



**Oversight and Governance**

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Published 11/10/22

## Delegated Decisions

### Delegated Executive/Officer Decisions

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

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

Notice of call-in for non-urgent decisions must be given to the Democratic Support Unit by 4.30 pm on Wednesday 19 October 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 20 October 2022 if they are not called-in.

## **Delegated Decisions**

### **I. Councillor Jonathan Dreaan, Cabinet Member for Transport:**

- I.1. Miller Way - 2137290 **(Pages 1 - 12)**
- I.2. THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2022.2137288 - CLEARWAY) ORDER **(Pages 13 - 24)**

# EXECUTIVE DECISION

## made by a Cabinet Member



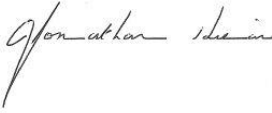
### REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY BY AN INDIVIDUAL CABINET MEMBER

Executive Decision Reference Number – T14 22/23

Decision				
1	<b>Title of decision:</b> Miller Way – 2137290			
2	<b>Decision maker:</b> Councillor Jonathan Drean, Cabinet Member for Transport			
3	<b>Report author and contact details:</b> Amy Neale, Senior Traffic Management Technician, email: <a href="mailto:trafficmanagementinbox@plymouth.gov.uk">trafficmanagementinbox@plymouth.gov.uk</a>			
4	<b>Decision to be taken:</b> 1. To add a Flat top road hump to Miller Way, Approx. 10 metres south of its northern junction with Keswick Crescent 2. To add a Zebra Crossing to Miller Way, Approx. 10 metres south of its northern junction with Keswick Crescent			
5	<b>Reasons for decision:</b> To provide a safe crossing facility for pupils of Tor Bridge High School across a busy distributor road.			
6	<b>Alternative options considered and rejected:</b> To not install the Zebra Crossing, however, this is needed to ensure the safety of the children walking to school.			
7	<b>Financial implications and Risks:</b> The advertising and associated works will be funded via the Traffic Management Teams budget.			
8	<b>Is the decision a Key Decision?</b> (please contact <a href="#">Democratic Support</a> for further advice)	<b>Yes</b>	<b>No</b>	
			x	<b>Per the Constitution, a key decision is one which:</b> in the case of <b>capital</b> projects and contract awards, results in a new commitment to spend and/or save in excess of <b>£3million</b> in total
			x	in the case of <b>revenue</b> projects when the decision involves entering into new commitments and/or making new savings in excess of <b>£1 million</b>
			x	is <b>significant</b> in terms of its effect on communities living or working in an

				area comprising <b>two or more</b> wards in the area of the local authority.
	If yes, date of publication of the notice in the <b>Forward Plan of Key Decisions</b>			
<b>9</b>	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.	
<b>10</b>	Please specify any direct environmental implications of the decision (carbon impact)		None	
<b>Urgent decisions</b>				
<b>11</b>	Is the decision urgent and to be implemented immediately in the interests of the Council or the public?	<b>Yes</b>		(If yes, please contact Democratic Support ( <a href="mailto:democraticsupport@plymouth.gov.uk">democraticsupport@plymouth.gov.uk</a> ) for advice)
		<b>No</b>	x	<b>(If no, go to section 13a)</b>
<b>12a</b>	Reason for urgency:			
<b>12b</b>	Scrutiny Chair Signature:		Date	
	Scrutiny Committee name:			
	Print Name:			
<b>Consultation</b>				
<b>13a</b>	Are any other Cabinet members' portfolios affected by the decision?	<b>Yes</b>		
		<b>No</b>	x	<b>(If no go to section 14)</b>
<b>13b</b>	Which other Cabinet member's portfolio is affected by the decision?			
<b>13c</b>	Date Cabinet member consulted			

<b>14</b>	<b>Has any Cabinet member declared a conflict of interest in relation to the decision?</b>	<b>Yes</b>		If yes, please discuss with the Monitoring Officer				
		<b>No</b>	x					
<b>15</b>	<b>Which Corporate Management Team member has been consulted?</b>	<b>Name</b>	Anthony Payne					
		<b>Job title</b>	Strategic Director for Place					
		<b>Date consulted</b>	03/10/2022					
<b>Sign-off</b>								
<b>16</b>	<b>Sign off codes from the relevant departments consulted:</b>	<b>Democratic Support (mandatory)</b>	DS57 22/23					
		<b>Finance (mandatory)</b>	pl.22.23.235.					
		<b>Legal (mandatory)</b>	LS/39279/AC/5/10/22					
		<b>Human Resources (if applicable)</b>	n/a					
		<b>Corporate property (if applicable)</b>	n/a					
		<b>Procurement (if applicable)</b>	n/a					
<b>Appendices</b>								
<b>17</b>	<b>Ref.</b>	<b>Title of appendix</b>						
	A	Briefing report for publication						
	B	Equalities Impact Assessment						
<b>Confidential/exempt information</b>								
<b>18a</b>	<b>Do you need to include any confidential/exempt information?</b>	<b>Yes</b>		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 <b>18b</b> below.  (Keep as much information as possible in the briefing report that will be in the public domain)				
		<b>No</b>	x					
		<b>Exemption Paragraph Number</b>						
		<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>

<b>18b</b>	<b>Confidential/exempt briefing report title:</b>							
<b>Background Papers</b>								
<b>19</b>	<p>Please list all unpublished, background papers relevant to the decision in the table below.</p> <p>Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part 1 of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.</p>							
<b>Title of background paper(s)</b>		<b>Exemption Paragraph Number</b>						
		<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>
<b>Cabinet Member Signature</b>								
<b>20</b>	<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>							
<b>Signature</b>		<b>Date of decision</b>	11/10/2022					
<b>Print Name</b>	Councillor Jonathan Drear, Cabinet Member for Transport							



## MILLER WAY

### 1. INTRODUCTION

This report seeks delegated authority to implement a flat top road hump & zebra crossing on Miller 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 & zebra crossing to Miller 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 7<sup>th</sup> September 2022. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 2<sup>nd</sup> September 2022

**There has been 1 representation received relating to this scheme.**

Consultation	Comments
<p>Thank you very much for getting behind a crossing outside this huge multi-school campus as myself and other parents have been petitioning and asking for this since our nearly 8 year olds went to Plym Bridge Nursery years ago. We are all very much looking forward to be able to safely cross the road and not stand for hours waiting for either a gap in traffic or a kind person to let us cross.</p> <p>It is my understanding that the crossing will be going just past the roundabout?</p> <p>I have travelled and walked this road everyday with my children for many years. My worry about the crossing going where I think it is, is that we will then have to cross yet ANOTHER road and this one is a notoriously busy and dangerous entrance and exit to go high school and nursery?</p> <p>The bushes make it awkward for cars to see people waiting to cross the junction. People speed in and out of the gates to drop off their children to high school and nursery. Buses swing wide in and out. Parents use it to just stop and drop off high school children. Other people use it to swing around and change</p>	<p>The crossing has been sited with care and is intended to provide both Pupils at the school and other pedestrians with a safer facility for crossing Miller Way.</p> <p>Traffic using the school entrance and any vegetation in the area is largely a matter for the school to manage and it would not be appropriate to place a formal crossing across such an entrance. Police Collision data does not show any record of injury collisions at the school entrance over the last decade. However, the School will be contacted and made aware of your concerns. It is often the case that situations which appear hazardous rarely translate into collisions because pedestrians in particular take more care. In this case of course, traffic speeds will also be very low.</p>

direction with little to no indication. And as you can see in the photograph I have taken this morning the junction was just totally rammed and no car could move. Imagine trying to cross this on a dark, cold morning or evening? It's hard enough at the best of times.

A crossing at the drop down curb outside of the nursery would be more beneficial as that pathway leads safely into nursery and into the high school where there is a zebra crossing already installed for high school children etc. it also leads to the path down the primary school. All accessed by crossing the road just once...not twice.

I would invite you to please come out and access the situations during the morning school drop off and evening pick up. See for yourselves that making children cross an even busier entrance and exit will not alleviate or help any of us.

#### **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.



# **EQUALITY IMPACT ASSESSMENT**

Policy and Intelligence Team



# EQUALITY IMPACT ASSESSMENT

## SECTION ONE: INFORMATION ABOUT THE PROPOSAL

<b>Author(s):</b> This is the person completing the EIA template.	Amy Neale	<b>Department and service:</b>	Traffic Management Team – Plymouth Highways	<b>Date of assessment:</b>	
<b>Lead Officer:</b> Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.	Phil Bellamy	<b>Signature:</b>	Phil Bellamy	<b>Approval date:</b>	3/10/22
<b>Overview:</b> Please use this section to provide a concise overview of the proposal being assessed including: <ul style="list-style-type: none"> <li>▪ Aims and objectives (including rationale for decision)</li> <li>▪ Key stakeholders</li> <li>▪ Details of any engagement activities</li> </ul>	To provide a safe crossing facility for pupils of Tor Bridge High School across a busy distributor road (Miller Way).				
<b>Decision required:</b> Within this section, you must be clear on any decision being made and how/when, it will be taken.	1. To add a Flat top road hump to Miller Way, Approx. 10 metres south of its northern junction with Keswick Crescent 2. To add a Zebra Crossing to Miller Way, Approx. 10 metres south of its northern junction with Keswick Crescent				

## SECTION TWO: EQUALITY IMPACT ASSESSMENT SCREENING TOOL

<b>Potential external impacts:</b> Does the proposal have the potential to negatively impact service users, communities or residents with protected characteristics?	Yes		No	√
<b>Potential internal impacts:</b> 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)	<b>Yes</b>		<b>No</b>	√
If you do not agree that a full equality impact assessment is required, please set out your justification for why not.	Consultation has taken place and we received 1 comment to the proposal as set out in the briefing report. The School & Ward Cllrs were in agreement prior to advertising.			

### SECTION THREE: FULL EQUALITY IMPACT ASSESSMENT

<b>Protected characteristics (Equality Act, 2010)</b>	<b>Evidence and information (e.g. data and consultation feedback)</b>	<b>Adverse impact</b>	<b>Mitigation activities</b>	<b>Timescale and responsible department</b>
	<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>
<b>Age</b>	No issues raised in consultation			
<b>Disability</b>	No issues raised in consultation			
<b>Gender reassignment</b>	No issues raised in consultation			
<b>Marriage and civil partnership</b>	No issues raised in consultation			
<b>Pregnancy and maternity</b>	No issues raised in consultation			

<b>Race</b>	No issues raised in consultation			
<b>Religion or belief</b>	No issues raised in consultation			
<b>Sex</b>	No issues raised in consultation			
<b>Sexual orientation</b>	No issues raised in consultation			

#### SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

<b>Human Rights</b>	<b>Implications</b>	<b>Mitigation Actions</b>	<b>Timescale and responsible department</b>
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

<b>Equality objectives</b>	<b>Implications</b>	<b>Mitigation Actions</b>	<b>Timescale and responsible department</b>

<b>Celebrate diversity and ensure that Plymouth is a welcoming city.</b>	No adverse impact has been identified.		
<b>Pay equality for women, and staff with disabilities in our workforce.</b>	No adverse impact has been identified.		
<b>Supporting our workforce through the implementation of Our People Strategy 2020 – 2024</b>	No adverse impact has been identified.		
<b>Supporting victims of hate crime so they feel confident to report incidents, and working with, and through our partner organisations to achieve positive outcomes.</b>	No adverse impact has been identified.		
<b>Plymouth is a city where people from different backgrounds get along well.</b>	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 - T13 22/23

Decision				
1	<b>Title of decision:</b> – CLEARWAY THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2022.2137288) ORDER			
2	<b>Decision maker:</b> Councillor Jonathan Drean, Cabinet Member for Transport			
3	<b>Report author and contact details:</b> Amy Neale, Senior Traffic Management Technician, email: <a href="mailto:trafficmanagementinbox@plymouth.gov.uk">trafficmanagementinbox@plymouth.gov.uk</a>			
4	<p><b>Decision to be taken:</b> To implement the following amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004.</p> <p><b>The effect of the order shall be to;</b>  <b>I. Add/Amend Urban Clearway at Any Time on lengths of the following roads:</b>            Delamere Road, Embankment Lane, Embankment Road, Gdynia Way, Laira Bridge Road, Leigham Roundabout, Longbridge Road, Marsh Mills Roundabout, Old Laira Road, Plymouth Road, Slip Roads between Leigham Roundabout &amp; Marsh Mills Roundabout.</p>			
5	<p><b>Reasons for decision:</b></p> <p>The existing Clearway Orders on the main routes into the City are out of date, often due to road improvements since the Orders were introduced. The Clearway Orders enable both Police and Plymouth City Council to undertake enforcement against vehicles parked or left abandoned on major routes where the introduction of other parking restrictions would not be appropriate.</p>			
6	<p><b>Alternative options considered and rejected:</b></p> <p>The alternative option would be to do nothing. This option was discounted on the basis that the changes are needed for enforcement to ensure safety of the public.</p>			
7	<p><b>Financial implications and risks:</b></p> <p>The Traffic Regulation Order (TRO) and associated works is being funded via the Traffic Management Team and will be paid out of their budget.</p>			
8	<p><b>Is the decision a Key Decision?</b> (please contact <a href="#">Democratic Support</a> for further advice)</p>	<p><b>Yes</b></p>	<p><b>No</b></p> <p>x</p>	<p><b>Per the Constitution, a key decision is one which:</b></p> <p>in the case of <b>capital</b> projects and contract awards, results in a new commitment to spend and/or save in excess of <b>£3million</b> in total</p>

			x	in the case of <b>revenue</b> projects when the decision involves entering into new commitments and/or making new savings in excess of <b>£1 million</b>
			x	is <b>significant</b> in terms of its effect on communities living or working in an area comprising <b>two or more</b> wards in the area of the local authority.
	<b>If yes, date of publication of the notice in the <a href="#">Forward Plan of Key Decisions</a></b>			
<b>9</b>	<b>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:</b>	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.		
<b>10</b>	<b>Please specify any direct environmental implications of the decision (carbon impact)</b>	None		
<b>Urgent decisions</b>				
<b>11</b>	<b>Is the decision urgent and to be implemented immediately in the interests of the Council or the public?</b>	<b>Yes</b>		(If yes, please contact Democratic Support ( <a href="mailto:democraticsupport@plymouth.gov.uk">democraticsupport@plymouth.gov.uk</a> ) for advice)
		<b>No</b>	x	<b>(If no, go to section 13a)</b>
<b>12a</b>	<b>Reason for urgency:</b>			
<b>12b</b>	<b>Scrutiny Chair Signature:</b>		<b>Date</b>	
	<b>Scrutiny Committee name:</b>			
	<b>Print Name:</b>			
<b>Consultation</b>				
<b>13a</b>	<b>Are any other Cabinet members' portfolios affected by the decision?</b>	<b>Yes</b>		
		<b>No</b>	x	<b>(If no go to section 14)</b>
<b>13b</b>	<b>Which other Cabinet member's portfolio is affected by the</b>			



	<b>decision?</b>			
<b>I3</b>	<b>Date Cabinet member consulted</b>			
<b>I4</b>	<b>Has any Cabinet member declared a conflict of interest in relation to the decision?</b>	<b>Yes</b>		If yes, please discuss with the Monitoring Officer
		<b>No</b>	x	
<b>I5</b>	<b>Which Corporate Management Team member has been consulted?</b>	<b>Name</b>	Anthony Payne	
		<b>Job title</b>	Strategic Director for Place	
		<b>Date consulted</b>	26/09/2022	
<b>Sign-off</b>				
<b>I6</b>	<b>Sign off codes from the relevant departments consulted:</b>	<b>Democratic Support (mandatory)</b>	DS56 22/23	
		<b>Finance (mandatory)</b>	pl.22.23.236.	
		<b>Legal (mandatory)</b>	LS/39281/AC/5/10/22.	
		<b>Human Resources (if applicable)</b>	N/A	
		<b>Corporate property (if applicable)</b>	N/A	
		<b>Procurement (if applicable)</b>	N/A	
<b>Appendices</b>				
<b>I7</b>	<b>Ref.</b>	<b>Title of appendix</b>		
	A	Briefing report for publication		
	B	Equalities Impact Assessment		
<b>Confidential/exempt information</b>				
<b>I8a</b>	<b>Do you need to include any confidential/exempt information?</b>	<b>Yes</b>		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 <b>I8b</b> below.  (Keep as much information as possible in the briefing report that will be in the public domain)
		<b>No</b>	x	

		Exemption Paragraph Number						
		1	2	3	4	5	6	7
<b>18</b>	<b>Confidential/exempt briefing report title:</b>							
<b>Background Papers</b>								
<b>19</b>	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 1 of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.							
Title of background paper(s)		Exemption Paragraph Number						
		1	2	3	4	5	6	7
<b>Cabinet Member Signature</b>								
<b>20</b>	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.							
<b>Signature</b>				<b>Date of decision</b>	11/10/2022			
<b>Print Name</b>	Councillor Jonathan Drear, Cabinet Member for Transport							



## **CLEARWAY**

### **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 Clearway TRO.

### **2. TRAFFIC REGULATION ORDERS REQUIRED**

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

#### **To Add;**

##### **Urban Clearway At Any Time**

- (i) Delamere Road, all sides from its junction with Leigham Roundabout for a distance of 132 metres in a westerly direction
- (ii) Embankment Lane, all sides for its entirety
- (vi) Embankment Road, all sides for its entirety
- (x) Gdynia Way, all sides for its entirety
- (xiv) Laira Bridge Road, all sides from its junction with Embankment Road to its junction with Billacombe Road
- (xviii) Leigham Roundabout, all sides for its entirety
- (xxii) Longbridge Road, all sides from its junction with Leigham Roundabout for a distance of 42 metres in an easterly direction
- (xxvi) Marsh Mills Roundabout, all sides for its entirety
- (xxx) Old Laira Road, all sides from its junction with the south westbound carriageway of Plymouth Road for a distance of 311 metres in a westerly direction
- (xxxiv) Plymouth Road, all sides from a point 35 metres east of its junction with Longbridge Road to its junction with Embankment Road
- (xxxviii) Slip Road, all sides from its junction with Leigham Roundabout to its junction with Marsh Mills Roundabout
- (xlii) Slip Road, all sides from its junction with Marsh Mills Roundabout to its junction with Leigham Roundabout

#### **To Revoke;**

##### **Urban Clearway At Any Time**

- (i) Gdynia Way, both sides for the entire length.
- (ii) Marsh Mills Roundabout, both sides for the entire circumference.
- (iii) Old Laira Road, both sides from the junction with the south westbound carriageway of Plymouth Road for a distance of 320 metres in a south-westerly and westerly direction
- (iv) Plymouth Road both sides carriageways from the junction with Marsh Mills Roundabout to the junction with Longbridge Road

- (v) Embankment Lane both sides, from its junction with Embankment Road to its junction with Laira Bridge Road
- (vi) Embankment Road both sides (outbound), from its junction with Cattedown Roundabout to its junction with Plymouth Road
- (vii) Embankment Road south side, from its junction with Tintern Avenue to its junction with Cattedown Roundabout
- (viii) Laira Bridge Road both sides, from its junction with Embankment Road to its junction with Billacombe Road
- (ix) Plymouth Road, both sides, from the junction with Embankment Road to the junction with Marsh Mills Roundabout

### **3. STATUTORY CONSULTATION**

#### **Proposals**

The proposals for the Clearway TRO were advertised on street, in the Herald and on the Plymouth City Council website on 2<sup>nd</sup> September 2022. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 26<sup>th</sup> August 2022.

**There have been 0 representations received relating to the Traffic Regulation Order proposal**

### **4. RECOMMENDATION**

It is recommended to proceed & implement with the Traffic Order as proposed/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**

Policy and Intelligence Team



# EQUALITY IMPACT ASSESSMENT

## SECTION ONE: INFORMATION ABOUT THE PROPOSAL

<b>Author(s):</b> This is the person completing the EIA template.	Amy Neale	<b>Department and service:</b>	Traffic Management Team – Plymouth Highways	<b>Date of assessment:</b>	26/09/2022
<b>Lead Officer:</b> Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.	Phil Bellamy	<b>Signature:</b>	P.Bellamy	<b>Approval date:</b>	26/09/2022
<b>Overview:</b> Please use this section to provide a concise overview of the proposal being assessed including: <ul style="list-style-type: none"> <li>▪ Aims and objectives (including rationale for decision)</li> <li>▪ Key stakeholders</li> <li>▪ Details of any engagement activities</li> </ul>	The existing Clearway Orders on the main routes into the City are out of date, often due to road improvements since the Orders were introduced. The Clearway Orders enable both Police and Plymouth City Council to undertake enforcement against vehicles parked or left abandoned on major routes where the introduction of other parking restrictions would not be appropriate.				
<b>Decision required:</b> 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 Regulation and Street Parking Places) (Consolidation) Order 2004.  <b>The effect of the order shall be to;</b> <b>I. Add/Amend Urban Clearway at Any Time on lengths of the following roads:</b> Delamere Road, Embankment Lane, Embankment Road, Gdynia Way, Laira Bridge Road, Leigham Roundabout, Longbridge Road, Marsh Mills Roundabout, Old Laira Road, Plymouth Road, Slip Roads between Leigham Roundabout & Marsh Mills Roundabout.				

## SECTION TWO: EQUALITY IMPACT ASSESSMENT SCREENING TOOL

<b>Potential external impacts:</b> Does the proposal have the potential to negatively impact service users, communities or residents with protected characteristics?	Yes		No	√
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<b>Potential internal impacts:</b> Does the proposal have the potential to negatively impact Plymouth City Council employees?	<b>Yes</b>		<b>No</b>	√
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)	<b>Yes</b>		<b>No</b>	√
If you do not agree that a full equality impact assessment is required, please set out your justification for why not.	We are improving the signage, TRO & only adding a couple streets to make the Clearway enforceable, consistent & clear. 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

<b>Protected characteristics (Equality Act, 2010)</b>	<b>Evidence and information (e.g. data and consultation feedback)</b>	<b>Adverse impact</b>	<b>Mitigation activities</b>	<b>Timescale and responsible department</b>
	<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>
<b>Age</b>	No issues raised in consultation			
<b>Disability</b>	No issues raised in consultation			
<b>Gender reassignment</b>	No issues raised in consultation			

<b>Marriage and civil partnership</b>	No issues raised in consultation			
<b>Pregnancy and maternity</b>	No issues raised in consultation			
<b>Race</b>	No issues raised in consultation			
<b>Religion or belief</b>	No issues raised in consultation			
<b>Sex</b>	No issues raised in consultation			
<b>Sexual orientation</b>	No issues raised in consultation			

#### SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

<b>Human Rights</b>	<b>Implications</b>	<b>Mitigation Actions</b>	<b>Timescale and responsible department</b>
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**

<b>Equality objectives</b>	<b>Implications</b>	<b>Mitigation Actions</b>	<b>Timescale and responsible department</b>
<b>Celebrate diversity and ensure that Plymouth is a welcoming city.</b>	No adverse impact has been identified.		
<b>Pay equality for women, and staff with disabilities in our workforce.</b>	No adverse impact has been identified.		
<b>Supporting our workforce through the implementation of Our People Strategy 2020 – 2024</b>	No adverse impact has been identified.		
<b>Supporting victims of hate crime so they feel confident to report incidents, and working with, and through our partner organisations to achieve positive outcomes.</b>	No adverse impact has been identified.		
<b>Plymouth is a city where people from different backgrounds get along well.</b>	No adverse impact has been identified.		

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