiralty Road, Boringdon Terrace. 5. Amend Permit Parking Mon-Sat 9am-7pm on lengths of the following road: Headland Park. 6. Amend No Waiting Mon-Sat 8am-6.30pm on lengths of the following roads: Trelawney Avenue, Tresluggan Road. 7. Amend No Waiting Mon-Sat 9am-6pm on lengths of the following road: Newnham Road. <p>After reviewing all comments received our recommendations are below:</p> <p>It is recommended that Headland Park is implemented as advertised and that the section of Limited Waiting will be reviewed in the next Traffic Regulation Order review to see if Permit Parking can be increased.</p> <p>All other proposals are recommended to be implemented as advertised.</p>

5	<p>Reasons for decision:</p> <p>Linketty Lane West – Add double yellow lines to allow buses to turn right.</p> <p>St Margaret’s Road – Add double yellow lines for junction protection.</p> <p>Old Laira Road – Add double yellow lines for junction protection and to prevent a car parking in front of the bus stop.</p> <p>Mayers Way – Add double yellow lines to prevent vehicles obstruction and blocking access to Radford sewage treatment.</p> <p>Bernice Terrace – Add double yellow lines to prevent obstruction to the new School gate.</p> <p>Beacon Park Road – Remove bus bay and add double yellow lines on the mini roundabout to allow buses access.</p> <p>Deptford Place – Admin only (no change on street).</p> <p>Kiel Place – Add double yellow lines for junction protection.</p> <p>Bracken Lane – Admin only (no change on street).</p> <p>Newnham Road – Remove single yellow lane to allow more parking for residents. Add double yellow lines on the junction for protection.</p> <p>St Johns Road – Add double yellow lines on the junction to prevent vehicles parking in front of the bus stop.</p> <p>Boringdon Terrace – Extend permit parking bay to create more parking for residents.</p> <p>Ferndale Avenue – Remove double yellow lines to create more parking.</p> <p>Athenaeum Street lane East – Add double yellow lines in lane to prevent obstruction.</p> <p>Trelawney Avenue / Colebrook Road – Remove sections of single yellow lines to create more parking and add double yellow lines on junctions for junction protection.</p> <p>Estover Close – Add double yellow lines for junction protection and to allow large vehicle and to allow large vehicles access.</p> <p>Alma Road/ Keppel Place/ York Place – Add double yellow lines for junction protection.</p> <p>Pennycross Close – Extend double yellow lines for further junction protection and to allow further visibility.</p> <p>Briar Road – Add double yellow lines to prevent obstruction.</p> <p>Lark Hill – Add double yellow lines for junction protection and new placement of the loading bay.</p> <p>Admiralty Road – New placement of permit parking and double yellow lines due to a new entrance.</p> <p>Headland Park - change single yellow lines to double yellow lines and extend DYs in places due to obstructions</p> <p>Marina Road – Add double yellow line for junction protection and to protect dropped pedestrian kerb.</p>
6	<p>Alternative options considered and rejected:</p> <p>I. Lake View Drive/ Holly Park Drive – Extend double yellow lines to allow buses access.</p> <p>Following public consultation, Councillor Jonathan Drea abandoned the proposals relating to Lakeview Drive and Holly Park Drive. It was agreed that this will be investigated again in the future if required.</p>

2. All other proposals				
The alternative option would be to do nothing. This option was discounted on the basis that the changes are needed for safety improvements.				
7 Financial implications and risks:				
The Traffic Regulation Order (TRO) and associated works is being funded via the Traffic Management Team and will be paid out of their budget.				
8	Is the decision a Key Decision? (please contact Democratic Support for further advice)	Yes	No	Per the Constitution, a key decision is one which:
			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 <u>Forward Plan of Key Decisions</u>				
9	Please specify how this decision is linked to the Council's corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget:	The Local Transport Plan (LTP) details the transport strategies and policies that the City Council has adopted and will be key in helping the city meet its Corporate Plan priorities, and growth agenda.		
10	Please specify any direct environmental implications of the decision (carbon impact)	None		
Urgent decisions				
11	Is the decision urgent and to be implemented immediately in the interests of the Council or the public?	Yes		(If yes, please contact Democratic Support (democraticsupport@plymouth.gov.uk) for advice)
		No	x	(If no, go to section 13a)
12a	Reason for urgency:			
12b	Scrutiny Chair		Date	

Signature:				
Scrutiny Committee name:				
Print Name:				
Consultation				
I3 a	Are any other Cabinet members' portfolios affected by the decision?	Yes		
		No	<input checked="" type="checkbox"/>	(If no go to section I4)
I3 b	Which other Cabinet member's portfolio is affected by the decision?			
I3 c	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	01/08/2022	
Sign-off				
I6	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS33 22/23	
		Finance (mandatory)	djn.22.23.87	
		Legal (mandatory)	LS/39017/JP/01082 2	
		Human Resources (if applicable)	N/A	
		Corporate property (if applicable)	N/A	
		Procurement (if applicable)	N/A	
Appendices				
I7	Ref.	Title of appendix		
	A	Briefing report for publication		

B	Equalities Impact Assessment							
Confidential/exempt information								
18 a	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
18 b	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	18/08/2022					

Print Name	Councillor Jonathan Drear, Cabinet Member for Transport
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TRO REVIEW 9

Briefing Report

1. INTRODUCTION

This report seeks delegated authority to implement amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004 in association with the TRO Review.9.

2. TRAFFIC REGULATION ORDERS REQUIRED

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

To Add;

1.1 No Waiting At Any Time

- (i) Admiralty Road, the south east & north east side from its junction with Mount Stone Road for a distance of 20 metres in a south westerly and south easterly direction
- (ii) Admiralty Road, the north-east side from a point 28.5 metres south west & south east of its junction with Mount Stone Road for a distance of 5 metres in a south easterly direction
- (vi) Albert Road, the north side from its junction with Keppel Place for a distance of 4 metres in an easterly direction
- (x) Athenaeum Street (Lane East), both sides from its junction with Alfred Street for a distance of 38 metres in a northerly direction
- (xiv) Beacon Park Road, the north side from its junction with Recreation Road for a distance of 22 metres in a westerly direction
- (xviii) Beacon Park Road, the south side from a point 35 metres east of its junction with Westeria Terrace for a distance of 16 metres in an easterly direction
- (xxii) Bernice Terrace, the south side from its junction with Bernice Terrace access road to numbers 140-196 for a distance of 30 metres in an easterly direction
- (xxvi) Boringdon Terrace, the south-east side from the extent of the adopted highway for a distance of 27 metres in a south westerly direction
- (xxx) Boringdon Terrace, the south-east side from a point 39 metres south west of the eastern extent for a distance of 8 metres in a south westerly direction
- (xxxiv) Bracken Lane, the north-east side from its junction with Plymbridge Lane (Western Section) for a distance of 26 metres in a southerly direction
- (xxxviii) Bracken Lane, the south-west side from its junction with Plymbridge Lane (Western Section) to its junction with Mercedes-Benz entrance

- (xlii) Briar Road, both sides from its junction with Hill Lane to its boundary of 55 & 57 Briar Road
- (xlv) Colebrook Road, the south side from its junction with Heybrook Avenue for a distance of 10 metres in an easterly direction
- (l) Deptford Place, the north side from its junction with Providence Street for a distance of 15 metres in a westerly direction & 10.5 metres in an easterly direction
- (liv) Estover Close, the north-west side from its junction with Estover Road to the extent of the adopted highway
- (lviii) Estover Close, the south-east side from its junction with the entrance to Unit 1, Haines Estate for a distance of 6 metres in a north easterly direction & 6 metres in a south westerly direction
- (lxii) Estover Close, the south-east side from its junction with Estover Road for a distance of 11 metres in a north easterly direction
- (lxvi) Estover Close, the south-east side from its junction with the entrance to Barden for a distance of 6 metres in a south westerly direction
- (lxx) Estover Road, the north-east side from its junction with Estover Close for a distance of 11 metres in a south easterly direction
- (lxxiv) Ferndale Avenue, both sides from its junction with Wolseley Old Road for a distance of 6 metres in a north easterly direction
- (lxxviii) Ferndale Avenue, both sides from its junction with Wolseley Old Road Lane North East for a distance of 8 metres in a north easterly direction
- (lxxxii) Ferndale Avenue, the north-west side from a point 17 metres north east of its junction with Wolseley Old Road for a distance of 5 metres in a north easterly direction
- (lxxxvi) Headland Park, the north side from its junction with North Hill to its boundary of 25 & 27 Headland Park
- (xc) Headland Park, the north side from its boundary of 33 & 35 Headland Park to its boundary of 41 & 43 Headland Park
- (xciv) Headland Park, the north side from a point 3 metres east of its boundary of 41 & 43 Headland Park for a distance of 4 metres in an easterly direction
- (xcviii) Headland Park, the north, east & south side - from a point 42 metres east of its boundary of 41 & 43 Headland Park for a distance of 27.5 metres in an easterly, southerly & westerly direction
- (cii) Headland Park, the south side from a point 224 metres east, south & west of its boundary of 41 & 43 Headland Park to its junction with North Hill
- (cvi) Headland Park, the south side from a point 111.5 metres east, south & west of its

boundary of 41 & 43 Headland Park for a distance of 15.5 metres in a westerly direction

- (cx) Headland Park, the south side from a point 135 metres east, south & west of its boundary of 41 & 43 Headland Park for a distance of 33 metres in a westerly direction
- (cxiv) Headland Park, the south side from a point 172 metres east, south & west of its boundary of 41 & 43 Headland Park for a distance of 3.5 metres in a westerly direction
- (cxviii) Headland Park, the south side from a point 182.5 metres east, south & west of its boundary of 41 & 43 Headland Park for a distance of 5.5 metres in a westerly direction
- (cxxii) Holly Park Drive, the south side from its junction with Milford Lane for a distance of 50 metres in a westerly direction
- (cxxvi) Keppel Place, both sides from its junction with Albert Road for a distance of 6 metres in a northerly direction
- (cxxx) Keppel Place, the east side from its junction with York Place for a distance of 6 metres in a northerly direction
- (cxxxiv) Keppel Place, the east side from its junction with York Place for a distance of 10 metres in a southerly direction
- (cxxxviii) Kiel Place, both sides from its junction with Manor Lane for a distance of 6 metres in a westerly direction
- (cxlii) Kneele Gardens (North Western Arm), the south-west side from its junction with Linketty Lane West for a distance of 9 metres in a north westerly direction
- (cxlvi) Lakeview Drive, the west side from its junction with Holly Park Drive for a distance of 35.5 metres in a northerly direction
- (cl) Lark Hill, both sides from its junction with North Prospect Road for a distance of 10 metres in a westerly direction
- (cliv) Linketty Lane West, the north-west side from a point 9 metres north east of the boundary of numbers 27 & 29 to its junction with Kneele Gardens (North Western Arm)
- (clviii) Longacre, both sides from its junction with St Margarets Road for a distance of 10 metres in a northerly direction
- (clxii) Marina Road, the south-east side from its junction with Jubilee Road for a distance of 8 metres in a north easterly direction
- (clxvi) Mayers Way, all sides for its entirety
- (clxx) Newnham Road, the north side from its junction with Boringdon Hill for a distance of 23 metres in an easterly direction
- (clxxiv) Old Laira Road, the south side from a point 4 metres east from the western boundary of number 26A for a distance of 6 metres in an easterly direction

- (clxxviii) Pennycross Close, the west side From its junction with Ham Drive for a distance of 18 metres in a northerly direction
- (clxxxii) St John's Road, the south-west side from its junction with Stamford Lane to its junction with Cunliffe Avenue
- (clxxxvi) St Margarets Road, the north side from its junction with Longacre for a distance of 14 metres in a westerly direction & 14 metres in an easterly direction
- (cxc) Trelawney Avenue, the south side from its junction with Tresluggan Road for a distance of 6 metres in a westerly direction and 8 metres in an easterly direction
- (cxciv) Trelawney Avenue, the south side from its junction with Heybrook Avenue for a distance of 10 metres in a westerly direction
- (cxcviii) Tresluggan Road, both sides from its junction with Trelawney Avenue for a distance of 10 metres in a southerly direction
- (ccii) York Place, the north side from its junction with Keppel Place for a distance of 11 metres in an easterly direction
- (ccvi) York Place, the south side from its junction with Keppel Place for a distance of 10 metres in an easterly direction

3.01 Limited Waiting To 2 Hours No Return For 2 Hours Mon-Sat 9am-5pm

Headland Park, the south side from a point 194 metres east, south & west of its boundary of 41 & 43 Headland Park for a distance of 30 metres in a westerly direction

6.12 Goods Loading Bays Mon-Sat 7am-6pm

Lark Hill, the north side from a point 10 metres west of its junction with North Prospect Road for a distance of 10 metres in a westerly direction

8.01 Permit Parking At Any Time

- (i) Admiralty Road, the north-east side from a point 33.5 metres south west & south east of its junction with Mount Stone Road for a distance of 31 metres in a south easterly direction
- (ii) Admiralty Road, the north-east side from a point 20 metres south west & south east of its junction with Mount Stone Road for a distance of 8.5 metres in a south easterly direction
- (vi) Boringdon Terrace, the south-east side from a point 27 metres south west of the eastern extent for a distance of 12 metres in a south westerly direction
- (x) Boringdon Terrace, the south-east side from a point 47 metres south west of the eastern extent for a distance of 23 metres in a south westerly direction

8.03 Permit Parking Mon-Sat 9am-7pm

- (i) Headland Park, the north side from its boundary of 25 & 27 Headland Park to its boundary of 33 & 35 Headland Park
- (ii) Headland Park, the north side from its boundary of 41 & 43 Headland Park for a distance of 3 metres in an easterly direction
- (vi) Headland Park, the north side from a point 7 metres east of its boundary of 41 & 43 Headland Park for a distance of 35 metres in an easterly direction
- (x) Headland Park, the south side from a point 69.5 metres east, south & west of its boundary of 41 & 43 Headland Park for a distance of 42 metres in a westerly direction
- (xiv) Headland Park, the south side from a point 127 metres east, south & west of its boundary of 41 & 43 Headland Park for a distance of 8 metres in a westerly direction
- (xviii) Headland Park, the south side from a point 168 metres east, south & west of its boundary of 41 & 43 Headland Park for a distance of 4 metres in a westerly direction
- (xxii) Headland Park, the south side from a point 175.5 metres east, south & west of its boundary of 41 & 43 Headland Park for a distance of 7 metres in a westerly direction
- (xxvi) Headland Park, the south side from a point 188 metres east, south & west of its boundary of 41 & 43 Headland Park for a distance of 6 metres in a westerly direction

REVOCATIONS**No Waiting At Any Time**

- i. Admiralty Road, the n-e & east side, from its junction with Mount Stone Road for a distance of 23 metres in a southerly and south easterly direction
- ii. Admiralty Road, the north-east side, from a point 28 metres south and east of its junction with Mount Stone Road for a distance of 2 metres in a south easterly direction
- iii. Admiralty Road, the north-east side, from a point 45 metres south and east of its junction with Mount Stone Road for a distance of 6 metres in a south easterly direction
- iv. Boringdon Road, the south side, from the extent of the adopted highway (entrance to MOD property for a distance of 27 metres in a westerly direction
- v. Boringdon Road, the south side, from a point 39 metres west of the entrance to the MOD property for a distance of 12 metres in a westerly direction
- vi. Colebrook Road, the east side, for the entire length

- vii. Ferndale Avenue, both sides, from the junction with Wolseley Old Road to a point 8 metres north east of the junction with Wolseley Old Road Lane North East
- viii. Headland Park, the north side, from the junction with North Hill for a distance of 42 metres
- ix. Headland Park, the north side, from the closed end for a distance of 10 metres in a westerly direction
- x. Headland Park, the south side, from the junction with North Hill for a distance of 40 metres
- xi. Headland Park, the south side, from the closed end and including the eastern kerbline for a distance of 9 metres in a westerly direction.
- xii. Holly Park Drive, the south & west side, from the junction with Milford Lane for a distance of 14 metres
- xiii. Trelawney Avenue, the south side, from its junction with Heybrook Avenue to a point 6 metres west of its junction with Tresluggan Road
- xiv. St Johns Road, the south & west side, from a point 15 metres north west of its boundary between 47 & 55 St Johns Road for a distance of 58 metres in a north westerly direction
- xv. Pennycross Close, the west side, from its junction with Ham Drive for a distance of 12 metres in a northerly direction.
- xvi. Lakeview Drive, the west side, from its junction with Holly Park Drive for a distance of 12 metres in a northerly direction
- xvii. Deptford Place, the north side, from its junction with Providence Street for a distance of 15 metres in a westerly direction & 14 metres in an easterly direction

No Waiting Mon-Sat 8am-6.30pm

- (i) Trelawney Street, the north side, from a point 103 metres east of the junction with Wolseley Road for a distance of 18 metres in an easterly direction
- (ii) Tresluggan Road, the east side, from the junction with Trelawney Avenue for a distance of 16 metres in a southerly direction

No Waiting Mon-Sat 9am-6pm

Newnham Road, the north-west side, from the junction with Boringdon Hill for a distance of 51 metres in a north easterly direction

No Waiting Mon-Sat 9am-7pm

- (i) Headland Park, the north side, from a point 42 metres east of its junction with North

Hill for a distance of 20 metres in an easterly direction

- (ii) Headland Park, the north side, from a point 69 metres east of its junction with North Hill for a distance of 32 metres in an easterly direction
- (vi) Headland Park, the north side, from a point 124 metres east of the junction with North Hill for a distance of 22 metres in an easterly direction
- (x) Headland Park, the north side, from a point 149 metres east of the junction with North Hill for a distance of 4 metres in an easterly direction
- (xiv) Headland Park, the south side, from a point 131 metres east of the junction with North Hill for a distance of 11 metres in an easterly direction
- (xviii) Headland Park, the south side, from a point 87 metres east of its junction with North Hill for a distance of 32 metres in an easterly direction
- (xxii) Headland Park, the south side, from a point 80 metres east of its junction with North Hill for a distance of 3 metres in an easterly direction

Limited Waiting To 2 Hours No Return For 2 Hours Mon-Sat 9am-5pm

Headland Park, the south side, from a point 40 metres east of the junction with North Hill for a distance of 20 metres in an easterly direction

Permit Parking At Any Time

- (i) Boringdon Road, the south-east side, from a point 27 metres south-west of the eastern extent (entrance to MOD property) for a distance of 12 metres in a south westerly direction
- (ii) Boringdon Road, the south-east side, from a point 51 metres south-west of the eastern extent (entrance to MOD property) for a distance of 24 metres in a south westerly direction

Permit Parking Mon-Sat 9am-7pm

- (i) Headland Park, the north side, from a point 101 metres east of the junction with North Hill for a distance of 21 metres in an easterly direction
- (ii) Headland Park, the north side, from a point 153 metres east of the junction with North Hill for a distance of 35 metres in an easterly direction
- (vi) Headland Park, the north side, from a point 143 metres east of its junction with North Hill for a distance of 2 metres in an easterly direction
- (x) Headland Park, the south side, from a point 72 metres east of its junction with North Hill for a distance of 8 metres in an easterly direction

- (xiv) Headland Park, the south side, from a point 83 metres east of its junction with North Hill for a distance of 4 metres in an easterly direction
- (xviii) Headland Park, the south side, from a point 60 metres east of the junction with North Hill for a distance of 7 metres in an easterly direction
- (xxii) Headland Park, the south side, from a point 119 metres east of the junction with North Hill for a distance of 12 metres in an easterly direction
- (xxvi) Headland Park, the south side, from a point 142 metres east of the junction with North Hill for a distance of 42 metres in an easterly direction

Permit Parking At Any Time

- (i) Admiralty Road, the north-east side, from a point 23 metres south-east of its junction with Mount Stone Road for a distance of 5 metres in a south easterly direction
- (ii) Admiralty Road, the north-east side, from a point 30 metres south-east of its junction with Mount Stone Road for a distance of 15 metres in a south easterly direction
- (vi) Admiralty Road, the north-east side, from a point 76 metres north-west of its junction with Durnford Street for a distance of 14 metres in a north westerly direction

Goods Loading Bays Mon-Sat 7am-6pm

Lark Hill, the north side, from a point 13.5 metres west of its junction with North Prospect Road for a distance of 10 metres in a westerly direction

3. STATUTORY CONSULTATION

Proposals

The proposals for the TRO Review.9 were advertised on street, in the Herald and on the Plymouth City Council website on 27th June 2022. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 22nd June 2022.

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

There have been 3 representations received relating to Boringdon Terrace

Consultation	Comments
<p>I am writing this email to OBJECT Amd.2022.2137281 TRO Review 9 point 4 Amend Permit Parking At Any Time on lengths of the following road: Boringdon Terrace.</p> <p>The reason for my objection is because of the following reason...</p> <ul style="list-style-type: none"> - It's not clearly stated where the extension of the permit parking only, will actually start/finish. <p>Over the last year I've had repeated issues with access to the residential and commercial property</p>	<p>Thank you for your recent comments towards the proposals – 2022.2137281.</p> <p>I have attached the plan for you and can confirm that the Keep Clear marking will not be removed and is staying in situ.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory</p>

<p>of Boringdon Terrace, Turnchapel, Plymouth. I've had numerous email correspondence with a Traffic Management Technician with regards access to the original private end of Boringdon Terrace being blocked by residents and also visitors to the village itself. The outcome of said correspondence was the installation of 'Keep Clear' markings in front of the private lane of Boringdon Terrace installed by PCC.</p> <p>Since these marking have been placed, I have had to contact Devon & Cornwall Police on numerous occasions as vehicles have been causing an obstruction and blocking the end of the terrace, resulting in failed deliveries.</p> <p>In correspondence with the technician, she informed me that <i>'Obstruction is a police matter and if vehicles are blocking assess this should be called through to 101.</i> This has been done on several occasions. I've received only one Police Log Number which is as follows: <i>DCP-20220427-0339</i>, the rest of the calls i logged all came back with the same response... <i>'Your local council's traffic enforcement officers are best suited to deal with parking issues such as vehicles parking on double yellow lines or not abiding by parking rules and regulations.'</i></p> <p>The addition of having the Keep Clear sign on the road is crucial to the residents and the commercial property of the privatised section of Boringdon Terrace as it allows an adequate amount of space for a turn onto the terrace should cars need to park outside their own properties and also for deliveries to said properties and the commercial property itself.</p> <p>If there is guarantee that the Keep Clear markings will not be removed to allow for the Permit Parking Only extension then I would happily change my view of objection</p>	<p>process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>I object to any extended residents parking , or enforcement of no waiting time in the area at the front of the property on Boringdon Terrace heading West for ten meters to the entrance of the elevated terrace Road on the grounds of the uncertainty of ownership . Whilst PCC have shown some recent adoptive plans marked with hatch ,I still dispute the legal ownership of this small area , as from this historic photo you can clearly see the extended original wall , approximately 6 meters, this section of wall was incomplete and in need of rebuilding and was removed by the council instead of reinstating it to the position it presently terminates at. A previous permit parking bay was removed from this area</p>	<p>Thank you for your recent comments towards the proposals – 2022.2137281.</p> <p>I can confirm that the land is HMPE land which means Highway Maintainable at Public Expense.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p>

<p>over fifteen years ago for this very reason of ownership. the concrete pad still remains today showing where a post was fixed . If there was no question over ownership PCC would not of approved its removal.</p> <p>We already have to endure the resent KEEP CLEAR advisory, marking laid down by PCC in front of Grade II listed houses in a conservation area.</p> <p>I do not have a problem with extending the permit parking further, in an Easterly direction outside of No 3 Boringdon Terrace by a car length of six meters as this currently has double yellow lines and would be more suitable to becoming a resident parking bay . The public house Boringdon Arms does not receive any deliveries along this private section of road, and any refuse collection is removed at the entrance of this elevated section of road once a week as it cannot drive down this section due to cars parking to one side and the vehicle being too wide. The refuse vehicle would have to go over the pedestrian pavement causing a safety issue and damage to the walkway that is made up of a mix of granite, and limestone flagstones an expensive product with historical interest.</p>	<p>You will be notified if and when the proposals will be implemented.</p>
<p>I am writing this email to OBJECT Amd.2022.2137281 TRO Review 9 point 4 Amend Permit Parking At Any Time on lengths of the following road: Boringdon Terrace.</p> <p>The reason for my objection is because of the following reason...</p> <ul style="list-style-type: none"> - It's not clearly stated where the extension of the permit parking only, will actually start/finish. <p>Over the last year I've had repeated issues with access to the residential and commercial property on Boringdon Terrace, Turnchapel. I've had numerous email correspondence with a Traffic Management Technician with regards access to the original private end of Boringdon Terrace being blocked by residents and also visitors to the village itself. The outcome of said correspondence was the installation of 'Keep Clear' markings in front of the private lane of Boringdon Terrace installed by PCC.</p> <p>Since these marking have been placed, I have had to contact Devon & Cornwall Police on numerous occasions as vehicles have been causing an obstruction and blocking the end of the terrace, resulting in failed deliveries.</p> <p>In correspondence the technician, she informed me that '<i>Obstruction is a police matter and if vehicles are blocking assess this should be called through to 101.</i></p>	<p>Thank you for your recent comments towards the proposals – 2022.2137281.</p> <p>I have attached the plan for you and can confirm that the Keep Clear marking will not be removed and is staying in situ.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>

<p>This has been done on several occasions. I've received only one Police Log Number which is as follows: <i>DCP-20220427-0339</i>, the rest of the calls i logged all came back with the same response... <i>'Your local council's traffic enforcement officers are best suited to deal with parking issues such as vehicles parking on double yellow lines or not abiding by parking rules and regulations.'</i></p> <p>The addition of having the Keep Clear sign on the road is crucial to the residents and the commercial property of the privatised section of Boringdon Terrace as it allows an adequate amount of space for a turn onto the terrace should cars need to park outside their own properties and also for deliveries to said properties and the commercial property itself.</p> <p>If there is guarantee that the Keep Clear markings will not be removed to allow for the Permit Parking Only extension then I would happily change my view of objection.</p>	
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There have been 2 representations received relating to Briar Road

Consultation	Comments
<p>Comment 1:</p> <p>I am writing in respect of the above order and the negative effect this will have on the residents of Briar Road- of which I am one and surrounding roads such as Widey View and Hill Lane.</p> <p>At the present time we already suffer with lack of car parking spaces for the residents cars and the removal of an additional three parking spaces by the imposition of this new “no waiting at any time” restriction will cause huge problems for us and the residents of Widey View (the nearest adjoining road) as we fight for spaces to park our cars overnight.</p> <p>I cannot imagine the reasons for the imposition of this order as I have never in the 25 years that I have been a resident had any problems with road blockages caused by the cars parked at the end of our road.</p> <p>Our road leads to an un-adopted lane which is in poor condition and therefore little used and therefore imposing parking restrictions at the end of what is essentially a dead end seems ludicrous.</p> <p>Please can I ask for the reasons behind this order and why notices informing us of this decision have only appeared within the last few days seemingly leaving us little time to express our concerns.</p> <p>Comment 2:</p> <p>Thank you for taking the time to reply to my email.</p>	<p>Response 1:</p> <p>Thank you for your recent comments towards the proposals – 2022.2137281.</p> <p>The reasoning for this proposal is to prevent obstruction at the end of Briar Road near to the private lane, emergency vehicles have been obstructed at this point.</p> <p>The street notices were placed on Briar Road on the 24th June 2022.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>Response 2:</p> <p>Thank-you for your further comments, I can confirm that they will be added to our records for consideration.</p> <p>I can also confirm that a site visit was undertaken and if vehicles park in this location it would cause an obstruction not only to the private lane but to some houses also.</p>

<p>I am still confused as to why this proposal is being considered- I wonder if an actual inspection of the area has been undertaken?</p> <p>The track that links Hill Lane with the end of Briar Road is just that- a private unmade lane that is too narrow and in a condition that would mean only a vehicle the size of a car would be able to access it. Certainly ambulances and fire vehicles would not be able to access it due to their size and the road condition.</p> <p>Therefore it makes no sense to put parking restrictions at the end of the road to allow access to this “inaccessible lane”.</p> <p>In fact by creating more traffic problems I.e. by causing a reduction in car parking spaces on Briar Road, you are more likely to create blockages at the beginning of the road where it joins Widey View, where there are few turning points and vehicles will attempt to park and end up blocking the road.</p> <p>Parking on the road is already challenging and by reducing the space available you will create more blockages for emergency vehicles- the very situation you are hoping to resolve.</p> <p>I hope this feedback can be added to your records for consideration.</p>	<p>You will be notified if and when the proposals will be implemented.</p>
<p>Please accept this email as our full support in the adding of no waiting at any time, double lines being added in Briar Road.</p> <p>As owners of a property on Briar Road, we see the safety, obstruction and visibility concerns the parking of vehicles so close to the tight bend on to unadopted Hill Lane.</p> <p>Although this leave no parking directly outside some properties, the bigger picture is the loss of just 1-2 spaces versus safety of children of the nearby school and other dangerous impacts the obstructions cause.</p> <p>Visitors can easily park in the nearby bigger roads and walk a few minutes if necessary, safety is paramount to us.</p> <p>Delivery vans and bigger vehicles ask some residents to open their gates to allow for them to turn, due to vehicles being parked by the bend, which does not then allow for vehicles to safely navigate the bend into Hill Lane.</p> <p>An ambulance got stuck as per the attached picture, for which thankfully they turned on a drive and this allowed them to get to hospital. We are conscious that a few added minutes whilst an Ambulance is delayed could have devastating</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2022.2137281.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>

<p>consequences for a patient in need of urgent hospital treatment.</p> <p>We have discussed with the neighbours who are those who may be affected with the yellow lines and all are in full support of this safety improvement.</p>	
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There has been 1 representation received relating to Headland Park

Consultation	Comments
<p>I have no objections to the change from single to double yellow lines in the street but I do object most strongly to the loss of the residents parking bay in front of 11-13 Headland Park. Parking for residents in the street is already very difficult; the current layout has operated without problems for over 20 years now. This section of road regularly accommodates large delivery vehicles, council refuse lorries and even fire engines without any obvious issues. I do not know what has changed recently to justify the removal of the parking bay.</p> <p>I would like to suggest an alternative to reduce parking demand in the street. Highways policy is that where there is intensification of use, i.e. where a family home is converted to flats or a HMO, that property is removed from the Residents Permit list. Currently, this only comes to light when a planning application is approved. A large number of properties in Headland Park have been converted without planning permission which is why only 4 of 53 houses are on the Permit Exclusion List, which is clearly massively unrepresentative of the true position. A simple cross check against the authority's records of Council Tax exempt student properties would show those properties that should be removed from the permit list for intensification.</p> <p>To restate, I am strongly opposed to the removal of the parking bay for no demonstrably good reason.</p>	<p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>In regards to permits, following the redevelopment of a number of residential properties, the Council introduced an exclusion process in May 1997 which stipulates any property situated within a controlled parking zone that obtained planning consent to be: demolished or re-developed, be changed from a single occupancy to multiple occupancy or be subject to any other changes that would increase the demand for parking would automatically be excluded from buying a resident parking permit to park on-street. However, prior to September 2012 there was no requirement to apply for planning permission to change a property to a house in multiple occupation (HMO). Therefore, properties that were a HMO prior to September 2012 would be still eligible for resident parking permits, as the exclusion process would not apply.</p> <p>If you are concerned that a property has undergone changes without planning consent, then you can report this at www.plymouth.gov.uk/planninganddevelopment/planningapplications/reportallegedunauthoriseddevelopment. Planning will fully investigate, and this may result in the property being retrospectively excluded from the residents parking scheme.</p>

There has been 1 representation received relating to Lakeview Drive and Holly Park Drive

Consultation	Comments
<p>Comment 1:</p>	<p>Response 1:</p> <p>Thank you for your recent comments towards the proposals – 2022.2137281.</p>

<p>I am writing to strongly 'object' to the proposed extension of double yellow lines along the west side of Lake view drive.</p> <p>With the previous extension along Lake view drive of double yellow lines it has already placed a strain on the roadside parking with many people now forced to park down Holly park drive to accommodate. Of an evening there are zero spaces on the road.</p> <p>By adding further restrictions this will amplify the issue, and will be sure to cause neighbourhood tensions over parking.</p> <p>The bus access is more than adequate at the junction between Holly park drive and Lake view drive, I have never seen a bus not able to pass with ease.</p> <p>The issue occurs when the bus drivers like to cut across the corner which creates a hazard for drivers travelling towards the Holly park drive junction. When they take the corner as they should, by going slightly wide due to the length of their vehicle, there are no issues and visibility of traffic coming down the road is ample.</p> <p>Has this been reviewed by the council? I could sit outside all day and see no issues other than when the bus drivers cut the corner.</p> <p>I feel that citybus have made a complaint and this has not been looked into, when, in fact the bus drivers are at fault.</p> <p>Myself and my wife both need cars, due to working various shifts patterns for both the NHS and Babcock. The public transport would never accommodate our shift patterns.</p> <p>This proposal will mean we now cannot park outside/ near our home or we will be taking up other properties roadside parking.</p> <p>With two young children that are both taken to school/ collected each day, we would more than likely be forced to move home, which after both working right through the pandemic, classified as critical workers, would be a real kick in the teeth, especially with the money we've invested in the property.</p> <p>The buses also do not cover this street on the weekends anymore, but you feel double yellow lines which will affect all residents near the junction 24/7 is the solution. I cannot see how this is acceptable. How many people actually use this bus service as normally it's empty after travelling down lake view drive/ close, and I've lived on these roads since 2012.</p>	<p>The reasoning for this proposal is due to the service being unable to collect passengers on this route and City Bus provided evidence of this.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p> <p>Response 2:</p> <p>Please see photographic evidence attached.</p> <p>Response 3:</p> <p>Many thanks for your further comments.</p> <p>At the end of the consultation period, I will meet with City Bus and see if I can reduce the proposed restrictions.</p> <p>You will be notified if and when the proposals will be implemented.</p>
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<p>Has the council thought about widening the road, as there is a grass verge on the west side, owned by the council, or contacting home owners about discussing options like extending off road parking and dropping curbs to allow for driveway extensions?</p> <p>Appreciate communication on this as it will seriously affect my family.</p> <p>Comment 2:</p> <p>Would it be possible to see this evidence? Which shows a bus not being able to get through the junction, as I don't believe cars on the west side of Lake view drive would be a contributing factor. I appreciate what your trying to achieve but taking residential parking away because a bus service simply doesn't like a road layout seems ludicrous.</p> <p>Comment 3:</p> <p>Thank you. As you can see in the photos, at the point the bus passes the yellow car) the width of the road is more than enough for a bus to pass, the white car does not live near the junction, I would guess they were parking up to visit the post box on the corner, which is convenient for them to use this as evidence as normally 99% of the time the only car on the west side is my wife's.</p> <p>This does not show justification to put double yellow lines all the way up to my drive.</p> <p>I can take photo evidence everyday for the next week if you wish to prove my point?</p>	
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There has been 1 representation received relating to St Margaret's Road

Consultation	Comments
<p>I have sent this e mail to object to the proposed double yellow lines on St Margarets Rd and Longacre. I have also sent a paper copy with photos as evidence. I know the residents of Longacre have got together to take and share photos of parked cars I've attached a screenshot of their Facebook group. This is not a true representation of the street back in 2019 Plymouth road was having major work done causing huge volumes of traffic in St Margarets Rd and a house was having a big extension built so for a while we had tradesmen and lorries delivering building goods so it was chaos for a while but I have attached photos showing how our street is now photos we're taken at all different times of the day. We have already lost so much on street</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2022.2137281.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented</p>

parking due to two huge marked out bus stops one double the length of a bus. I have written more in my paper copy as emails are limited on the attachments I can send.	
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4. RECOMMENDATION

After reviewing all comments received, our recommendations are below:

During the final sign off meeting, Councillor Jonathan Drear abandoned the proposals relating to Lakeview Drive and Holly Park Drive. It was agreed that this will be investigated again in the future if required

It is recommended that Headland Park is implemented as advertised and that the section of Limited Waiting will be reviewed in the next Traffic Regulation Order review to see if Permit Parking can be increased.

All other proposals are recommended to be implemented as advertised.

5. LEGAL CONSIDERATIONS

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

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

EQUALITY IMPACT ASSESSMENT

TRO Review.9



STAGE I: WHAT IS BEING ASSESSED AND BY WHOM?

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

THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2022.2137281 – TRO REVIEW .9) ORDER &

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

The effect of the order shall be to;

1. Add/ Amend No Waiting At Any Time on lengths of the following roads:

Admiralty Road, Albert Road, Athenaeum Street (lane East), Beacon Park Road, Bernice Terrace, Boringdon Terrace, Bracken Lane, Briar Road, Colebrook Road, Deptford Place, Estover Close, Estover Road, Ferndale Avenue, Headland Park, Keppel Place, Kiel Place, Kneele Gardens, Lark Hill, Linketty Lane West, Longacre, Marina Road, Mayers Way, Newnham Road, Old Laira Road, Pennycross Close, St John's Road, St Margarets Road, Trelawney Avenue, Tresluggan Road, York Place.

2. Amend Limited Waiting To 2 Hours No Return For 2 Hours Mon-Sat 9am-5pm on a length of the following road:

Headland Park.

3. Amend Goods Loading Bays Mon-Sat 7am-6pm on a length of the following road:

Lark Hill.

4. Amend Permit Parking At Any Time on lengths of the following roads:

Admiralty Road, Boringdon Terrace.

5. Amend Permit Parking Mon-Sat 9am-7pm on lengths of the following road:

Headland Park.

6. Amend No Waiting Mon-Sat 8am-6.30pm on lengths of the following roads:

Trelawney Avenue, Tresluggan Road.

7. Amend No Waiting Mon-Sat 9am-6pm on lengths of the following road:

Newnham Road.

	<p>After reviewing all comments received our recommendations are below:</p> <p>It is recommended that Headland Park is implemented as advertised and that the section of Limited Waiting will be reviewed in the next Traffic Regulation Order review to see if Permit Parking can be increased.</p> <p>Following public consultation, Councillor Jonathan Drean abandoned the proposals relating to Lakeview Drive and Holly Park Drive. It was agreed that this will be investigated again in the future if required.</p> <p>All other proposals are recommended to be implemented as advertised.</p>
Author	Holly Curtis
Department and service	Plymouth Highways, Traffic Management Technician
Date of assessment	27/07/2022

STAGE 2: EVIDENCE AND IMPACT

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

Gender - including marriage, pregnancy and maternity	No issues raised in consultation	No adverse impact anticipated		
Gender reassignment	No issues raised in consultation	No adverse impact anticipated		
Race	No issues raised in consultation	No adverse impact anticipated		
Sexual orientation - including civil partnership	No issues raised in consultation	No adverse impact anticipated		

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

Local priorities	Implications	Timescale and who is responsible
Reduce the gap in average hourly pay between men and women by 2020.	No adverse impact has been identified.	
Increase the number of hate crime incidents reported and maintain good satisfaction rates in dealing with racist, disablist, homophobic, transphobic and faith, religion and belief incidents by 2020.	No adverse impact has been identified.	
Good relations between different communities (community cohesion)	No adverse impact has been identified.	
Human rights Please refer to guidance	No adverse impact has been identified.	

STAGE 4: PUBLICATION

Date 10/08/2022



Responsible Officer:

Group Manager : Philip Bellamy

EXECUTIVE DECISION

made by a Cabinet Member



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

Executive Decision Reference Number – T08 22/23

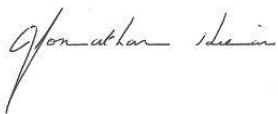
Decision				
1	Title of decisions: THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2022.2137284 NORTH ROAD EAST) ORDER			
2	Decision maker: Councillor Jonathan Drean, Cabinet Member for Transport			
3	Report author and contact details: Amy Neale, Traffic Management Technician, email: trafficmanagementinbox@plymouth.gov.uk			
4	<p>Decision to be taken: To implement the following amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004</p> <p>The effect of the order shall be to:</p> <p>I. Add No Waiting At Any Time & Remove Pay & Display on lengths of the following road: North Road East</p>			
5	Reasons for decision: Preparatory works for the delivery of the Brunel Plaza and the 400 space multi Storey Car Park will be delivering a change to the access to Station Approach and the installation of a mini roundabout, this requires the removal of 4 Pay & Display parking spaces and the implementation of no waiting at any time restrictions.			
6	Alternative options considered and rejected: There are no viable alternatives.			
7	Financial implications and risks: The Traffic Regulation Orders (TRO's) and associated works are being funded through the capital development fund relating to the development of the Brunel Station Improvement fund, there are no associated revenue risks.			
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
			x	

				commitment to spend and/or save in excess of £3million in total
			x	in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1 million
			x	is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.
	If yes, date of publication of the notice in the Forward Plan of Key Decisions			
9	Please specify how this decision is linked to the Council's corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget:		The Local Transport Plan (LTP) details the transport strategies and policies that the City Council has adopted and will be key in helping the city meet its Corporate Plan priorities, and growth agenda.	
10	Please specify any direct environmental implications of the decision (carbon impact)		None	

Urgent decisions

11	Is the decision urgent and to be implemented immediately in the interests of the Council or the public?	Yes		(If yes, please contact Democratic Support (democraticsupport@plymouth.gov.uk) for advice)
		No	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)

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	
I5	Which Corporate Management Team member has been consulted?	Name	Anthony Payne
		Job title	Strategic Director for Place
		Date consulted	03/08/2022
Sign-off			
I6	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS39 22/23
		Finance (mandatory)	pl.22.23.98.
		Legal (mandatory)	LS/39102/JP/160822.
		Human Resources (if applicable)	N/A
		Corporate property (if applicable)	N/A
		Procurement (if applicable)	N/A
Appendices			
I7	Ref.	Title of appendix	
	A	Briefing report for publication	
	B	Equalities Impact Assessment	
Confidential/exempt information			
I8a	Do you need to include any confidential/exempt information?	Yes	If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is 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. (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
I8b	Confidential/exempt briefing report title:							
Background Papers								
I9	<p>Please list all unpublished, background papers relevant to the decision in the table below.</p> <p>Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part I 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	18/08/2022			
Print Name	Councillor Jonathan Drea, Cabinet Member for Transport							



NORTH ROAD EAST

Briefing Report

1. INTRODUCTION

This report seeks delegated authority to implement amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004 in association with the North Road East 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) North Road East, the south side from a point 12 metres west to a point 65 metres east of its junction with North Road East Southern Arm

REVOCATIONS

No Waiting At Any Time

- (i) North Road East, the south side, from a point 12 metres west to a point 15 metres east of the junction with North Road East Southern Arm
- (ii) North Road East, the south side, from a point 40 metres east of the junction with North Road East Southern Arm for a distance of 25 metres in an easterly direction

Pay And Display Maximum Stay 4 Hours No Return Within 1 Hour 10am-5pm Visitor Ticket Holders Are Exempt

- (i) North Road East, the south side, from a point 102 metres west of the junction with James Street for a distance of 25 metres in a westerly direction

Pay And Display At Any Time Permit Holders Are Exempt

- (i) North Road East, the south side, from a point 102 metres west of the junction with James Street for a distance of 25 metres in a westerly direction

3. STATUTORY CONSULTATION

Proposals

The proposals for the North Road East TRO were advertised on street, in the Herald and on the Plymouth City Council website on 14th June 2022. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 8th June 2022.

There has 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.


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

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:	03/08/2022
Lead Officer: Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.	Mike Artherton	Signature:		Approval date:	03/08/2022
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 	<p>The development of Plymouth Railway Station with a new Car Park, Public Plaza, Hotel and improved station facilities is a part of the Joint Local Plan for the city, unlocking potential investment and making the journey times and access to plymouth more effective.</p> <p>The key stakeholders are fully briefed through the project board, and in relation to the proposal to remove 4 parking spaces, a full public consultation has been completed and no comments were received.</p> <p>Local ward councillors were supportive of the scheme.</p>				
Decision required: Within this section, you must be clear on any decision being made and how/when, it will be taken.	The decision to approve the traffic regulation order amendment, will be made by the Portfolio Holder for Transport, Councillor Dreaun upon completion of this porocess				

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>This scheme will have a positive impact on the city as it allows for the access to the redevelopment of the Railway Station and the economic benefits for all with improved facilities</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).	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 Wales in 2020, of which 745 were registered in England and 40 were registered in Wales.	N/A		
Pregnancy and maternity	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.	N/A		

	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.			
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		
Sexual orientation	<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>	N/A		

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 negative impact on the Council’s ability to meet its equality objectives. 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>Celebrate diversity and ensure that Plymouth is a welcoming city.</p>	<p>Not Applicable</p>		
<p>Pay equality for women, and staff with disabilities in our workforce.</p>	<p>Not Applicable</p>		

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		

EXECUTIVE DECISION

made by a Cabinet Member



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

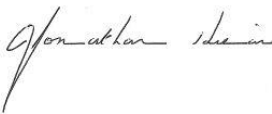
Executive Decision Reference Number – T04 22/23

Decision	
1	<p>Title of decisions: THE CITY OF PLYMOUTH (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) (AMENDMENT ORDER No. 2022.2137283 – Wolseley Road) Order</p> <p style="text-align: center;">&</p> <p>The City Of Plymouth (Traffic Regulation Orders) (Amendment Order No. 2022.2137283 Wolseley Road) Order</p>
2	<p>Decision maker: 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, Goods Loading Bay At Any Time & No Loading/Unloading on lengths of the following road: Wolseley Road 2. Add a 20mph speed zone on lengths of the following road: Wolseley Road
5	<p>Reasons for decision:</p> <p>TCF 32 is a scheme to improve public transport and sustainable transport provisions in and out of St Budeaux. The scheme aims to improve connectivity between bus and rail travel into and out of Plymouth as well as linking more than one sustainable transport provisions in one place where it can be easily accessed by all travelling through the interchange. TCF 32 also connects two other TCF schemes in this area; TCF 201 Walking and Cycling Improvement scheme from St Budeaux to Dockyard and TCF 120 Mobility Hub Network scheme.</p> <p>A 20mph zone is proposed following the new uncontrolled crossings to be installed on Wolseley Road junction to slow down vehicles entering the bridge the Barne Barton area.</p> <p>A loading bay on St Budeaux Square very close to the shops will help businesses have easy access to their delivery vehicles. By allocating a loading bay on the High Street, it is expected that we can avoid future conflicts where delivery vehicles would park in the bus laybys and blocking the bus access to the stops.</p>

<p>6</p>	<p>Alternative options considered and rejected:</p> <p>One alternative option is to impose a 20mph Limit along Wolseley Road overbridge which does not require physical measures to reduce vehicle speeds within the area. This option was less favourable to the scheme because the guidance is for vehicles to go below 24mph and not below the speed limit.</p> <p>The scheme favours 20mph Zone because in principle, the traffic calming measures slows vehicles down to speeds below the limit. As well as the speed zone signs, the design offers sufficient physical features including narrow lanes and junction, as a result of widened footways, and realigned central islands to force cars to slow down when entering the overbridge.</p> <p>The scheme would show consistency in its design as it will be extending the existing 20mph Zone from the adjacent Barne Road junction to the overbridge.</p> <p>Regarding the loading bay, the alternative to this is an unrestricted parking bay. The alternative option was rejected due to evidences showing that there is a greater need for a designated loading bay in St Budeaux Square. Evidence shows;</p> <ul style="list-style-type: none"> – There is currently no parking/ loading area designated for large delivery vehicles on or close to the growing businesses* on St Budeaux Square – There is a free 2 hour public car park approximately 50m away from the closest shop on St Budeaux Square. <p><i>* It is implied that the scheme could help boost the economy of the surrounding businesses after its completion as it would increase footfalls on St Budeaux Square due to the improved sustainable transport provisions proposed by the scheme.</i></p>
<p>7</p>	<p>Financial implications and risks:</p> <p>The Traffic Regulation Orders (TRO's) and associated works are being funded by Department for Transport's Transforming Cities Fund.</p> <p>Financial implications and risk on this scheme are very low if both the 20mph zone on the overbridge and the loading bay on St Budeaux Square failed to be implemented. This is due to the fact that the scheme's design is still sustainable without the 20mph zone and loading bay. However, it is understood that both TROs will enhance the outcomes if they are implemented with the scheme's design, for example;</p> <ul style="list-style-type: none"> – the speed limit zone would help create a safe space for pedestrians and cyclists, and improving the local environment – the loading bay would support the businesses to thrive on the high street and reduces future conflicts with buses which has caused traffic congestions at the roundabout. <p>Works for both TROs were quoted by the contractor in the circa of £2,500 (£1,000 for 4no. of 20mph zone signs and £1,500 for loading bay line marking) which is considerably low for a £1.2m scheme. The costs of Traffic Management plans is excluded because they are considered minor works to be carried out alongside the scheme's major construction works.</p> <p>Not implementing the TROs during this construction phase could result to;</p> <ul style="list-style-type: none"> – recommendations for the TROs being made in the future – inability to implement it later due to insufficient funds to bear the costs of the works due to inflation and the added costs of Traffic Management plans.

	There is also an expectation that the future highway use in this area will more likely require a loading bay to meet the needs of the economic growth (expanding businesses) on St Budeaux Square particularly upon achieving the indirect outcomes of this scheme.			
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)		None	
Urgent decisions				
11	Is the decision urgent and to be implemented immediately in the interests of the Council or the public?	Yes		(If yes, please contact Democratic Support (democraticsupport@plymouth.gov.uk) for advice)
		No	x	(If no, go to section 13a)
12a	Reason for urgency:			
12b	Scrutiny Chair Signature:		Date	

	Scrutiny Committee name:			
	Print Name:			
Consultation				
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	28/07/2022	
Sign-off				
I6	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS29 22/23	
		Finance (mandatory)	pl.22.23.84.	
		Legal (mandatory)	LS/39001/JP/280722	
		Human Resources (if applicable)	N/A	
		Corporate property (if applicable)	N/A	
		Procurement (if applicable)	N/A	
Appendices				
I7	Ref.	Title of appendix		
	A	Briefing report for publication		
	B	Equalities Impact Assessment		

Confidential/exempt information								
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	18/08/2022				
Print Name	Councillor Jonathan Drear, Cabinet Member for Transport							

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WOLSELEY ROAD

Briefing Report

1. 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 Wolseley Road 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) Wolseley Road, the north-east side from its junction with Fletemoor Road for a distance of 10 metres in a north westerly direction
- (ii) Wolseley Road, the north-east side from its junction with Trelawney Place to a point 20 metres north west of its junction with Fletemoor Road

Goods Loading Bay At Any Time

- (i) Wolseley Road, the north-east side from a point 20 metres north west of its junction with Fletemoor Road for a distance of 10 metres in a south easterly direction

No Loading/Unloading Mon-Sat 8am-9.15am

- (i) Wolseley Road, the north-east side from a point 10 metres north west of its junction with Fletemoor Road to a point 233 metres north west of its junction with Hamoaze Avenue
- (ii) Wolseley Road, the north-east side from its junction with Trelawney Avenue to a point 20 metres north west of its junction with Fletemoor Road

20mph Speed Zone

- (i) Wolseley Road Overbridge

REVOCATIONS

No Waiting At Any Time

Wolseley Road, the east & north side, from the junction with Trelawney Place for a distance of 116 metres in an easterly and southerly direction

No Loading/Unloading Mon-Sat 8am-9.15am

Wolseley Road, the north side, from the junction with Trelawney Avenue to a point 233 metres north west of the junction with Hamoaze Avenue

3. STATUTORY CONSULTATION

Proposals

The proposals for the Wolseley Road TRO's were advertised on street, in the Herald and on the Plymouth City Council website on 14th June 2022. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 8th June 2022.

There has 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.

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



EQUALITY IMPACT ASSESSMENT

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): This is the person completing the EIA template.	Afiza Oaten	Department and service:	Strategic Transport Place	Date of assessment:	05/05/22
Lead Officer: Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.	Philip Heseltine	Signature:		Approval date:	05/05/2022
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 	<p>A 20mph zone on the overbridge (St Budeaux Ward).</p> <ul style="list-style-type: none"> • The aim is to slow down vehicles entering the overbridge before entering Barne Barton residential area. • Key stakeholders; local residents and public transport operators <p>TCF32 scheme public consultation (July 2021) and regular consultations with public transport operators (ongoing) and future TRO public consultation.</p> <p>A loading parking bay (St Budeaux Ward).</p> <ul style="list-style-type: none"> • Aims and objectives: to provide a parking bay for loading vehicles close to the businesses operating along St Budeaux Square footways. • Key Stakeholders: Business owners on St Budeaux Square and bus operators • Engagement activities: TCF32 scheme consultation (July 2021), consultation with bus companies (ongoing) and future TRO consultation. 				
Decision required: Within this section, you must be clear on any decision being	<ul style="list-style-type: none"> • Decision required is for the Cabinet Member for Transport to approve the Traffic Regulation Order proposals for a 20mph zone to continue moving forward with the TRO application process. • Officers require confirmation that the Traffic Regulation Order proposals for a loading bay next to a bus layby on St Budeaux Square is acceptable. 				

made and how/when, it will be taken.	<ul style="list-style-type: none"> The decision on this EIA is needed as soon as possible to continue moving forward with the TRO application process, if agreeable.
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SECTION TWO: EQUALITY IMPACT ASSESMENT SCREENING TOOL

Potential external impacts: Does the proposal have the potential to negatively impact service users, communities or residents with protected characteristics?	Yes		No	X
Potential internal impacts: Does the proposal have the potential to negatively impact Plymouth City Council employees?	Yes		No	X
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)	Yes		No	X
If you do not agree that a full equality impact assessment is required, please set out your justification for why not.	<ul style="list-style-type: none"> The 20 mph zone will benefit pedestrian’s safety and encouraging people to walk, cycle and use public transport as it is also near the entrance to the two St Budeaux railway stations (Ferry Road and Victoria Road) on the overbridge. The loading bay will make it easier for businesses to be able to have access to their delivery vehicles and with a new designated loading bay, delivery vehicles would less likely park illegally in the bus layby. Furthermore, the ensuing conflicts between the illegally parked delivery vehicles and the buses getting access to the bus stops should be resolved. 			

SECTION THREE: FULL EQUALITY IMPACT ASSESMENT

Protected characteristics	Evidence and information (e.g. data and consultation feedback)	Adverse impact	Mitigation activities	Timescale and responsible department
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(Equality Act, 2010)	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.	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'.	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.	Please use this column to provide the timeframe for implementing any mitigation activities. You must include the lead department.
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).			
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).			
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.			

Marriage and civil partnership	<p>There were 234,795 marriages in England and Wales in 2018.</p> <p>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.</p> <p>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.</p>			
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>			
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>			
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</p>			

	<p>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>			
Sex	<p>50.2 per cent of our population are women and 49.8 per cent are men.</p>			
Sexual orientation	<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>			

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>Not applicable.</p>	<p>Not applicable.</p>

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SECTION FIVE: OUR EQUALITY OBJECTIVES

Equality objectives	Implications	Mitigation Actions	Timescale and responsible department
	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 there is no impact, please type ‘not applicable’.	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.	Please use this column to provide the timeframe for implementing any mitigation activities. You must include the lead department.
Celebrate diversity and ensure that Plymouth is a welcoming city.	Not applicable.	Not applicable.	Not applicable.
Pay equality for women, and staff with disabilities in our workforce.	Not applicable.	Not applicable.	Not applicable.
Supporting our workforce through the implementation of Our People Strategy 2020 – 2024	Not applicable.	Not applicable.	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.	Not applicable.	Not applicable.
Plymouth is a city where people from different backgrounds get along well.	Not applicable.	Not applicable.	Not applicable.

EXECUTIVE DECISION

made by a Cabinet Member



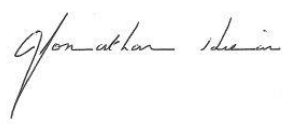
REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY BY AN INDIVIDUAL CABINET MEMBER

Executive Decision Reference Number – T05 22/23

Decision			
1	Title of decision: St Aubyn Road & Granby Way - 2137279		
2	Decision maker: Councillor Jonathan Drean, Cabinet Member for Transport		
3	Report author and contact details: Amy Neale, Traffic Management Technician, email: trafficmanagementinbox@plymouth.gov.uk		
4	Decision to be taken: 1. To add a Flat top road hump to St Aubyn Road, approx. 6 metres from its junction with Park Avenue 2. To add a Toucan crossing to Granby Way, approx. 8 metres from its junction with Park Avenue		
5	Reasons for decision: TCFI46 is one half of a two scheme route improving walking and cycling provision between St Budeaux, Devonport Dockyard, and the city centre. A raised table / flat top hump at St Aubyn Rd and a Toucan upgrade at Granby Green will add to the continuity of the route and, in terms of the raised table, calm traffic at the side road.		
6	Alternative options considered and rejected: Early design optioneering exercises considered solely on-road cycling provision options, and also raised tables immediately adjacent to the carriageway of Park Avenue. In the interests of ensuring improvements would be for both walking and cycling of all ages and abilities, and to satisfy road safety considerations, a shared use path with a set-back raised table crossing was decided upon as the most appropriate design for travelling across St Aubyn side road. In terms of the Granby Way toucan upgrade, alternative designs included a crossing upgrade with no set back from Park Avenue however, in the interests of minimising impacts to Granby Green landscaping, the crossing upgrade is to the west of the existing crossing, maintaining the existing set back.		
7	Financial implications: The advertising and associated works will be funded via the Transforming Cities Fund Scheme 146. Costs are estimated to be in the region of £6,000 for the raised table and £2,500 for the upgrade to Toucan crossing. To not undertake the works will result in a lesser quality scheme which may result in forfeiture of DfT funding.		
8	Is the decision a Key Decision?	Yes	No
			Per the Constitution, a key decision is one which:

	(please contact Democratic Support for further advice)		x	in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total
			x	in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £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)		None	
Urgent decisions				
11	Is the decision urgent and to be implemented immediately in the interests of the Council or the public?		Yes	(If yes, please contact Democratic Support (democraticsupport@plymouth.gov.uk) for advice)
			No	x (If no, go to section 13a)
12a	Reason for urgency:			
12b	Scrutiny Chair Signature:		Date	
	Scrutiny Committee name:			
	Print Name:			
Consultation				

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	28/07/2022	
Sign-off				
I6	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS30 22/23	
		Finance (mandatory)	pl.22.23.83.	
		Legal (mandatory)	LS/39000/JP/280 722.	
		Human Resources (if applicable)	N/A	
		Corporate property (if applicable)	N/A	
		Procurement (if applicable)	N/A	
Appendices				
I7	Ref.	Title of appendix		
	A	Briefing report for publication		
	B	Equalities Impact Assessment		
Confidential/exempt information				
I8a	Do you need to include any confidential/exempt information?	Yes		If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is

		No	x	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.						
				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		18/08/2022			
Print Name		Councillor Jonathan Drear, Cabinet Member for Transport								

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ST AUBYN ROAD & GRANBY WAY

Briefing Report

1. INTRODUCTION

This report seeks delegated authority to implement a flat top road hump on St Aubyn Road & a Toucan crossing on Granby Way.

2. TRAFFIC REGULATION ORDERS REQUIRED

There are no elements of this scheme that requires a Traffic Order. However, the decision to be taken is to add a flat top road hump & toucan crossing to St Aubyn Road & Granby Way.

3. STATUTORY CONSULTATION

Proposals

The proposals for the advertisement of this scheme were advertised on street, in the Herald and on the Plymouth City Council website on 14th June 2022. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 8th June 2022

There have been 0 representations received relating to this scheme.

4. RECOMMENDATION

It is recommended to proceed with original proposals as advertised.

5. LEGAL CONSIDERATIONS

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

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


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EQUALITY IMPACT ASSESSMENT



EQUALITY IMPACT ASSESSMENT

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): This is the person completing the EIA template.	Peter Lambert	Department and service:	Strategic Transport Place	Date of assessment:	18/03/22
Lead Officer: Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.	Paul Barnard	Signature:		Approval date:	23.03.2022
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 	<p>A raised table on St Aubyn Road, adjacent to Park Avenue (Devonport Ward).</p> <ul style="list-style-type: none"> • Aims and objectives: to provide a footway level surface to provide a more prominent crossing point for pedestrians and cyclists as part of Transforming Cities Fund scheme 146 (Dockyard to city centre) in the interests of a safer and coherent route, further supported by recent changes to the highway code clarifying that drivers should give way to people crossing the road at junctions. • Key Stakeholders: Local residents, cycling community • Engagement activities: TCF146 scheme consultation; consultation with Sustrans re: side road crossings (as part of wider scheme design review); future TRO consultation. <p>An upgrade to Toucan crossing at Granby Way crossing, adjacent to Park Avenue (Devonport Ward).</p> <ul style="list-style-type: none"> • Aims and objectives: to ensure cyclists can lawfully cross from one side of the road to the other as part of the shared use path of Transforming Cities Fund scheme 146 (Dockyard to city centre). • Key Stakeholders: Local residents, cycling community • Engagement activities: TCF146 scheme consultation; consultation with Sustrans re: side road crossings (as part of wider scheme design review); future TRO consultation. 				
Decision required:	Officers require confirmation that the Traffic Regulation Order proposals for a raised table at St Aubyn Road and upgrade to Toucan crossing at Granby Way is acceptable.				

Within this section, you must be clear on any decision being made and how/when, it will be taken.	The decision on this EIA is needed as soon as possible to continue moving forward with the TRO application process, if agreeable.
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SECTION TWO: EQUALITY IMPACT ASSESMENT SCREENING TOOL

Potential external impacts: Does the proposal have the potential to negatively impact service users, communities or residents with protected characteristics?	Yes		No	X
Potential internal impacts: Does the proposal have the potential to negatively impact Plymouth City Council employees?	Yes		No	X
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)	Yes		No	X
If you do not agree that a full equality impact assessment is required, please set out your justification for why not.	The raised table will make it easier for those with limited mobility to cross the road. The raised table and toucan crossing will form part of an off-road shared use path, opening opportunities for cycling to all ages and abilities.			

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SECTION THREE: FULL EQUALITY IMPACT ASSESMENT

Protected characteristics (Equality Act, 2010)	Evidence and information (e.g. data and consultation feedback)	Adverse impact	Mitigation activities	Timescale and responsible department

	<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>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	<p>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).</p>			
Disability	<p>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).</p>			
Gender reassignment	<p>There are no official estimates for gender reassignment at either national or local level.</p> <p>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.</p>			
Marriage and civil partnership	<p>There were 234,795 marriages in England and Wales in 2018.</p> <p>In 2020, there were 7,566 opposite-sex civil partnerships formed in England and Wales, of</p>			

	<p>which 7,208 were registered in England and 358 were registered in Wales.</p> <p>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.</p>			
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>			
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>			
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,</p>			

	Jewish or Sikh combined totalled less than 1 per cent (2011 Census).			
Sex	50.2 per cent of our population are women and 49.8 per cent are men.			
Sexual orientation	<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>			

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>
	Not applicable.	Not applicable.	Not applicable.

SECTION FIVE: OUR EQUALITY OBJECTIVES

Equality objectives	Implications	Mitigation Actions	Timescale and responsible department
	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 there is no impact, please type 'not applicable'.	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.	Please use this column to provide the timeframe for implementing any mitigation activities. You must include the lead department.
Celebrate diversity and ensure that Plymouth is a welcoming city.	Not applicable.	Not applicable.	Not applicable.
Pay equality for women, and staff with disabilities in our workforce.	Not applicable.	Not applicable.	Not applicable.
Supporting our workforce through the implementation of Our People Strategy 2020 – 2024	Not applicable.	Not applicable.	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.	Not applicable.	Not applicable.
Plymouth is a city where people from different backgrounds get along well.	Not applicable.	Not applicable.	Not applicable.

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