



Oversight and Governance

Chief Executive's Department

Plymouth City Council

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Delegated Decisions

Delegated Executive/Officer Decisions

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

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

Notice of call-in for non-urgent decisions must be given to the Democratic Support Unit by 4.30 pm on Wednesday 07 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 Thursday 08 September 2022 if they are not called-in.

Delegated Decisions

I. Cabinet Member for Transport , Councillor Jonathan Drea:

- I.1. The City Of Plymouth (Traffic Regulation Orders) (Amendment Order No. 2022.2137280 - Honicknowle TRO) Order **(Pages 1 - 14)**
- I.2. The City Of Plymouth (Traffic Movement And Speed Limit Regulations) (Amendment Order No. 2022.2137285 - Linketty Lane) Order **(Pages 15 - 26)**
- I.3. The City Of Plymouth (Traffic Regulation Orders) (Amendment Order No. 2022.2137273 - St Vincent Steet) Order **(Pages 27 - 40)**

EXECUTIVE DECISION

made by a Cabinet Member




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

Executive Decision Reference Number – T09 22/23

Decision				
1	Title of decision: THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2022.2137280 – HONICKNOWLE TRO) ORDER			
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 add No Waiting at Any Time on lengths of the following roads: Denham Close, Ruskin Crescent, Shakespeare Road, St Peters Road, Whin Bank Road. As set out in the briefing report.</p>			
5	<p>Reasons for decision:</p> <p>Following a significant increase in attendance at Bolitho Park, Honicknowle, dangerous and anti-social parking is taking place.</p> <p>Minimal interventions are required for junction protection, visibility and to support clear access to the streets.</p> <p>For avoidance of disruption to the free flow of traffic and danger to persons or traffic travelling within the streets.</p>			
6	<p>Alternative options considered and rejected:</p> <p>The alternative option would be to do nothing. This option was discounted on the basis that the changes are needed for safety improvements.</p>			
7	<p>Financial implications and risks:</p> <p>The Traffic Regulation Order (TRO) and associated works is being funded via Community Grants and will be paid for from this budget.</p>			
8	<p>Is the decision a Key Decision? (please contact Democratic Support for further advice)</p>	<p>Yes</p>	<p>No</p> <p>x</p>	<p>Per the Constitution, a key decision is one which:</p> <p>in the case of capital projects and contract awards, results in a new</p>

				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				
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	x	
I5	Which Corporate Management Team member has been consulted?	Name	Anthony Payne	
		Job title	Strategic Director for Place	
		Date consulted	22 August 2022	
Sign-off				
I6	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS43 22/23	
		Finance (mandatory)	pl.22.23.193	
		Legal (mandatory)	LS/39138/JP/230 822.	
		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. (Keep as much information as possible in the briefing report that will be in the public domain)				
		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	26 August 2022				
Print Name	Councillor Jonathan Drear, Cabinet Member for Transport							



HONICKNOWLE TRO

I. 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 Honicknowle TRO.

2. TRAFFIC REGULATION ORDERS REQUIRED

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

To Add;

No Waiting At Any Time

- (i) Denham Close, the east side from its junction with Shakespeare Road for a distance of 6 metres in a northerly direction
- (ii) Denham Close, the west side from its junction with Shakespeare Road for a distance of 5 metres in a northerly direction
- (vi) Ruskin Crescent, both sides from its junction with St Peters Road for a distance of 6 metres in a westerly direction
- (x) Ruskin Crescent, the east side from its junction with St Peters Road for a distance of 8 metres in a northerly direction
- (xiv) Ruskin Crescent, the west side from its junction with St Peters Road for a distance of 6 metres in a northerly direction
- (xviii) Shakespeare Road, the north side from the boundary of Nos. 113/115 to its junction with Shakespeare Road northern arm (between house numbers 119 and 131)
- (xxii) Shakespeare Road Northern Arm (between Numbers 119 And 131), both sides from its junction with Shakespeare Road for a distance of 5 metres in a northerly direction
- (xxvi) St Peters Road, the west side from the boundary of Nos. 158/160 for a distance of 10 metres in a northerly direction
- (xxx) St Peters Road And Shakespeare Road, the outer side Central Island for its entire length.

- (xxxiv) St Peters Road Northern Arm (turning Area Rear Of Numbers 78 And 94), the east side from its junction with St Peters Road for a distance of 6 metres in a northerly direction
- (xxxviii) St Peters Road Northern Arm (turning Area Rear Of Numbers 78 And 94), the west side from its junction with St Peters Road for a distance of 4 metres in a northerly direction
- (xlii) St Peters Road Southern Arm, the west side from its junction with Shakespeare Road for a distance of 7 metres in a southerly direction
- (xlvi) St Peters Road Southern Arm, the west side from a point 17 metres north-east of the boundary of Nos. 138/140 St Peters Road for a distance of 14 metres in a north-easterly and northerly direction
- (l) Whin Bank Road, the north side from its junction with St Peters Road for a distance of 10 metres in an easterly direction
- (liv) Whin Bank Road, the south side from its junction with St Peters Road for a distance of 11 metres in an easterly direction

3. STATUTORY CONSULTATION

Proposals

The proposals for the Honicknowle TRO were advertised on street, in the Herald and on the Plymouth City Council website on 29th July 2022. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 12th April 2022.

There has been one representation received relating to the proposals included in the Traffic Regulation Order.

Consultation	Comments
<p>We fully endorse the order proposal. Not before time I might add as we have witnessed a few near misses at the Ruskin Crescent/St Peters Rd junction! However I wish to make the following observations and comments.</p> <p>The Statement of Reasons in the order states the changes are due to a significant increase in attendances at Bolitho Park (home of Plymouth Parkway FC and latterly Truro City FC). Whilst this is true, I am surprised no mention was made of increased attendances and functions at the Plymouth Argyle Community Trust Manadon Hub which also</p>	<p>Thank you for your recent comments towards the proposals – 2022.2137280.</p> <p>Whilst we appreciate that these issues occur for all of the facilities at Manadon Park, however the level of complaints escalated with the increased attendances at Bolitho Park. The owner of the club is fully aware and supportive of our plans.</p> <p>We have not had complaints from residents at any other time apart from Saturdays afternoon, I will however ensure that your</p>

presents significant parking issues in the area. I feel the Hub should have been included in the reasoning statement along with Bolitho Park which although co-located with the same entry/exit point, are two completely separate entities who operate independently of each other.

The main problems occur when there are functions and activities simultaneously at the Hub and Bolitho Park and even more so now that Plymouth CS and Roborough use the cricket pitch at the Hub for their home games at weekends and some evenings. Obviously when the football and cricket seasons overlap, the parking situation worsens.

I wish to make you aware that illegal/dangerous parking also takes place during the closed football season when Bolitho Park is locked, secured and completely empty. The Hub is a very busy place and there are activities most evenings throughout the year and not just on a Saturday/Tuesday/Wednesday when Plymouth Parkway/Truro City are at home. Many Sundays during the football season are particularly bad for parking as the Plymouth Argyle Academy (age groups from Under 8's upwards) use the Hub and host numerous aged group teams from the likes of Bristol City, Bristol Rovers, Cheltenham, Swindon, Forest Green etc. Bolitho Park is once again deserted on these days! I have witnessed cars start arriving from around 0900 and with the car park quickly full up, parking spills over into the very areas highlighted in the order. This includes visiting teams coaches and minibuses. I would invite any interested parties, councillors, traffic managers etc to attend one of these Sunday morning events to see for themselves. I also note that on match days at Bolitho Park, stewards are employed by the club to control the car parking but this does not seem to be the case for the larger events at the Hub which becomes a free for all.

Just prior to the last local council elections some small "Residents Only Parking" signs appeared on a number of lamp posts in the vicinity including one at the rear of my property. As the area is not a designated residents parking permit area and we have no

concerns are noted and enforcement increased at all times.

The residents signs were installed following a request from residents in Ruskin Crescent and were installed as a courtesy and not as a defined resident parking zone, this would require a full consultation and cost to the residents, residents were hopeful that this would encourage motorists to park elsewhere.

This was a planning / finance issue to which we have no control and the scope of any improvements was at the behest of the developer/fund provider.

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

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

permits, these signs are purely for information and I assume not legally enforceable and are generally ignored by users of Bolitho Park and The Hub. My wife who has mobility issues and parks her car at the rear of our property on the road, myself and my neighbours have occasionally received verbal abuse when pointing these signs out to people parking their cars who are clearly non residents. The cynic might suggest these signs appeared just prior the local elections after pressure from the residents!

Being a long time resident, I attended the consultation presentations prior to the Hub being built and enquired as to why the car park would not be extended beyond its current area and include the area of what is now rough ground between the car park and the perimeter fence which borders St Peters Road. I was informed it had not been budgeted for and there was not enough money to do this. Had the car park included this area and provided additional spaces it would have alleviated but not entirely solved the parking issue. In light of the current situation, could this option not be revisited and the car park extended? Hindsight is a wonderful thing!

Historically there have always been parking issues. Prior to the Hub being built, the old all weather pitches administered at the time by Plymouth City Council were well used in the evenings and at weekends until they became neglected, derelict and eventually closed. Woodland Fort CC also used the old cricket pitch. There was no car park at the time and the current car park area was just rough ground, unlit and unattended and cars in those days parked wherever they could, usually in the surrounding streets. Bolitho Park in those days was nothing like today and consisted simply of a floodlit football pitch and a couple of grotty portacabins on the rough ground area which is now the car park, one as a small clubhouse, the other as the changing rooms. Having lived here for 32 years I can assure you parking issues are nothing new but have gradually worsened with the advent of the Hub and the expansion of Bolitho Park and the relative success of Plymouth Parkway FC. You may also wish to be aware that prior to the Hub/Bolitho Park development, illegal travellers have occasionally pitched up creating

<p>problems for the local residents and on one occasion resulted in a Plymouth Parkway game having to be postponed on safety grounds. Thankfully since the development and height barriers installed, this no longer occurs.</p> <p>Finally I have no axe to grind with either Bolitho Park or the Hub both of which are now excellent community facilities. I have been a regular at Plymouth Parkway since 2009 and follow them home and away, become an active, willing volunteer at the club and write the match reports which appear on social media and in the Herald. I also participate in walking football at the Hub on a Monday evening and Wednesday morning and know many of the Staff there personally. I also watch cricket there now and then and attend other community events.</p>	
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4. RECOMMENDATION

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

5. LEGAL CONSIDERATIONS

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

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

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EQUALITY IMPACT ASSESSMENT

Honicknowle TRO



STAGE 1: WHAT IS BEING ASSESSED AND BY WHOM?

<p>What is being assessed - including a brief description of aims and objectives?</p>	<p>THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2022.2137280 – Honicknowle TRO) ORDER</p> <p>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; Add/ Amend No Waiting At Any Time on lengths of the following roads: Denham Close, Ruskin Crescent, Shakespeare Road, St Peters Road, Whin Bank Road.</p> <p>As set out in the briefing report.</p>
<p>Author</p>	<p>Holly Curtis</p>
<p>Department and service</p>	<p>Plymouth Highways, Traffic Management Technician</p>
<p>Date of assessment</p>	<p>23/08/2022</p>

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STAGE 2: EVIDENCE AND IMPACT

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

		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 23/08/2022

Responsible Officer: 

Group Manager : Philip Bellamy

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EXECUTIVE DECISION

made by a Cabinet Member



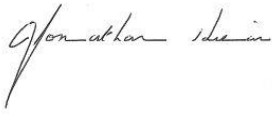
REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY BY AN INDIVIDUAL CABINET MEMBER

Executive Decision Reference Number – T10 22/23

Decision				
1	Title of decisions: THE CITY OF PLYMOUTH (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) (AMENDMENT ORDER No. 2022.2137285 – LINKETTY LANE) ORDER			
2	Decision maker (Cabinet member name and portfolio title): Councillor Jonathan Drear, Cabinet Member for Transport			
3	Report author and contact details: Amy Neale, Senior Traffic Management Technician, email: trafficmanagementinbox@plymouth.gov.uk			
4	<p>Decision to be taken:</p> <p>To implement the following amendments to The City of Plymouth (Traffic Movement and Speed Limit Regulations) (Consolidation) Order 2022</p> <p>The effect of the order shall be to reverse the one way and remove the Bus Lane With Exemption For Goods Vehicles In Excess Of 7.5 Tonnes And Authorised Vehicles on lengths of the following road: Linketty Lane</p>			
5	<p>Reasons for decision:</p> <p>Following the repair of the bridge on Cot Hill. Plymouth City Council would now like to remove the prohibition of driving except buses, vehicles over 7.5t & permit holders and reverse the one way.</p>			
6	<p>Alternative options considered and rejected:</p> <p>There was no alternative options, the one way was reserved as a temporary measure whilst the bridge on Cot Hill was being repaired. The bridge is now restored and therefore the one way is to be reserved to how it was previously.</p>			
7	<p>Financial implications and risks:</p> <p>The Traffic Regulation Orders (TRO's) and associated works are being funded via the Plymouth Highways Structures team.</p>			
8	<p>Is the decision a Key Decision? (please contact Democratic Support for further advice)</p>	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 <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 Signature:		Date	
	Scrutiny Committee name:			
	Print Name:			
Consultation				
13a	Are any other Cabinet members' portfolios affected by the decision?	Yes		
		No	x	(If no go to section 14)
13b	Which other Cabinet member's portfolio is affected by the decision?			

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	22/08/2022
Sign-off			
I6	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS44 22/23
		Finance (mandatory)	pl.22.23.194
		Legal (mandatory)	LS/39139/JP/230 822.
		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	26/08/2022			
Print Name	Councillor Jonathan Drear, Cabinet Member for Transport							



LINKETTY LANE

Briefing Report

1. INTRODUCTION

This report seeks delegated authority to implement amendments to The City of Plymouth (Traffic Movement and Speed Limit Regulations) (Consolidation) Order 2022 in association with the Linketty Lane TRO.

2. TRAFFIC REGULATION ORDERS REQUIRED

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

To Reverse the one way and remove the Bus Lane With Exemption For Goods Vehicles In Excess Of 7.5 Tonnes And Authorised Vehicles on Linketty Lane between Plymouth Road & Valley Road.

3. STATUTORY CONSULTATION

Proposals

The proposals for the Linketty Lane TRO were advertised on street, in the Herald and on the Plymouth City Council website on 29th July 2022. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 25th July 2022.

There has been no representations received relating to the proposals included in the Traffic Regulation Order.

4. RECOMMENDATION

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

5. LEGAL CONSIDERATIONS

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

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

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EQUALITY IMPACT ASSESSMENT

Policy and Intelligence Team



EQUALITY IMPACT ASSESSMENT

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): This is the person completing the EIA template.	Amy Neale	Department and service:	Traffic Management Team – Plymouth Highways	Date of assessment:	22/08/2022
Lead Officer: Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.	Phil Bellamy	Signature:	P.Bellamy	Approval date:	22/08/2022
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 	Following the repair of the bridge on Cot Hill. Plymouth City Council would now like to remove the prohibition of driving except buses, vehicles over 7.5t & permit holders and reverse the one way on Linketty Lane				
Decision required: Within this section, you must be clear on any decision being made and how/when, it will be taken.	To implement the following amendments to The City of Plymouth (Traffic Movement and Speed Limit Regulations) (Consolidation) Order 2022 The effect of the order shall be to reverse the one way and remove the Bus Lane With Exemption For Goods Vehicles In Excess Of 7.5 Tonnes And Authorised Vehicles on lengths of the following road: Linketty Lane				

SECTION TWO: EQUALITY IMPACT ASSESSMENT SCREENING TOOL

Potential external impacts: Does the proposal have the potential to negatively impact service users, communities or residents with protected characteristics?	Yes		No	√
Potential internal impacts: Does the proposal have the potential to negatively impact Plymouth City Council employees?	Yes		No	√

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	√
If you do not agree that a full equality impact assessment is required, please set out your justification for why not.	We are reversing a temporary measure, and therefore only putting back what was previously there. Consultation has taken place and we received no comments to the proposal as set out in the briefing report.			

SECTION THREE: FULL EQUALITY IMPACT ASSESSMENT

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	No issues raised in consultation			
Disability	No issues raised in consultation			
Gender reassignment	No issues raised in consultation			
Marriage and civil partnership	No issues raised in consultation			
Pregnancy and maternity	No issues raised in consultation			

Race	No issues raised in consultation			
Religion or belief	No issues raised in consultation			
Sex	No issues raised in consultation			
Sexual orientation	No issues raised in consultation			

SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

Human Rights	Implications	Mitigation Actions	Timescale and responsible department
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'.	No adverse impact has been identified.		

SECTION FIVE: OUR EQUALITY OBJECTIVES

Equality objectives	Implications	Mitigation Actions	Timescale and responsible department

Celebrate diversity and ensure that Plymouth is a welcoming city.	No adverse impact has been identified.		
Pay equality for women, and staff with disabilities in our workforce.	No adverse impact has been identified.		
Supporting our workforce through the implementation of Our People Strategy 2020 – 2024	No adverse impact has been identified.		
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 adverse impact has been identified.		
Plymouth is a city where people from different backgrounds get along well.	No adverse impact has been identified.		

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EXECUTIVE DECISION

made by a Cabinet Member



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

Executive Decision Reference Number - T11 22/23

Decision	
1	<p>Title of decision:</p> <p>Experimental Title:</p> <p>THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2022.2137273 – ST VINCENT STEET) EXPERIMENTAL ORDER 2022</p> <p>New permanent Title:</p> <p>THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2022.2137273 – ST VINCENT STEET) ORDER</p>
2	<p>Decision maker (Cabinet member name and portfolio title): Councillor Jonathan Drean, Cabinet Member for Transport</p>
3	<p>Report author and contact details: Amy Neale, Senior Traffic Management Technician, email: trafficmanagementinbox@plymouth.gov.uk</p>
4	<p>Decision to be taken:</p> <p>The Experimental Order was sealed 3rd February 2022 and came into force on 28th February 2022. After the 6 months of consultation we have now decided to make the TRO permanent.</p> <p>The decision is:</p> <p>To implement the following amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004</p> <p>The effect of the order shall be to:</p> <p>Remove No Waiting At Any Time on lengths of the following road: St Vincent Street</p>
5	<p>Reasons for decision:</p> <p>The reasoning for the removal of double yellow lines in the turning head is to increase parking in the street.</p>
6	<p>Alternative options considered and rejected:</p> <p>The alternative option would be to reinstate the double yellow lines. As we have had no objections since the lines were removed we are not considering this.</p>
7	<p>Financial implications and risks:</p> <p>The Traffic Regulation Order (TRO) and associated works is being funded via the Traffic</p>

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 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	
I5	Which Corporate Management Team member has been consulted?	Name	Anthony Payne
		Job title	Strategic Director for Place
		Date consulted	30/08/2022
Sign-off			
I6	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS45 22/23
		Finance (mandatory)	pl.22.23.197.
		Legal (mandatory)	LS/39163/JP/300822
		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 unpublished works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.

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

Cabinet Member Signature

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

Signature		Date of decision	31/08/2022
Print Name	Councillor Jonathan Drear, Cabinet Member for Transport		

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ST VINCENT STREET

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 St Vincent Street TRO

2. TRAFFIC REGULATION ORDERS REQUIRED

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

To Remove;

No Waiting at Any Time

- i. St Vincent Street, the north & west side, from the western extent for a distance of 9 metres
- ii. St Vincent Street, the north & west side, across the closed end of the road at the western extent
- iii. St Vincent Street, the south-east side, from the western extent for a distance of 9 metres in an easterly direction

3. STATUTORY CONSULTATION

Proposals

The proposals for the St Vincent Street TRO were advertised on street, in the Herald and on the Plymouth City Council website on 11th February 2022. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 9th February 2022.

There have been 0 representations received relating to St Vincent Street TRO.

4. RECOMMENDATION

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

5. LEGAL CONSIDERATIONS

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

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

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EQUALITY IMPACT ASSESSMENT

Policy and Intelligence Team



EQUALITY IMPACT ASSESSMENT

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): This is the person completing the EIA template.	Amy Neale	Department and service:	Traffic Management Team – Plymouth Highways	Date of assessment:	30/08/2022
Lead Officer: Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.	Phil Bellamy	Signature:	P.Bellamy	Approval date:	30/08/2022
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 	The reasoning for the removal of double yellow lines on St Vincent Street in the turning head is to increase parking in the street.				
Decision required: Within this section, you must be clear on any decision being made and how/when, it will be taken.	<p>The decision is:</p> <p>To implement the following amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004</p> <p>The effect of the order shall be to:</p> <p>Remove No Waiting At Any Time on lengths of the following road: St Vincent Street</p> <p>The Experimental Order was sealed 3rd February 2022 and came into force on 28th February 2022. After the 6 months of consultation we have now decided to make the TRO permanent.</p>				

SECTION TWO: EQUALITY IMPACT ASSESSMENT SCREENING TOOL

Potential external impacts: Does the proposal have the potential to negatively impact service users, communities or residents with protected characteristics?	Yes		No	√
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Potential internal impacts: Does the proposal have the potential to negatively impact Plymouth City Council employees?	Yes		No	√
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	√
If you do not agree that a full equality impact assessment is required, please set out your justification for why not.	This has been in force for the last 6 months as an experimental order. Consultation has taken place and we received no comments to the proposal as set out in the briefing report.			

SECTION THREE: FULL EQUALITY IMPACT ASSESSMENT

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	No issues raised in consultation			
Disability	No issues raised in consultation			
Gender reassignment	No issues raised in consultation			
Marriage and civil partnership	No issues raised in consultation			

Pregnancy and maternity	No issues raised in consultation			
Race	No issues raised in consultation			
Religion or belief	No issues raised in consultation			
Sex	No issues raised in consultation			
Sexual orientation	No issues raised in consultation			

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