



Oversight and Governance

Chief Executive's Department

Plymouth City Council

Ballard House

Plymouth PL1 3BJ

T 01752 305155

www.plymouth.gov.uk/democracy

Published 28/06/23

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 05 July 2023. 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 Cabinet decisions detailed below may be implemented on Thursday 06 July 2023 if they are not called-in. The Council Officer decision may be implemented immediately.

Delegated Decisions

- 1. Leader of the Council: Councillor Evans OBE:**
 - 1.1. L04 23/24 - Approval of Capital Allocation - Highways **(Pages 1 - 32)**
- 2. Cabinet Member for Strategic Planning and Transport: Councillor Mark Coker:**
 - 2.1. SPT04 23/24 - The City of Plymouth (Traffic Movement and Speed Limit Regulations) (Amendment Order No. 2023.2137297 Mayflower Street) Order & (The City of Plymouth (Traffic Regulation Orders) (Amendment Order NO. 2023.2137297 Mayflower Street) Order **(Pages 33 - 48)**
 - 2.2. SPT05 23/24 - The City of Plymouth (Traffic Regulation Orders) (Amendment Order NO. 2023.2137291 Mayflower Street and West Hoe Road) Order **(Pages 49 - 62)**
 - 2.3. SPT01 23/24 - The City of Plymouth (Traffic Movement and Speed Regulations) (Amendment Order No. 2023.2137298 Forder Valley) Order & the City of Plymouth (Traffic Regulation Orders) (Amendment Order No. 2023.2137298 Forder Valley) Order **(Pages 63 - 82)**
- 3. Officer Decision: Service Director for Street Services (Philip Robinson):**
 - 3.1. COD06 23/24 - Contract Award: The outright capital purchase of Skip Truck, 3.5t & 7.5t Arborist Vehicles, Hook Loaders & 7.5t Caged tippers **(Pages 83 - 110)**

EXECUTIVE DECISION

made by a Cabinet Member



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


Executive Decision Reference Number – L04 23/24

Decision	
1	Title of decision: Approval of Capital Allocation – Highways
2	Decision maker: Councillor Tudor Evans OBE, Leader of Plymouth City Council
3	<p>Report author and contact details: Philip Bellamy / Mike Jones</p> <p>Phil.Bellamy@plymouth.gov.uk</p> <p>Mike.jones@plymouth.gov.uk</p> <p>01752306947</p>
4	<p>Decision to be taken</p> <p>4.1 To approve the allocation of £3,419,000 Draft Funding into the 2023/24 Capital Programme</p> <p>4.2 To approve the allocation of £1,038,815 of prior years' Draft funding allocation into the 2023/24 Capital Programme</p> <p>4.3 To approve the Capital Highways works Programme (1 year delivery 2023/24) and associated budget allocations as laid out in Table I of the Business Case.</p>
5	<p>Reasons for decision:</p> <p>Reduction of new money from Corporate for Capital Spend in 2023/24 in recognition to council wide fiscal constraint has resulted in a reduction of circa £3M to the Highways Capital Budget. To maintain maintenance to the highway and having consideration to the councils statutory commitments as outlined within the Highways Act 1980, we propose to secure the Draft allocation:</p> <ol style="list-style-type: none"> 1) Pot Hole Fund 2) Maintenance Fund 3) Incentive Fund 4) Previous draft funding allocation <p>These figures will be in addition to the already approved £2M Central Allocated Budget (Cllr).</p>
6	<p>Alternative options considered and rejected:</p> <ol style="list-style-type: none"> a) Do nothing – This option is not applicable as it would conflict with statutory responsibilities to ensure the maintenance of highways;

	b) Reduce Highway Maintenance – We have a duty of care and statutory responsibilities to maintain the Highways, funding from the Department for Transport is affected by deterioration modelling that could reduce future support from central government.			
7	<p>Financial implications and risks:</p> <p>There is no implication for Corporate as no new borrowing proposed.</p> <p>The draft allocation is as follows:</p> <ol style="list-style-type: none"> 1) Maintenance Block Fund - £1,290,000 2) Pot Hole Fund - £1,290,000 3) Draft Incentive Fund - £323,000 4) Prior years' Draft funding allocation - £1,038,815 5) Additional Department for Transport Pot Hole funding - £516,000 			
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.	
	<p>If yes, date of publication of the notice in the Forward Plan of Key Decisions</p>			
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>GR07/5 Supporting the development of resilient, efficient local energy markets through the identification and promotion of local opportunities;</p> <p>INT6: Developing and promoting our contribution to managing climate change and sea level rise through continuing to pursue ambitious carbon reduction emission targets (net-zero by 2030) and proactive natural network management, and putting in place infrastructure to enable businesses to make the transition to a low carbon economy.</p>		
10	<p>Please specify any direct environmental implications of the decision (carbon impact)</p>	<p>The delivery of the 23/24 programme has consideration of alternative techniques and technologies to allow the Council the opportunity to achieve a reduction on energy utilisation and reduction of carbon emissions.</p>		

Urgent decisions			
11	Is the decision urgent and to be implemented immediately in the interests of the Council or the public?	Yes	(If yes, please contact Democratic Support (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	x
		No	(If no go to section 14)
13b	Which other Cabinet member's portfolio is affected by the decision?	Councillor Mark Coker, Cabinet Member for Strategic Planning and Transport; Councillor Mark Lowry, Cabinet Member for Finance.	
13c	Date Cabinet member consulted	23/05/2023 26/05/2023	
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 for Street Services
		Date consulted	24/3/23

Sign-off								
16	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)						DS 06 23/24
		Finance (mandatory)						PI.22.23.431
		Legal (mandatory)						LS/1386 A/JP/230523
		Human Resources (if applicable)						n/a
		Corporate property (if applicable)						n/a
		Procurement (if applicable)						n/a
Appendices								
17	Ref.	Title of appendix						
	A	Capital - Business Case						
	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
Highway 2023/24 Budget allocation – Activity breakdown spreadsheet			x				
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	27/06/2023			
Print Name	Councillor Tudor Evans OBE, Leader of Plymouth City Council						

This page is intentionally left blank

CAPITAL INVESTMENT BUSINESS CASE

Highways – Capital Budget Allocation 2023/24



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 'cut and paste' key details from relevant sections. The summary is a 'snapshot' of the business case, which will need to tell the story and sell the proposal.

The highway network is the Council's largest capital asset with an estimated replacement cost of in excess £1.6 billion (2019) and requires regular ongoing maintenance and renewal in order to be kept in a safe and serviceable condition for the travelling public. The asset is vitally important not only for the everyday operation of the City and the lives of its inhabitants but also for ongoing economic development and productivity in all aspects of city life.

Historically, Highway Maintenance has been a largely Revenue based activity and many Highway Authorities continue to fund a significant proportion of Highway Maintenance activity through Revenue. However, the Council's Revenue budgets are under historic pressure and whilst every opportunity is taken to generate income, Capital Investment is essential to ensure the resilience and safety of this critical infrastructure. The Capital bid below is for One year, is submitted in appreciation of the Council's financial position and therefore set at a level, which assumes that the condition of the Highway Asset will begin to deteriorate significantly.

Plymouth Highways follows best practice in managing maintenance of the highway asset and has modelled long-term maintenance strategies, aimed at achieving a number of outcomes. These are described in the Highways Asset Management Framework and summarised below:

- Maintaining and improving the condition of the public highway
- Reinstating the structural integrity of roads
- Improving highway drainage and keeping water off the highway
- Supporting economic growth in the city by improving our transport network and reputation for quality of roads
- Continuing the drive away from a reactive service towards a planned and efficient service
- Improving the safety of the road network to reduce injury collisions in line with statutory requirements, Coroner's recommendations and the City's obligations as a founder member of the Vision Zero South West Partnership.
- Planned replacement of the City's Traffic Signal infrastructure, as it depreciates, with modern and efficient equipment will help ensure the best use of road space and safety of all road users.
- Planned replacement of the City's street lighting asset, as it depreciates with modern and efficient lighting units and columns will reduce the City Council's energy bill and carbon footprint, reducing the risk of damage and injury associated with failure of columns, which is always a greater risk in coastal locations.
- Planned Capital Maintenance of Bridges and other Structures

The framework places importance on building resilience in response to Climate Change and ensuring that Biodiversity and Carbon Reduction are considered in all maintenance decisions.

Continued investment also secures access to the Department for Transport Funding through the Incentive fund, which is allocated on performance. Plymouth is currently in Band 3, judged to be amongst the highest performing Highway Authorities and receives £323,000 Capital Funding per annum in recognition. Band 2 Authorities receive 30% of the potential total amount with Band 1 Authorities receiving no Incentive Fund grant.

The absence of a Capital Investment programme undermines existing investment and will, precipitate a greater and faster deterioration of the asset leading to higher future investment scenarios to recover. This in turn will increase demand on revenue for reactive maintenance and put the City Council at higher risk of litigation due to greater numbers of safety defects occurring.

Public perception of Highway Services in the UK is measured through the National Highways and Transport Network Survey on an annual basis across 111 participating authorities via 1.2 million questionnaires submitted

by local residents across the country. The results this year show that Plymouth's residents place most importance on Road Safety and the Condition of roads. However, residents were least satisfied with the condition of roads, which was also the most popular choice for improvement to service level and additional expenditure.

Over the last three years the City Council has had an average capital budget of £8.265 million to spend on highway maintenance. This has included £2 million annually from Corporate Borrowing and funding from the DfT Challenge Fund (the challenge fund is a competitive bidding process and is not guaranteed) to fund specific proposals above and beyond routine maintenance. This has meant that our resilient network (the key routes for traffic throughout the city) have been restored to a serviceable level maintained at a steady state to date.

However, significant additional pressures have been identified in the areas of Traffic Signals, CCTV, Road Safety and failure of the non-resilient road network. These, along with both a significant rise in contractor costs since submission of the previous bid and further anticipated rises, indicate that an increase in investment would be required to maintain the asset in its current condition and to provide improvements in congestion management and road safety as detailed below.

Inflation

Since submission of the current Capital Business Case in 2019, UK CPI prices have risen by approx. 28%. Plymouth Highway's Principle Contractor and Suppliers across the construction sector are particularly vulnerable fluctuations in prices due to their reliance on petrochemical and other imports which have been effected by the Ukraine crisis and a significant fall in the value of the £ which was trading at \$1.32/£ in April 2019 and at the time of writing is trading at \$1.19/£, a fall of 9%

Current Investment Scenario

The Investment Scenario for 2023/24 calls for £6.458m of previously allocated Capital funding compared to an historic investment £8.265m per annum over the last three year period and in the context of the inflationary pressures mentioned above. This is a fall of 28% before inflationary pressures are accounted for.

Steady State Scenario

The level of investment required to maintain the asset in a Steady State after other funding and assumed Dft Funding is taken into account has been modelled at £145.53 million over a 5 year period. It should be noted, that in this scenario there are currently neither the Staff nor Contractor and Depot resources available to deliver such a programme.

The Current Challenge

The highway network in Plymouth was not originally designed or constructed to the standards that would be expected of highways today. As a consequence, many highway assets are less resilient and are entering the mid to end phase of their serviceable lifespan. Increasingly frequent and severe weather events have also accelerated the deterioration of the highway asset.

In recognition of the current financial climate, a one year bid has been prepared for 2023/24 to allow a more detailed 5 Year bid for 2024 to 2029 to be modelled for submission in the next financial year.

SECTION I: PROJECT DETAIL			
Project Value (indicate capital or revenue)	£4,457,815 DfT Funding	Contingency (show as £ and % of project value)	
Programme	Highways Maintenance	Directorate	Place
Portfolio Holder	Cllr Mark Coker	Service Director	Phillip Robinson (Street Services)
Senior Responsible Officer (client)	Philip Robinson	Project Manager	Phil Bellamy
Address and Post Code	Plymouth City	Ward	Citywide

The Request**Background**

The highway network and other transport infrastructure assets together represent the largest capital asset the Council holds, with a current replacement cost of £1.6 billion. Used daily by the travelling public for commuting, business and leisure activities; it is crucial to the economic, social and environmental wellbeing of our local communities.

The highway network, which includes carriageways, footways, drainage, street lighting, traffic signals and structures, requires regular planned maintenance and renewal in order to maintain the network in a safe and serviceable condition for the travelling public. With revenue budgets at an historic low for the Council it is essential that Capital Funding is invested to build resilience into this critical infrastructure. The introduction of an Asset Management approach to highway maintenance in Plymouth has enabled the modelling of long-term maintenance strategies, aimed at achieving a number of outcomes:

- Maintaining and improving the condition of the public highway
- Reinstating the structural integrity of roads
- Improving highway drainage and keeping water off the highway
- Supporting economic growth in the city by improving our transport network and reputation for quality of roads
- Continuing the drive away from a reactive service towards a planned and efficient service
- Improving the safety of the road network to reduce injury collisions in line with statutory requirements, Coroner's recommendations and the City's obligations as a founder member of the Vision Zero South West Partnership.
- Planned replacement of the City's Traffic Signal infrastructure, as it depreciates, with modern and efficient equipment will help ensure the best use of road space and safety of all road users.
- Planned replacement of the City's street lighting asset, as it depreciates with modern and efficient lighting units and columns will reduce the City Council's energy bill and carbon footprint, reducing the risk of damage and injury associated with failure of columns, which is always a greater risk in coastal locations.
- Planned Capital Maintenance of Bridges and other Structures

Historical Funding

In 2015 the DfT changed their funding model to give local authorities cost certainty of funding for a six-year period enabling local authorities to financially plan into the future giving confidence to service providers and supply chains. In recognition of the effects of the Pandemic, this approach has now been extended for a further 3 years to 2024/25. The Highway Maintenance Efficiency Programme (HMEP) produced an asset management guidance document recommending Authorities commit to a minimum five-year funding model. This approach gave local authorities the opportunity to gain efficiencies through longer term strategic planning. HMEP principles are being maintained and quality delivery reviews are measured by the Incentive Scheme principle now being delivered by Dft by way of an auditable self-assessment arrangement, policed by the Local Authorities' Section 151 Officer

Plymouth City Council has transformed its asset management approach since the launch of HMEP. This has involved upgrading all of its asset management systems and investing in surveys to gather data to inform accurate depreciation modelling that to drive investment scenarios to achieve best value.

As a result of this improvement, Plymouth City Council have been recognised as a top performing authority, achieving Band 3 (top level) status in the DfT's incentive fund scheme, which assesses an authority's competency with regards to asset management.

In order to alleviate the pressure on revenue budgets, and recognising the fiscal challenge Plymouth City Council face in 2023/24 it is important to have commitment to capital funding in support of the required minimum statutory duties of the highway service. The need to secure this funding is critical for long-term planning of maintenance activities and providing confidence to our supply chain to deliver greater value for money services.

Capital funds are required in 2023/24 to spend on highway maintenance from the DfT Challenge Fund, Incentive funds, previously unallocated Dft funding and an annual Capital allocation of £2m per annum from the councillor commitment fund.

To date, our resilient network (the key routes for traffic throughout the city) have been maintained to a serviceable level in a steady state.

The Current Challenge

The highway network in Plymouth was not originally designed or constructed to the standards that would be expected of highways today. As a consequence, many highway assets are less resilient and are entering the mid to end phase of their serviceable lifespan. Increasingly frequent and severe weather events have also accelerated the deterioration of the highway asset.

In order to continue to address this ever growing challenge, it is now vital that the city Council remains committed to upholding its statutory obligations and the strategic aims set out in the Highways Asset Management Framework. Therefore, the continuation of capital investment to re-build resilience back into this critical asset is essential. Failure to do so will undermine investment to date and lead to greater deterioration, increased demands on revenue, higher future investment scenarios due to not intervening before end of life and higher risk of litigation due to greater numbers of safety defects occurring.

In recognition of the current financial climate, we have modelled a managed decline scenario that is broadly in line with historic investment levels. We have achieved this through sweating assets, prioritising (e.g. development of a resilient network) and exploring innovative product selection.

This approach has been benchmarked against industry standards such as the Incentive Fund and best practice adopted by other Highway Authorities.

Investment Scenario's

Brief synopses of the modelled Scenarios are shown below with greater detail shown in the appendices.

Steady State Scenario

The level of investment required to maintain the asset in a Steady State after other funding and assumed Dft Funding is taken into account would be £145.53 million over a 5 year period. It should be noted that in this scenario there are currently neither the Staff nor Contractor and Depot resources available to deliver such a programme.

Managed Decline Scenario

The level of investment required to maintain the asset in a Managed Decline scenario after other funding and assumed Dft Funding is taken into account would be £65.47 million over a 5 year period. Similar to the scenario above it should be noted that both Staff, Contractor and infrastructure resources would be stretched to deliver such a programme of works.

Current Model Plus

This level of investment closely follows the funding levels available in the last three years but adds capability to address shortfalls in the areas of Traffic Management and Road Safety, Traffic Signal Infrastructure and CCTV. The modelled decline in the Highway Asset is much greater over the 5 year period, with a doubling from 2% to 3.9% in the level of the Resilient Road Network judged to be in need of significant maintenance or at failure point. A far greater proportion of the non-resilient Network (Residential Roads and local distributors) is judged to be in the worst category - this is predicted to rise from the current 36.7% to 68.3% over the next 5 years. The level of funding under this scenario would be £46.6 million over a 5 year period.

Holding Budget Allocation recognising Fiscal Budget Challenge 2023/24

No new Capital investment is sought from Corporate in the year 2023/24, but confirmation that the following externally sourced income is allocated to the 23/24 Highway Capital Budget is required:

Dft Maintenance Block Fund 2023/24 - £1,290,000
Dft Pothole Fund 2023/24 - £1,290,000
Dft Incentive Fund 2023/24 - £323,000
Dft Additional Pothole Funding 2023/24 – £516,000

20/21 - 22/23 Additional Dft Funding - £1,038,815

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 Request

Confirmation that the following externally sourced income is allocated to the 23/24 Highway Capital Budget:

DfT Maintenance Block Fund 2023/24 - £1,290,000
 DfT Pothole Fund 2023/24 - £1,290,000
 DfT Incentive Fund 2023/24 - £323,000
 DfT additional Pothole Funding 2023/24 – £516,000

20/21 - 22/23 Additional Dft Funding - £1,038,815

Table I - Proposed Allocation of DfT Budgets:

Code Description	DfT Maintenance Block Fund	DfT Pothole Fund	DfT Incentive Fund	20/21-22/23 Additional Dft Funding	23/24 Additional Pothole Funding
DfT CONFIRMED FUNDING	1,290,000	1,290,000	323,000	1,038,815	516,000
TOTAL	1,290,000	1,290,000	323,000	1,038,815	516,000
Street Furniture:	185,470	0	0	0	0
Street Furniture Replacements	180,470				
Grit Bin Replacements	5,000				
Carriageways	544,722	500,000	0	0	516,000
Carriageway Lining	432,853				
Carriageway Resurfacing	49,495				
Carriageway Pothole Initiative					516,000
Carriageway Permanent Repairs	62,374	500,000			
Footway	359,469	790,000	0	0	0
Footway Resurfacing	100,000				
Kerb Replacements	244,867				
Footway Permanent Repair	14,602	790,000			
Drainage	5,092	0	0	0	0
Drainage Improvement Schemes	5,092				
Local Safety & Minor Schemes:	119,954	0	240,000	0	0
TRO Reviews	35,000				
Collision Reviews	65,000		65,000		
Minor Traffic Schemes	4,954		145,000		
Safety Camera Partnership	15,000		30,000		
Living Streets:	0	0	25,000	0	0
Living Streets Coordination of Cllr Schemes			25,000		
Keep Plymouth Moving/20mph Zones:	75,293	0	58,000	0	0
20MPH Schemes Co-ordination			35,000		
Citywide When Lights Flash - 20MPH	20,000				
Traffic Calming	55,293		23,000		
Traffic Signals	0	0	0	738,815	0
Signal Optimisation				738,815	
Structures	0	0	0	300,000	0
Minor Structure Preventative Repairs				300,000	

Carriageways

Over the past 3 years the capital budget has prioritised spend on improving the condition of the resilient/classified network as these routes are considered as crucial to the economic and social well-being of the city. Now the resilient network has been brought up to a good condition (4% red rating) the suggested capital allocation will decrease this to 5% which will place at risk our band 3 status if Capital investment not recovered in years 2024 forward

Through the use of data led investment modelling we have developed an approach which enables prioritised, targeted and intelligent investment decisions which will enable performance to be, measured demonstrating how the capital funding is delivering the agreed targets.

Failure to invest in the carriageway through capital funding will prevent Plymouth from maintaining their statutory duty to maintain the highways network in a safe and serviceable condition. With a withdraw or reduction in funding the highway authority would also see the network deterioration increase, the asset value decreasing and the cost of carrying out much greater maintenance at a later date will be disproportionately higher. This can be demonstrated through the aforementioned evidence based strategic planning models.

Carriageways includes:-

- Vehicle Restraint Systems (Safety Barrier) which require annual testing and maintenance to remain effective
- Skid Resistant Surfacing
- Sign and Lining Maintenance
- Street Furniture (Bollards, and Fences etc)

Failure to invest will also have a direct impact on:

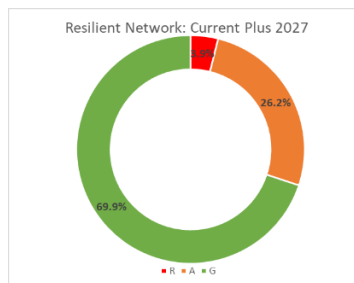
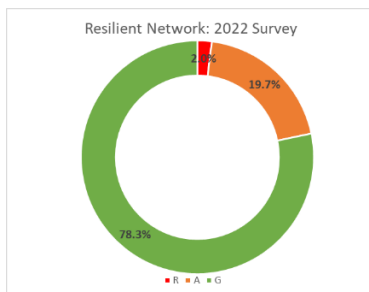
- Increased reliance upon revenue funding
- Volume of safety defects, which adds additional pressure to revenue budgets.
- Volume of Red Claims against the Council
- Public overall satisfaction of highway (as highlighted in the latest NHT survey)

The illustrations below show the current state of both the Resilient and Non Resilient Highway Networks in the City and the predicted decline over 5 years if the investment requested in is approved.

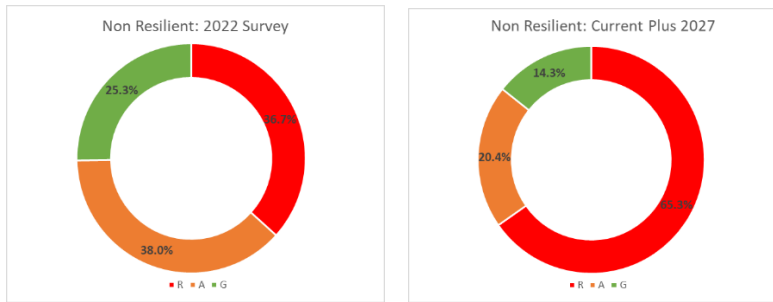
The conditions of the carriageway are RAG rated with Red indicating at failure and green as good condition.

The maintenance models used concentrate on maintaining the Resilient Network at less than 4% failure rate. As a consequence it can be seen that the condition of the Non Resilient Network will decline from 36.7% at failure Rate to 65.3% over 5 years.

Resilient Highway Network



Non-Resilient Highway Network



Footways and Cycleways

Footways and cycleways across the city are essential to support the Council’s agenda for walking and cycling to be a normal part of everyday life bringing benefits to the health and wellbeing of the public and reducing carbon emission in light of the Councils declaration of a climate emergency.

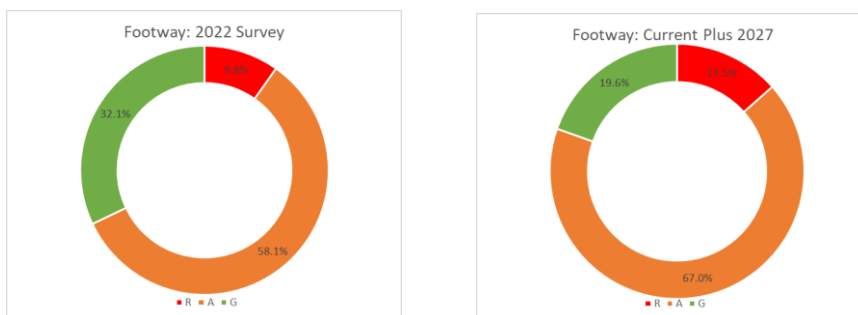
As with carriageways, in recognition of the requirement to prioritise certain strategically important routes, a resilient footway network has been developed. The capital bid will focus primarily on maintaining the state of the footway resilient network, wherever possible improving it in order to make walking and cycling to the city’s major destinations both a safe and pleasurable experience.

The aimed management approach for the remainder of the footway network will be to maintain it too in a safe and serviceable condition, however in realistic terms this will mean managed decline.

Failure to invest in footways will have a direct impact:

- Public’s decision to choose sustainable transport over driving
- Volume of Safety Defects and associated costs
- Public Satisfaction (As per the NHT Survey)
- Volume of claims against the Council for personal injury
- Increase demand on public health services related to personal injury claims particularly amongst the elderly & vulnerable

The maintenance models used predict that the condition of the City Council’s Footway Network will deteriorate from the current position where 9.6% of the network is currently at failure rate and 30.1% rated good to 13.5% at Failure and 19.6% rated good over 5 years



Drainage

For Plymouth, preventing our carriageways and footways from flooding is recognised as a corporate priority. Generally people identify drainage assets as gullies, however the city Council is responsible for a wide range of drainage assets including, linkages from gullies to sewers, culverted watercourses, pumping stations, tidal flaps and Sustainable Drainage Systems (SuDS).

Drainage assets are critical for the city and supports keeping water off the carriageway, which not only impacts on preventing carriageway flooding during weather events but equally as important, when working efficiently, reduces all standing water from the network. This is paramount to ensuring the longevity of carriageways and

footways as it prevents water from being trapped which can cause issues such as water freezing and thereby expanding and breaking out the surface- which leads to the formation of potholes.

Over the past 2 years, SMART technology and planned cyclical inspection have supported in creating a knowledge base across the network which has supported our move to an ever evolving regime of targeted maintenance.

Alongside this, we have developed a risk register of known hotspots which frequently cause disruption to the network. This funding will enable the city Council to address the highest risk hotspots currently identified, offering the core benefits of reduced disruption, improved safety, reactive maintenance costs, reduced insurance costs from red claims, improved public perception and overall resilience. This will also mean that we are able to start to consider the effects of carriageway water entering our watercourses (i.e. plastics, heavy metals and other pollutants) in line with our new status as a Marine National Park and as a commitment to the climate emergency.

Structures

Plymouth has a general duty of care to users and the community to maintain the highway structures in a condition that is fit for purpose. Current HMPE asset holding is as follows:

- 35 Bridges
- 58 Culverts
- 26 Tunnels
- 48 Subways

Each asset type demands complex engineering solutions to enable accessibility, programme timely remedial works and assure continual service is achieved

Highways- Structures demand a high level of intervention to ensure continuous serviceability and compliance. Failure to invest will result in the continuing decline of condition, resulting in possible safety critical defects, unsatisfactory discharge of statutory obligations and an increase of remedial costs. With structures there are also catastrophic risks of failure, including the closure of structures, similar to the Hammersmith and Fulham bridge, or a risk of structure collapse, similar to the recent highly publicised events across Europe in recent years.

Street Lighting and Traffic Signals

The Highway Lighting asset has a high visual impact on our street scene. As part of our Risk Based approach, based upon our Highway Infrastructure Asset Management Plan 'HIAMP' we maintain these assets in a safe and serviceable condition whilst maximising their serviceable life and reduce the incidences of failure.

Review of the Traffic Regulations and General Directions 2016 have allowed authorities to adapt the lit environment to achieve passive safe installations, reduction in street clutter and rationalisation of our lit environment.

City centre and Shopping Areas demand appropriate lighting and control solutions, as do safety specific locations such as Pedestrian Crossings, High Footfall, Poor Air Quality and Traffic Calming zones. Reinforcement and Engineering solutions need to be delivered to ensure our statutory duties are discharged and continued capital investment is required to achieve our statutory duties, The programmed delivery made possible by approval of this capital bid assures such levels of compliance.

Much of the City's Traffic Signal asset is at end of life and there is currently no replacement programme in place. Although full advantage is taken of Capital Programmes such as the Transforming Cities Fund there are still many sites across the City where columns and signal controllers need replacement in the near future. Maintaining and improving this asset ensures that traffic is able to move efficiently across the network and ensure that claims against the council in the event of column failure are kept to a minimum.

An investment in upgrade of the City's CCTV network is urgently required to enable the efficient management of the network and also delivers partnership benefits with the Police and other emergency services.

Traffic Management and Accident Reduction

The figures below are an illustration of the full amount required to run and maintain the Traffic Management and Road Safety programme across the City. A full costed description of what is required has been prepared. However, in the light of the acknowledged budgetary challenges faced by the Council the amount bid for has been reduced to 40% of the costed amount. This will necessitate a reduction in the hoped for investment in Casualty Reduction and Inclusive Mobility measures

Living Streets

This is a Capital Allocation made to each Ward in the City enabling Ward Councillors to agree funding for small improvements. Examples of the type of schemes funded could be Parking schemes, Dropped Crossings and Pedestrian Refuges. For more expensive schemes, the allocation can be rolled into future years with adjoining wards also collaborating on larger schemes along with top up funding from the Minor Schemes budget. In 2021/22 Plymstock Dunstone and Radford Ward Councillor pooled 3 years of saved Living Streets funding as a 50% contribution towards providing a new Zebra Crossing on Furzehatt Rd. Total cost of the scheme was in the region of £100,000.

Parking Schemes are typically low cost with Living Streets Traffic Orders processed together to save advertising and legal costs. Depending on the scale of the scheme and the amount of signing, these can usually cost £2,000-£3,000.

Dropped Crossings typically cost between £3,000 and £5,000 with Pedestrian refuges costing around £15,000.

Currently each 3 Councillor Ward received £6,725 per annum with 2 Councillor Wards receiving £4,483. The total allocation of £160,000 per annum has remained unchanged for 5 years.

Inclusive Mobility

The Disability Discrimination Act 1995, as amended, introduced a large number of changes to the way in which the highway environment should be made safer and accessible to all users. Whilst there is an acceptance that some physical characteristics will be difficult or impossible to overcome there is also a clear direction of travel indicated for the construction of new streets and for the improvement, where possible of the existing streetscape.

In Plymouth there are many thousands of examples where the City Council might be regarded to be in breach of the Act. Examples could be :-

1. Where trees have been allowed to grow to block a footpath.
2. Narrow footpaths below 1800mm
3. Roads with no dropped crossing points in safe locations
4. Signalled junctions with neither pedestrian phase nor dropped crossing facilities to enable vulnerable users to cross safely and conveniently.
5. Hillside housing estates where the only access is via steps meaning that some disabled residents are effectively confined to a small enclave unless physical assistance is available to help them negotiate the steps. Often there is an engineering solution available in the form of a ramp but no budget available.
6. Busy roads where there is demand for a Zebra or Signalled Crossing point

These issues not only discriminate against disabled road users but also cause community severance denying access to public transport and other facilities and unless motorised transport is available. There is therefore an additional carbon reduction benefit attached to providing and improving these facilities.

One way for the City Council could improve the lives of many of its residents and cover any potential liability in this area would be to have a realistic annual budget to fund an identified investment in a programme of works to address issues in a prioritised systematic way.

The Traffic Management Team currently spends around £80,000 per annum from its minor Schemes Budget providing and enhancing dropped crossing facilities and also works with Ward Councillors through the Living Streets budget to provide more. A single dropped crossing can cost £5,000 if there are no engineering complications. Crossings with a refuge will usually cost around £15,000. The number of crossings that can be provided each year is therefore extremely limited and this small budget allocation could all be spent in a single Ward of the city for a decade. Demand for new crossings and refuges from both Ward Councillors and the Public far outstrips the budgets available.

The opportunity to work with other sections is also taken and currently 2 new Crossroad signal junctions are being designed as part of the Transforming Cities Fund at locations identified by the team and the Traffic Signals Team. These locations currently have no controlled pedestrian and cycle facilities available and limited dropped crossings. (Millbridge Crossroads and Ford Hill/Milehouse Rd Crossroads). The costs of these scheme are both well in excess of £250,000 but there are several more across the City just as in need of attention. Eg Ford Hill/St Levan Rd Crossroads, Ham Drive/Honicknowle Lane Crossroads and Mutley Plain/Alexandra Rd Junction.

In recent years the team has taken advantage of the Dft's Active Travel Grant to provide a number of facilities which would otherwise not have been available. These include :-

- 3 Zebra Crossings to support Millbay Academy
- Traffic Calming & Zebra Crossing on Larkham Ln assisting Woodside Primary School.
- 20mph Zone & Zebra Crossing on Old Laira Rd
- 20mph Zone, Traffic Calming & Zebra Crossing on Miller Way assisting Thornbury School.
- Pedestrian and Cyclist safety facilities on Somerset Place
- 20mph when Light Flash deployment in the vicinity of Schools across the City.
- Improved and widened Cycle Lane plus residents parking provision of the A379 Billacombe Rd/Elburton Rd.

This has represented over £700,000 in additional funding which has also allowed the team to part fund a further Zebra Crossing on Furzehatt Rd assisted by Living Streets funding made available by Ward Councillors and an enhanced crossing and residents parking scheme on St Levan Rd.

The Active Travel Plan grant was a short term assistance package provided by Government during the Pandemic. The team were well placed to take advantage of the funding with many unfunded schemes in preparation. The original grant has now ended and an announcement on potential funding for 2023/24 is expected shortly. As this funding is yet to be confirmed there is currently provision for only one Zebra Crossing scheme for 2023/24. This is on Miller Way to assist Tor Bridge High, Tor Bridge Primary and Cann Bridge Special School. The cost of the scheme is estimated at around £80,000.

The team are aware of justified requests for crossings from Ward Councillors at many other locations around the City. These include at Whitley Green, Budshead Rd/Jubilee Rd, Pomphlett Rd and Garfield Terrace. Estimated costs of each range from £70,000 to £250,000 in the case of Pomphlett Rd.

School Streets and other School Travel Initiatives

The Road Safety Team is working with Schools across the City to introduce Safe Zones, School Streets and Safer Routes to School. These use a mixture of liaison with Schools and Parents, engagement with pupils and physical intervention. This may be to close roads temporarily in the case of School Streets, undertake enforcement action which may be physical attendance of a CEO or use of an enforcement Camera or simply provide a footway link or crossing point.

Case Study - Stentaway Rd in Plymstock where a narrow section of road 150m long is the main route to both Primary and Secondary schools in the area. There is no footway available and a traffic calming scheme plus footway could be constructed at a cost of approx. £150k.

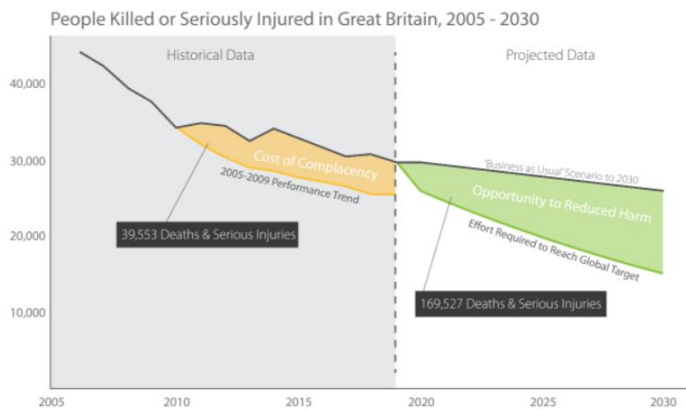
There are great benefits from this activity in terms of Road Safety, Health & Wellbeing and carbon reduction and it fits in well with our partnership work within the Vision Zero Southwest Partnership in undertaking Pedestrian and Cycle Training in both Primary and Secondary Schools.

Collision Reduction

In the recently published GB Road Safety Performance Index Plymouth City was found to be the third worst performer in the UK in terms of improvement in collision reduction over the period 2011 to 2019. A link to the report is below along with a graph which shows where we are and where we should be if our performance trend up until 2011 had been maintained.

https://experience.arcgis.com/experience/8be7cabdac024de195202c2f4b9e2282/page/Local-Authorities/?data_id=dataSource_4-TZ_LocalAuthorities_Progress_4021%3A26

Collision Reduction – GB Road Safety Performance Index,



In Plymouth between 2011 and 2019 there were **264*** additional people killed or seriously injured on local roads than would have been the case if road safety performance improvement been maintained.

**This figure will show zero for authorities where casualty reduction performance has been maintained*

Whilst these are statistical relationships the figure of 264 additional people either killed or seriously injured on Plymouths Roads over that period is sobering. The latest Dft estimated costs to the community in terms of productivity, congestion, Insurance, Emergency Service attendance and Highway Authority mobilisations of Fatal, Serious and Slight collisions in are as follows (2019 Data)

Category	Cost (£)	PCC Collisions	Casualties	Monetary Value
Fatal	2,120,000	4	4	£ 8,480,000
Serious	246,109	87	88	£ 21,411,483
Slight	24,960	393	517	£ 9,809,280

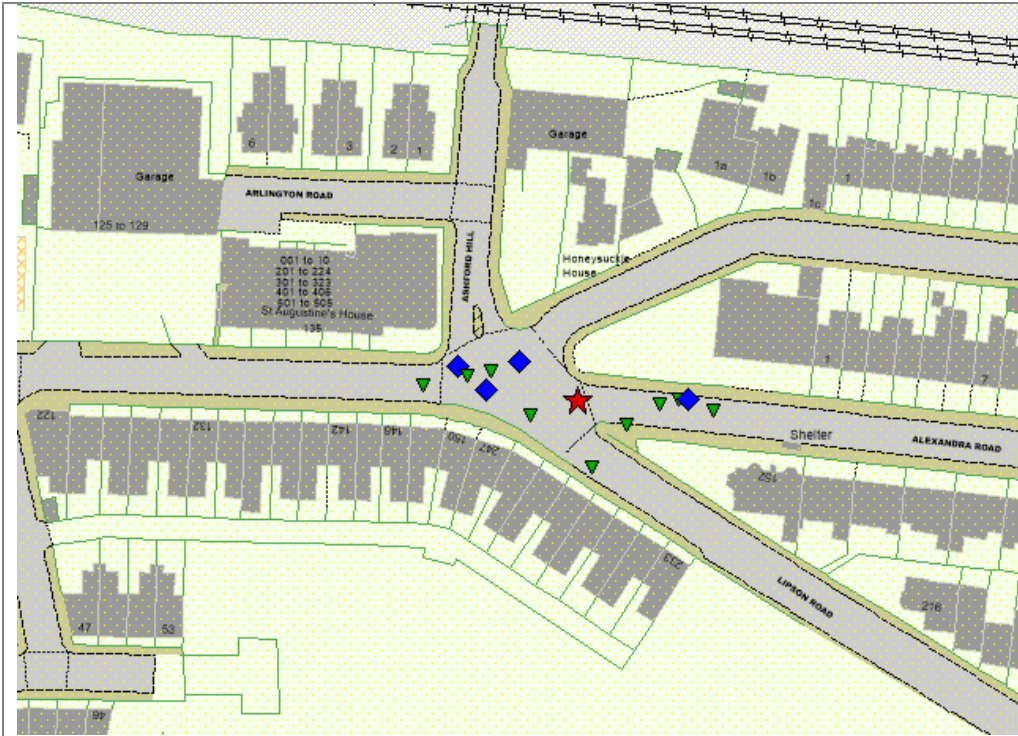
Average Cost per Injury Collision is £101,415

We are currently using 2019 data as 2020 and 2021 have shown reductions due to the significant reduction in traffic volumes over that period. Regrettably, the figures are expected to return to 2019 levels unless further intervention can be funded.

The current year’s Casualty Reduction Review for Plymouth has identified 27 Cluster sites around the City where there have been 255 all injury casualties over the last 5 year period. 2 of these were fatal and 53 classed as serious It is estimated that up to 10% of these casualties could be saved in the first year through a variety of interventions totalling approx. £700,000. The available budget is expected to be £77,000. The cost saving to the Community would be in the region of £2.2m in the first year giving a First Year Rate of Return (FYRR) of 318% with expected benefits to continue with ongoing future reductions in collisions.

The plan below shows a signalised junction in the City where there has been 1 Fatal, 4 Serious and 9 Slight Injury Collisions over the last 5 year period. The estimated cost to the community over 5 years has therefore been £3,329,076. The cost of making this junction safer and more functional for road users would be in the region of £200,000. With a 10% saving in the first year the FYRR would be 166%.

The City Council has signed up to challenging collision reduction targets through its membership of the Vision Zero Partnership. In order to make headway in reducing Killed and Seriously Injured casualties by 50% of the 2018 average by 2030 we need to be taking casualty reduction in the City seriously. The annual bid for the next 5 years for the collision reduction programme is therefore £700,000.



Direction Sign Replacement

The team has designed and implemented in the region of £500,000 worth of signing improvements on the resilient network over the last 2 years using funding allocated for the Mayflower 400 project. Whilst the project has delivered significant improvements the surveys undertaken have indicated scope for significant additional improvements to the signing stock on other routes throughout the city

Many of the signs that remain to be replaced are approaching 50 years old, have post supports that are corroded and are illuminated which would not be required if a modern reflectorised sign face were used. These signs are often unsightly, give out of date information and are not in the correct place to be seen by the travelling public due to changes on the network since they were erected.

This theme would look to complete the work started under the Mayflower 400 project by identifying opportunities to remove sign clutter, rationalise the information provided, save on energy usage enhance the streetscape and ensure that directions for the travelling public are visible, clear and up to date. It is estimated that the project will be largely complete in 5 years and that there will be a smaller budgetary requirement ongoing. There is currently no budget available for this work.

Summary

In order to provide Ward Councillors with a clear programme to demonstrate progress toward compliance with the DDA and to make significant progress towards the 50% by 2030 reduction in Killed and Seriously injured target the City Council has signed up to via the Vision Zero Southwest Partnership

Overall Summary

Overall this business case outlines the necessity for the Council to invest in its local infrastructure and ensure that the Council's objective of being a welcoming city is realised.

- Providing a safer and sustainable highway network
- Managing the volume of Safety defects across all highway assets
- Managing the volume of third-party claims
- Reducing the rate of failure for critical assets and improve its resilience
- Improve public perception and satisfaction with the highway network
- Reduce the burden on the revenue budget
- Get better value for money
- Better collaboration with supply chain
- Supporting Climate Agenda

If the Council were to decide not to proceed with this proposal there would be several risks that would need to be closely managed and maintained. These include:

- Dissatisfaction of both members and the public with the condition of roads and footways, this could include the return of media pressures such as “Pothole Pete”.
- Increased number of carriageway and footway defects which will cause significant pressure on the existing revenue budget which is also being reduced.
- Failure of critical assets, such as highway structures or closure of trafficked routes across the city. For example Cot Hill Bridge over the main railway link into the City from the east was recognised as being in awakened position and was then subject to a 7.5T Weight Restriction for several years to mitigate further damage. In order to bring this bridge up to strength, a required spend of ca. £2 million was required.
- Increased number of successful third party claims against the Council for personal injury or damage to property – In Fy 21/22 a total value of £139,133 was paid in carriageway defect claims, an average approximately £9k per successful carriageway claim and £268,254 £19k per successful footway claim, an average of £19k per successful footway claim.
- Increased reliance on revenue funding for reactive maintenance. The major element of Revenue funding for Plymouth Highways is provided by the Parking Service. Parking Revenue over time has been on a decreasing trend as demand for both on street and off street parking has decreased with the increase in internet sales and decline in the City Centre as a shopping destination. This trend has increased through and beyond the Pandemic. Revenue budgets are therefore static and there is no scope to adjust for the effects of inflation or the increasing number of carriageway defects which would occur under this scenario.

Option Analysis: (Provide an analysis of ‘other’ options which were considered and discounted, the options considered must be a ‘do Nothing’ and ‘do minimum’ and ‘viable alternative’ options. A SWOT – Strength, Benefit, Opportunity, Threat analysis could be attached as an appendix).
Copy and paste table if you need options 4,5 and 6.

Criteria	Option 1	Option 2	
Proposed Solution:	No further capital investment		
List Benefits:	None		
List Risk / Issues:			
Cost:	£0		
Why did you discount this option	No future proof strategy, Long term impact on revenue, CO ² emissions unacceptable		

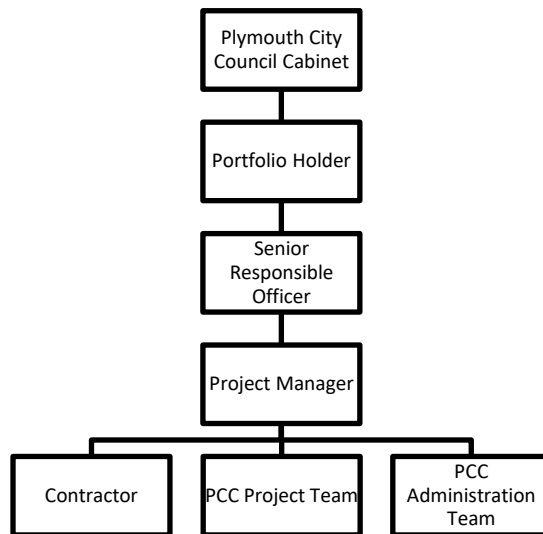
Strategic Case:	
Which Corporate Plan priorities does this project deliver?	an efficient transport network
	focus on prevention and early intervention
	a welcoming city
Explain how the project delivers or supports delivery of Joint Local Plan/Plymouth Plan Policies (include policy references)	<p>An Efficient Transport Network: By investing capital funding into the highway network, we are adding value to the network and improving its condition overall. In doing this we will be providing a safer, more robust and resilient highway network to support efficient travel across the city.</p> <p>Focus on Prevention and Early Intervention: The asset management approach that has been used to build this business case utilises the components of prevention and early intervention to apply best value for money treatments to the models.</p>

	<p>A Welcoming City: The highway network is used on a daily basis by all residents and those visiting the city. By adding value into the network through capital schemes the aesthetic of the city is improved and offers a more welcoming atmosphere.</p> <p>This project also supports the following policies in the Joint local Plan:</p> <p>SO12 - Delivering infrastructure and investment by allowing for a longer term data led programme of infrastructure investment</p> <p>SPT9 - Strategic principles for transport planning and strategy by supporting the existing transport network to support the move to genuine alternative ways to travel.</p>
--	---

Project Scope: (To avoid scope creep and cost escalation it is important to have an agreed scope of what the project will and will not deliver. List below what is included and not included in the project 'budget'. Projects should be delivered within scope and budget, but should project change happen then the business case requires revisiting, updating and re-approval)

In Scope	Out of Scope
Highway Maintainable at the Public Expense (HMPE)	Private roads and non HMPE

Project Governance: How the project delivery is structured (amend inserted chart as appropriate)
 High Risk Projects will require a Project Board Chaired by Portfolio Holder
 Low Risk Projects will require a structured Project Team reporting to Portfolio Holder



Milestones and Date:		
Contract Award Date	Start On Site Date	Completion Date
1/4/23	1/4/23	31/3/24

Who are the key customers and Stakeholders	Electorate Council	Which Partners are you working with	SWH
---	---------------------------	--	-----

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 risk).* **The Risk Register/Log must accompany the business case.**

Have you completed a Risk Register / Risk Log If so, include as Appendix I	No Not Included
---	--------------------

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:

Reduced risk from insurance cases due to targeted approach on critical assets.

Reduced impact on long term financial requirement due to timely investment.

Avoidance of costly critical asset failure and associated economic disruption

Non-financial outcomes and benefits:

Enhanced public safety

Improved critical transport infrastructure

Greater resilience in highways assets

Supporting sustainable transport

Supporting Environmental aims such as assisting with the climate emergency

SECTION 3: CONSULTATION

Does this business case need to go to CMT	Yes	Date business case approved by CMT (if required)	
--	-----	---	--

Have you engaged with Planning Department.**No****If so, summarise the planning requirements.**

(If PP is required ensure you engage with planning prior to seeking approval of this Business Case)

Is the budget cost reflective of planning requirements**Who is the Planning Officer you consulted with.****Planning Consent Date**

N/A

Have you engaged with Building Control. (If no, please state the reason)**No
Not Applicable****Is the Building Control pre-application registered****What is the pre-application number****Is this classed as a HRRB building**

No

Is this building classed as 'high risk'

No

Who is the Building Control Case Officer

Select Case Officer Name

Low Carbon	
What is the anticipated impact of the proposal on carbon emission	This project will support the transition and uptake of more sustainable forms of transport such as public transport, walking and cycling by maximising lit environment. Also resultant Carbon Emission reduction is mapped
How does it contribute to the Council Carbon neutral by 2030.	Opportunity to reengineer existing asset layout to reduce energy consumption and CO2 emissions.

Have you engaged with Procurement Service.	No
Procurement route options considered for goods, services or works.	
Procurements Recommended route.	
Who is your Procurement Lead.	

Which Members have you engaged with and how have they been consulted (including the Leader, Portfolio Holders and Ward Members)	COUNCILLOR MARK COKER (CABINET MEMBER FOR STRATEGIC PLANNING AND TRANSPORT) 23/05/2023 COUNCILLOR MARK LOWRY (CABINET MEMBER FOR FINANCE) 26/05/2023
--	---

Confirm you have taken necessary Legal advice, is this proposal State Aid compliant, if yes please explain why.	
Who is your Legal advisor you have consulted with.	NATALIE GLOYN – LS/I 386 A/J/P/230523

Equalities Impact Assessment completed (This is a working document which should inform the project throughout its development. The final version will need to be submitted with your Executive Decision)	Yes
---	-----

SECTION 4: FINANCIAL ASSESSMENT

FINANCIAL ASSESSMENT: *In this section the robustness of the proposals should be set out in financial terms. The Project Manager will need to work closely with the capital and revenue finance teams to ensure that these sections demonstrate the affordability of the proposals to the Council as a whole. Exact amounts only throughout the paper - not to be rounded.*

CAPITAL COSTS AND FINANCING

Breakdown of project costs including fees surveys and contingency	Prev. Yr.	22/23	23/24	24/25	25/26	26/27	Future Yrs.	Total
	£	£	£	£	£	£	£	£
Street Furniture			185,470					185,470
Carriageway			1,560,722					1,560,722
Footway			1,149,469					1,149,469

Drainage			5,092					5,092
Local Safety & Minor Schemes			359,954					359,954
Living Street			25,000					25,000
Keep Plymouth Moving/20mph Zones			133,293					133,293
Traffic Signals			738,815					738,815
Structure			300,000					300,000
Total capital spend			4,457,815					4,457,815

Provide details of proposed funding: Funding to match with Project Value								
Breakdown of proposed funding	Prev . Yr. £	22/23 £	23/24 £	24/25 £	25/26 £	26/27 £	Future Yrs. £	Total £
DfT Incentive Fund 2023/24	-	-	323,000	-	-	-	-	323,000
DfT Pothole Fund 2023/24	-	-	1,290,000	-	-	-	-	1,290,000
DfT Maintenance Block Fund 2023/24	-	-	1,290,000	-	-	-	-	1,290,000
DfT Additional Pothole Funding 2023/24	-	-	516,000	-	-	-	-	516,000
Adj. for DfT Provisional Allocation v's Actual Allocations 19/20 – 21/22	-	-	1,038,815	-	-	-	-	1,038,815
Total New funding	-	-	4,457,815	-	-	-	-	4,457,815

S106 or CIL (Provide Planning App or site numbers)	
Which alternative external funding sources been explored (Provide evidence)	N/A
Are there any bidding constraints and/or any restrictions or conditions attached to your funding	N/A
Tax and VAT implications	The provision of Highway Maintenance is a statutory, non-business activity of the Council. The VAT incurred on costs relating to this project will be fully recoverable, therefore, and there will be no adverse impact on the Council's partial exemption position.
Tax and VAT reviewed by	Sarah Scott

Will this project deliver capital receipts? (If so please provide details)	N/A		
Schemes in excess of £0.5m should be supported by a Cost Benefit Analysis. Calculations undertaken should be attached as an appendix to support financial implications shown below. Please contact your revenue accountant for assistance with this section.			
Is the capital ask greater than £0.5m	Y	If the answer is yes, have you attached the Cost Benefit Analysis	N

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	-
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	Philip Bellamy

Ongoing Revenue Implications for Service Area

	Prev. Yr.	22/23 £m	23/24 £m	24/25 £m	25/26 £m	26/27 £m	Future yearly
Service area revenue cost							
Loan repayment (terms agreed with Treasury Management)	-	-	-				
Maintenance Costs	-	-	-				
Total Revenue Cost (A)	-	-	-				
Service area revenue benefits/savings							
Energy Consumption	-	-					
Maintenance	-	-					
Total Revenue Savings (B)	-	-					
Service area net (benefit) cost (B-A)	-	-					
Has the revenue cost been budgeted for or would this make a revenue pressure	There are no revenue implications if the 2023-24 Highways Capital Budget Allocation is approved. If not approved there would be insufficient funds to continue effective delivery of works and impact to revenue pressures.						
Which cost centre would the revenue pressure be shown			Has this been reviewed by the budget manager				
Name of budget manager	Philip Bellamy						
Loan value	£0	Interest Rate	%	Term Years	Annual Repayment	£0	
Revenue code for annual repayments							

Service area or corporate borrowing	N/A
Revenue implications reviewed by	Jozef Lewis

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
Phil Bellamy	9/3/23	1	Ruth Didymus	15/03/23
Phil Bellamy	5/05/23	2	Lynn Walter	5/05/23

SECTION 6 : RECOMMENDATION AND ENDORSEMENT

Recommended Decision

It is recommended that the Leader of the Council:

- Approves the allocation of £3,419,000 Draft Funding into the 2023/24 Capital Programme;
- Approves the allocation of £1,038,815 of prior years' Draft funding allocation into the 2023/24 Capital Programme;
- Approves the Capital Highways works Programme (1 year delivery 2023/24) and associated budget allocations as laid out in Table I of the Business Case.

Councillor Tudor Evans OBE, Leader of Plymouth City Council		[Name, department]	
Either email dated:	<i>date</i>	Either email dated:	<i>date</i>
		Signed:	
Or signed:			
Date: 27/06/2023		Date:	
Service Director			
Philip Robinson – Street Scene & Waste			
Either email dated:		Date 30/05/2023	
Signed: Philip Robinson			
Date:			

This page is intentionally left blank

EQUALITY IMPACT ASSESSMENT: APPROVAL OF CAPITAL ALLOCATION- HIGHWAYS

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): This is the person completing the EIA template.	Phil Bellamy	Department and service:	Highways	Date of assessment:	24/3/23
Lead Officer: Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.	Philip Robinson	Signature:	<i>Philip Robinson</i>	Approval date:	15/04/2023
Overview:	Allocation of Dft funds to Highways				
Decision required:	Decision to be taken To approve the allocation of Draft Funding for the 2023/24 Capital Programme To approve the allocation of £1,038,815.00 of prior years' Draft funding allocation To approve the Capital Highways Programme (1 year delivery 2023/24)				

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	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 three)	Yes		No	x

If you do not agree that a full equality impact assessment is required, please set out your justification for why not.

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
Age	<p>All data is from the 2011 Census except for age and sex which has been updated with 2021 data. Data will be updated with the 2021 Census data as it becomes available.</p> <p>Plymouth</p> <ul style="list-style-type: none"> • 16.4 per cent of people in Plymouth are children aged under 15. • 65.1 per cent are adults aged 15 to 64. • 18.5 percent are adults aged 65 and over. • 2.4 percent of the resident population are 85 and over. <p>South West</p> <ul style="list-style-type: none"> • 15.9 per cent of people are aged 0 to 14, 61.8 per cent are aged 15 to 64. • 22.3 per cent are aged 65 and over. <p>England</p> <ul style="list-style-type: none"> • 17.4 per cent of people are aged 0 to 14. • 64.2 per cent of people are aged 15 to 64. 	none		

	<ul style="list-style-type: none"> 18.4 per cent of people are aged 65 and over. <p>(2021 Census)</p>			
Disability	<p>9.4 per cent of residents in Plymouth have their activities limited 'a lot' because of a physical or mental health problem.</p> <p>12.2 per cent of residents in Plymouth have their activities limited 'a little' because of a physical or mental health problem (2021 Census)</p>	none		
Gender reassignment	<p>0.5 per cent of residents in Plymouth have a gender identity that is different from their sex registered at birth. 0.1 per cent of residents identify as a trans man, 0.1 per cent identify as non-binary and, 0.1 per cent identify as a trans women (2021 Census).</p>	none		
Marriage and civil partnership	<p>40.1 per cent of residents have never married and never registered a civil partnership. 10 per cent are divorced, 6 percent are widowed, with 2.5 per cent are separated but still married.</p> <p>0.49 per cent of residents are, or were, married or in a civil partnerships of the same sex. 0.06 per cent of residents are in a civil partnerships with the opposite sex (2021 Census).</p>	none		
Pregnancy and maternity	<p>The total fertility rate (TFR) for England was 1.62 children per woman in 2021. The total fertility rate (TFR) for Plymouth in 2021 was 1.5.</p>	none		

<p>Race</p>	<p>In 2021, 94.9 per cent of Plymouth’s population identified their ethnicity as White, 2.3 per cent as Asian and 1.1 per cent as Black (2021 Census)</p> <p>People with a mixed ethnic background comprised 1.8 per cent of the population. 1 per cent of the population use a different term to describe their ethnicity (2021 Census)</p> <p>92.7 per cent of residents speak English as their main language. 2021 Census data shows that after English, Polish, Romanian, Chinese, Portuguese, and Arabic are the most spoken languages in Plymouth (2021 Census).</p>	<p>none</p>		
<p>Religion or belief</p>	<p>48.9 per cent of the Plymouth population stated they had no religion. 42.5 per cent of the population identified as Christian (2021 Census).</p> <p>Those who identified as Muslim account for 1.3 per cent of Plymouth’s population while Hindu, Buddhist, Jewish or Sikh combined totalled less than 1 per cent (2021 Census).</p>	<p>none</p>		
<p>Sex</p>	<p>51 per cent of our population are women and 49 per cent are men (2021 Census).</p>	<p>none</p>		
<p>Sexual orientation</p>	<p>88.95 per cent of residents aged 16 years and over in Plymouth describe their sexual orientation as straight or heterosexual. 2.06 per cent describe their sexuality as bisexual, 1.97 per cent of people describe their sexual orientation as gay or lesbian. 0.42 per cent of residents describe their sexual orientation using a different term (2021 Census).</p>	<p>none</p>		

SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

Human Rights	Implications	Mitigation Actions	Timescale and responsible department
	none		

SECTION FIVE: OUR EQUALITY OBJECTIVES

Equality objectives	Implications	Mitigation Actions	Timescale and responsible department
Celebrate diversity and ensure that Plymouth is a welcoming city.	none		
Pay equality for women, and staff with disabilities in our workforce.	none		
Supporting our workforce through the implementation of Our People Strategy 2020 – 2024	none		
Supporting victims of hate crime so they feel confident to report incidents, and working with, and through our partner organisations to achieve positive outcomes.	none		
Plymouth is a city where people from different backgrounds get along well.	none		

This page is intentionally left blank

EXECUTIVE DECISION

made by a Cabinet Member




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

Executive Decision Reference Number – SPT04 23/24

Decision	
1	Title of decisions: THE CITY OF PLYMOUTH (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) (AMENDMENT ORDER No. 2023.2137297 MAYFLOWER STREET) ORDER & THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2023.2137297 MAYFLOWER STREET) ORDER
2	Decision maker (Cabinet member name and portfolio title): Councillor Mark Coker (Cabinet Member for Strategic Planning and Transport)
3	Report author and contact details: Amy Neale, Traffic Management Technician, email: trafficmanagementinbox@plymouth.gov.uk
4	Decision to be taken: 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 The effect of the order shall be to add/amend; <ol style="list-style-type: none"> 1. No waiting at Any Time, Goods Loading Bay, Disabled Driver Only Parking, No Loading/Unloading at Any Time & Pay & Display to lengths of: Mayflower Street & Access Road To Methodist Central Hall 2. No Left Turn for vehicles over 7.5T to lengths of: Mayflower Street from Mayflower Street East Car Park 3. 20mph speed limit to lengths of: Mayflower Street, Armada Way, & Access Roads
5	Reasons for decision: These improvements are part of a programme of investment through Transforming Cities Fund to invest in the infrastructure to improve public and sustainable transport connectivity.
6	Alternative options considered and rejected: <ol style="list-style-type: none"> 1. Do Nothing – This would not improve bus congestion and public connectivity in the long term 2. Alternative designs which varied the location of the disabled spaces, car parking spaces, consideration of Mayflower Street as one way were considered but the chosen option was considered to meet the project objectives cost effectively
7	Financial implications and risks:

	<p>The total cost of the scheme is anticipated to be approx. £665,000. This is funded through Transforming Cities Fund and local PCC match funding</p> <p>Unforeseen or unstable ground conditions or unmapped utilities can increase costs during construction</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.	
	<p>If yes, date of publication of the notice in the Forward Plan of Key Decisions</p>			
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>			n/a
10	<p>Please specify any direct environmental implications of the decision (carbon impact)</p>			n/a
Urgent decisions				
11	<p>Is the decision urgent and to be implemented immediately in the interests of the Council or the public?</p>	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	24/04/2023	
Sign-off				
I6	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS15 23/24	
		Finance (mandatory)	pl.23.24.09.	
		Legal (mandatory)	LS/001552/JP/25 0423.	
		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	Yes		If yes, prepare a second, confidential ('Part

	confidential/exempt information?	No	<input checked="" type="checkbox"/>	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)				
		Exemption Paragraph Number						
		1	2	3	4	5	6	7
I8b	Confidential/exempt briefing report title:							
Background Papers								
19	Please list all unpublished, background papers relevant to the decision in the table below. Background papers are <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	21/06/2023			
Print Name	Councillor Mark Coker, Cabinet Member for Strategic Planning and Transport							



MAYFLOWER 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 & The City of Plymouth (Traffic Movement and Speed Limit Regulations) (Consolidation) Order 2022 in association with the Mayflower Street TRO.

2. TRAFFIC REGULATION ORDERS REQUIRED

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

20MPH Speed limit:

- Mayflower Street – for its entirety
- Armada Way – from its junction with Mayflower Street, northwards, to its closed end
- All access roads coming from Mayflower Street for their entirety
- Mayflower East Car Park for its entirety

No left turn for vehicles over 7.5T:

- Mayflower Street from Mayflower Street East Car Park

No Waiting at Any Time

- Access Road To Methodist Central Hall (off Mayflower Street), the north-east side from the centre of its junction with Mayflower Street for a distance of 27 metres in a south easterly direction
- Access Road To Methodist Central Hall (off Mayflower Street), the north-east side from a point 47 metres south east of the centre line of its junction with Mayflower Street to its closed end
- Access Road To Methodist Central Hall (off Mayflower Street), the south-west side from its junction with Mayflower Street to its closed end, including the turning head
- Mayflower Street, the north side from its junction with Cobourg Street to a point 28 metres west of the centre line of Mayflower House Court Car Park
- Mayflower Street, the north side from a point 44 metres west of the centre line of Mayflower House Court Car Park to its junction with the western arm of Armada Way
- Mayflower Street, the south side from its junction with Cobourg Street to a point 81 metres west of its junction with Mayflower Street East Car Park

Goods Loading Bay at Any Time

- Mayflower Street, the north side from a point 28 metres west of the centre line of Mayflower House Court Car Park for a distance of 16 metres in a westerly direction

Disabled Driver Only Parking Bay at Any Time

- Access Road To Methodist Central Hall (off Mayflower Street), the north-east side from a point 27 metres south east of the centre of its junction with Mayflower Street for a distance of 20 metres in a south easterly direction

No Loading/Unloading at Any Time

- Access Road To Methodist Central Hall (off Mayflower Street), the north-east side from the centre of its junction with Mayflower Street for a distance of 27 metres in a south easterly direction
- Access Road To Methodist Central Hall (off Mayflower Street), the north-east side from a point 47 metres south east of the centre line of its junction with Mayflower Street to its closed end
- Access Road To Methodist Central Hall (off Mayflower Street), the south-west side from its junction with Mayflower Street to its closed end, including the turning head
- Mayflower Street, the north side from its junction with Cobourg Street to a point 28 metres west of the centre line of Mayflower House Court Car Park
- Mayflower Street, the north side from a point 44 metres west of the centre line of Mayflower House Court Car Park to its junction with the western arm of Armada Way
- Mayflower Street, the south side from its junction with Cobourg Street to a point 81 metres west of its junction with Mayflower Street East Car Park

Revocations:

Items to be revoked from:

THE CITY OF PLYMOUTH (TRAFFIC REGULATION AND STREET PARKING PLACES) (CONSOLIDATION) ORDER 2002

Goods Loading Bay At Any Time

- Mayflower Street, the north side, from a point 8 metres west of the projected western kerblines of the access road to the Mayflower Street East Car Park for a distance of 12 metres in a westerly direction

Items to be revoked from:

THE CITY OF PLYMOUTH (TRAFFIC REGULATION AND STREET PARKING PLACES) (AMENDMENT NO. 2004.09-DRAKE CIRCUS AREA) ORDER 2004

No Waiting At Any Time

- Access Road To Methodist Centre Hall, both sides, for its entire length
- Mayflower Street, the north side, from its junction with Cobourg Street to a point 13 metres west of the both kerb line of the projected western kerblines of the access road to the Mayflower Street East car park
- Mayflower Street, the north side, from a point 13 metres west of the projected western kerblines of the access road to Mayflower Street East Car Park for a distance of 27 metres in a westerly direction
- Mayflower Street, the south side, from its junction with the access road to Mayflower Street East car park eastwards for a distance of 10 metres and westwards for a distance of 5 metres
- Mayflower Street, the south side, from its junction with Cobourg Street to a point 3 metres west of its junction with the Access Road to Methodist Central Hall

No Loading/Unloading At Any Time

- Access Road To Methodist Central Hall, the south & west side, from a point 42 metres south east of its junction with Mayflower Street to its closed eastern end
- Access Road To Methodist Central Hall, the south-west side, from its junction with Mayflower Street for a distance of 24 metres
- Access Road To Methodist Centre Hall, the north east and south east sides from its junction with Mayflower Street up to and including its south eastern end

- Mayflower Street, the north side, from a point 13 metres west of the projected western kerbline of the access road to Mayflower Street East Car Park for a distance of 27 metres in a westerly direction
- Mayflower Street, the south side, from its junction with the access road to Mayflower Street East car park eastwards for a distance of 10 metres and westwards for a distance of 5 metres
- Mayflower Street, the south side, from its junction with Cobourg Street to a point 3 metres west of its junction with the Access Road to Methodist Central Hall

Items to be revoked from:

THE CITY OF PLYMOUTH (TRAFFIC REGULATION AND STREET PARKING PLACES) (AMENDMENT NO. 2006.14 CITY CENTRE PAY AND DISPLAY) AMENDMENT ORDER 2006

Pay And Display Maximum Stay 1 Hour No Return Within 1 Hour 8am-6pm and Maximum Stay 4 Hours No Return Within 1 Hour 6pm-11:59pm

- Mayflower Street, the south side, the south side from a point 10 metres east of the junction with the access road to Mayflower Street East Car Park eastwards for a distance of 49 metres (3 metres south west of the junction with the access road to the Methodist Central Hall).

Items to be revoked from:

THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT NO.

2014.1450301 (2) - TAXI RANKS) ORDER 2014

No Waiting At Any Time

- Mayflower Street, the north side, from its junction with the western arm of Armada Way for a distance of 69 metres in an easterly direction
- Mayflower Street, the south side, from a point 61 metres east of its junction with Mayflower Street West Car Park access road for a distance of 115 metres in an easterly direction

Goods Loading Bay At Any Time

- Mayflower Street, the north side, from a point 69 metres east of its junction with the western arm of Armada Way eastwards for a distance of 17 metres
- Mayflower Street, the south side, from a point 176 metres east of its junction with the access road to the Mayflower Street west car park eastwards for a distance of 14 metres

No Loading/Unloading At Any Time

- Mayflower Street, the north side, from a point 86 metres east of the western arm of Armada Way eastwards to its junction with Cobourg Street
- Mayflower Street, the north side, from its junction with the western arm of Armada Way for a distance of 69 metres in an easterly direction
- (vi) Mayflower Street, the south side, from a point 61 metres east of its junction with Mayflower Street West Car Park access road for a distance of 115 metres in an easterly direction

Items to be revoked from:

THE CITY OF PLYMOUTH (MOVING TRAFFIC REGULATION ORDERS) (AMENDMENT No. 2017.2135117- PARKING MODERNISATION) ORDER 2017

Pay And Display At Any Time (8am-5:59pm Maximum Stay 1 Hour No Return Within 1 Hour)

- Mayflower Street, the south side from a point 10 metres east of the junction with the access road to Mayflower Street East Car Park eastwards for a distance of 49 metres (3 metres south west of the junction with the access road to the Methodist Central Hall)

3. STATUTORY CONSULTATION**Proposals**

The proposals for the Mayflower Street TRO were advertised on street, in the Herald and on the Plymouth City Council website on 22nd March 2023. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 17th March 2023.

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

4. RECOMMENDATION

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

5. LEGAL CONSIDERATIONS

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

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

EQUALITY IMPACT ASSESSMENT – MAYFLOWER STREET HIGHWAY IMPROVEMENT SCHEME

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): This is the person completing the EIA template.	Karen Renshaw	Department and service:	Strategic Projects Team, HR&OD	Date of assessment:	01/11/22
Lead Officer: Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.	Philip Heseltine	Signature:		Approval date:	08/11/2022
Overview:	<p>Click here to enter text. The Royal Parade and Mayflower Street schemes aim to improve public transport in the city centre by making bus travel faster, easier and more reliable. They are part of a programme of investment through the Transforming Cities Fund (TCF) that collectively reduce congestion, improve air quality and help the city prosper by investing in infrastructure to improve public and sustainable transport connectivity on key commuter routes across the city. Further information on the TCF can be found using this link: https://www.plymouth.gov.uk/transformingcitiesfund.</p> <p>Mayflower Street will see bus stop capacity improvements allowing for a number of bus services, that currently serve the city centre, to operate from Mayflower Street and therefore take the pressure off Royal Parade. There is currently limited local bus provision north of the main shopping area (most are on Royal Parade in the south), and the road is conveniently located next to Plymouth coach station, and on the main pedestrian route from Plymouth train station and the city centre. In addition to the provision of new bus stops, the scheme will also provide additional carriageway space for buses to pass one another as they pull away from the stops, relieving a bottle neck and reducing delays.</p>				
Decision required:	Approve the Mayflower Street Highway Improvement Scheme – Phase I				

SECTION TWO: EQUALITY IMPACT ASSESSMENT SCREENING TOOL

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

Protected characteristics (Equality Act, 2010)	Evidence and information (e.g. data and consultation feedback)	Adverse impact	Mitigation activities	Timescale and responsible department
Age	<p>Plymouth</p> <ul style="list-style-type: none"> 16.4 per cent of people in Plymouth are children aged under 15. 65.1 per cent are adults aged 15 to 64. 18.5 percent are adults aged 65 and over. 2.4 percent of the resident population are 85 and over. <p>South West</p>	No adverse impact		

	<ul style="list-style-type: none"> • 15.9 per cent of people are aged 0 to 14, 61.8 per cent are aged 15 to 64. • 22.3 per cent are aged 65 and over. <p>England</p> <ul style="list-style-type: none"> • 17.4 per cent of people are aged 0 to 14. • 64.2 per cent of people are aged 15 to 64. • 18.4 per cent of people are aged 65 and over. <p>(Data sourced from the 2021 Census)</p>			
<p>Disability</p>	<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>	<p>On street car parking which is free for blue badge holders will be removed as part of this project</p>	<p>4 disabled spaces retained on / close to Mayflower Street</p> <p>Proposed that the disabled bay currently located on Mayflower Street will be relocated to street close to Mayflower Street and two existing disabled</p>	<p>Estimated completion date of scheme is April 2023</p>

			<p>spaces on unnamed street will be enlarged to meet current standards. This location is deemed to be safer than being located on Mayflower Street as it is located further away from traffic</p> <p>Car parking available at two nearby car parks</p> <p>Removing the on street parking will make way for a bus stopping area which will enable more bus services to stop at mayflower Street – bringing more accessibility to users to this area of town</p>	
Gender reassignment	<p>There are no official estimates for gender reassignment at either national or local level (awaiting 2021 Census data).</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>	No adverse impact		
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>	No adverse impact		

	<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>	No adverse impact		
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 (2011 Census).</p>	No adverse impact		
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>	No adverse impact		

	Jewish or Sikh combined totalled less than 1 per cent (2011 Census).			
Sex	51 per cent of our population are women and 49 per cent are men (2021 Census).	No adverse impact		
Sexual orientation	There is no precise local data on sexual orientation in Plymouth (awaiting 2021 Census data).	No adverse impact		

SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

Human Rights	Implications	Mitigation Actions	Timescale and responsible department
	No adverse impact		

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 – see disability section		
Pay equality for women, and staff with disabilities in our workforce.	No adverse impact		
Supporting our workforce through the implementation of Our People Strategy 2020 – 2024	No adverse impact		
Supporting victims of hate crime so they feel confident to report incidents, and working with, and through our partner	No adverse impact		

organisations to achieve positive outcomes.			
Plymouth is a city where people from different backgrounds get along well.	No adverse impact		

This page is intentionally left blank

EXECUTIVE DECISION

made by a Cabinet Member



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

Executive Decision Reference Number – SPT05 23/24

Decision	
1	Title of decisions: THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2023.2137291 MAYFLOWER STREET AND WEST HOE ROAD) ORDER
2	Decision maker (Cabinet member name and portfolio title): Councillor Mark Coker (Cabinet Member for Strategic Planning and Transport)
3	Report author and contact details: Holly Fitzgerald, 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 Regulation and Street Parking Places) (Consolidation) Order 2004</p> <p>The effect of the order shall be to:</p> <p>Add/Amend Pay and Display, Pay and Display Electric Vehicles only and Car Club Vehicles Only At Any Time on lengths of the following roads:</p> <p>Mayflower Street, West Hoe Road.</p> <p>(As set out in the briefing report).</p>
5	<p>Reasons for decision:</p> <p>Mayflower Street –</p> <p>All parking bays with electric vehicle charge points are required to be electric vehicle charging only bays. This means that the only cars that can park in these bays are electric vehicles that are charging. This solves the problem of car chargers being blocked by petrol and diesel cars. The proposal is to turn three P&D bays into two bays to accommodate a buildout for the charger and create a larger accessible bay.</p> <p>West Hoe Road –</p> <p>All parking bays with electric vehicle charge points are required to be electric vehicle charging only bays. This means that the only cars that can park in these bays are electric vehicles that are charging. This solves the problem of car chargers being blocked by petrol and diesel cars. There are currently five parking bays at this location. The plan is to remove one bay and create four larger bays and include a buildout where the chargers will be placed.</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 to ensure that EV drivers are not blocked by petrol and diesel cars when attempting to charge their cars and so that the car club vehicle always has a bay to return to.</p>																				
7	<p>Financial implications and risks:</p> <p>The Traffic Regulation Orders (TRO's) and associated works are being funded by the mobility hubs budget.</p>																				
8	<table border="1"> <thead> <tr> <th data-bbox="193 607 719 696">Is the decision a Key Decision? (please contact Democratic Support for further advice)</th> <th data-bbox="724 607 815 696">Yes</th> <th data-bbox="820 607 927 696">No</th> <th data-bbox="932 607 1461 696">Per the Constitution, a key decision is one which:</th> </tr> </thead> <tbody> <tr> <td data-bbox="193 703 719 860"></td> <td data-bbox="724 703 815 860"></td> <td data-bbox="820 703 927 860">x</td> <td data-bbox="932 703 1461 860">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</td> </tr> <tr> <td data-bbox="193 866 719 1010"></td> <td data-bbox="724 866 815 1010"></td> <td data-bbox="820 866 927 1010">x</td> <td data-bbox="932 866 1461 1010">in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1 million</td> </tr> <tr> <td data-bbox="193 1016 719 1160"></td> <td data-bbox="724 1016 815 1160"></td> <td data-bbox="820 1016 927 1160">x</td> <td data-bbox="932 1016 1461 1160">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.</td> </tr> <tr> <td data-bbox="193 1167 719 1285">If yes, date of publication of the notice in the Forward Plan of Key Decisions</td> <td colspan="3" data-bbox="724 1167 1461 1285"></td> </tr> </tbody> </table>	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			
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	<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 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.</p>																			
10	<p>Please specify any direct environmental implications of the decision (carbon impact)</p>	n/a																			
Urgent decisions																					
11	<p>Is the decision urgent and to be implemented immediately in the interests of the Council or the public?</p>	Yes		(If yes, please contact Democratic Support (democraticsupport@plymouth.gov.uk) for advice)																	
		No	x	(If no, go to section 13a)																	
12a	<p>Reason for urgency:</p>																				

12b	Scrutiny Chair Signature:		Date
	Scrutiny Committee name:		
	Print Name:		
Consultation			
13a	Are any other Cabinet members' portfolios affected by the decision?	Yes	
		No	x (If no go to section 14)
13b	Which other Cabinet member's portfolio is affected by the decision?		
13c	Date Cabinet member consulted		
14	Has any Cabinet member declared a conflict of interest in relation to the decision?	Yes	If yes, please discuss with the Monitoring Officer
		No	x
15	Which Corporate Management Team member has been consulted?	Name	Anthony Payne
		Job title	Strategic Director for Place
		Date consulted	12/04/2023
Sign-off			
16	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS16 23/24
		Finance (mandatory)	pl.23.24.04.
		Legal (mandatory)	LS/1504/JP/1704 23.
		Human Resources (if applicable)	N/A
		Corporate property (if applicable)	N/A
		Procurement (if applicable)	N/A
Appendices			
17	Ref.	Title of appendix	

	A	Briefing report for publication
	B	Equalities Impact Assessment

Confidential/exempt information

18a	Do you need to include any confidential/exempt information?	Yes		If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in 18b below. (Keep as much information as possible in the briefing report that will be in the public domain)
		No	x	

Exemption Paragraph Number

	1	2	3	4	5	6	7
18b Confidential/exempt briefing report title:							

Background Papers


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

Title of background paper(s)

Exemption Paragraph Number

	1	2	3	4	5	6	7

Cabinet Member Signature

20	I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act and those who do not. For further details please see the EIA attached.		
Signature		Date of decision	21/06/2023
Print Name	Councillor Mark Coker, Cabinet Member for Strategic Planning and Transport		

This page is intentionally left blank



MAYFLOWER STREET AND WEST HOE ROAD

I. INTRODUCTION

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

2. TRAFFIC REGULATION ORDERS REQUIRED

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

Pay And Display At Any Time (Maximum Stay 1hr No return within 1hr 9am-9pm) - Electric Vehicles Only

Mayflower Street, the north side from a point 35.5 metres west of its junction with the western arm with Armada Way for a distance of 8.5 metres in a westerly direction

Pay And Display At Any Time - Electric Vehicles Only - Permit holders with electric vehicles are exempt

West Hoe Road, the west side from a point 217.5 metres north of its junction with Great Western Road for a distance of 22.5 metres in a northerly direction

Pay And Display At Any Time (Maximum Stay 1hr No return within 1hr 9am-9pm)

Mayflower Street, the north side from a point 44 metres west of its junction with the Western Arm of Armada Way for a distance of 28.5 metres in an westerly direction

Car Club Vehicles Only At Any Time

- (i) Mayflower Street, the north side from a point 30 metres west of its junction with the western arm of Armada Way for a distance of 5.5 metres in a westerly direction
- (ii) West Hoe Road, the west side from a point 212 metres north of its junction with Great Western Road for a distance of 5.5 metres in a northerly direction

REVOCATIONS

Pay And Display Maximum Stay 6 Hours No Return Within 1 Hour 10am-4pm Visitor Ticket Holders Are Exempt

West Hoe Road, the west side, from a point 212 metres north of the junction with Great Western Road for a distance of 28 metres in a northerly direction

Pay And Display Maximum Stay 1 Hour No Return Within 1 Hour 8am-6pm and Maximum Stay 4 Hours No Return Within 1 Hour 6pm-11:59pm

Mayflower Street, the north side, from a point 30 metres west of its junction with the Western Arm of Armada Way for a distance of 42.5 metres in a westerly direction

Pay And Display Maximum Stay 1 hour No Return Within 2 Hours 8am-6pm Pay and Display 8am – 10pm

Mayflower Street, the north side from a point 31 metres west of its junction with Armada Way westwards for a distance of 53 metres

Pay And Display Maximum Stay 6 Hours No Return Within 1 Hour 10am-4pm Visitor Ticket Holders Are Exempt

West Hoe Road, the west side, from a point 212 metres north of the junction with Great Western Road for a distance of 28 metres in a northerly direction

3. STATUTORY CONSULTATION

Proposals

The proposals for the Mayflower Street and West Hoe Road TRO were advertised on street, in the Herald and on the Plymouth City Council website on 08th March 2023. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 03rd March 2023.

There has not been any 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 – [MAYFLOWER STREET AND WEST HOE ROAD]

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): This is the person completing the EIA template.	Jacob Ellis	Department and service:	SP&I, PLACE	Date of assessment:	11/04/2023
Lead Officer: Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.	Mike Artherton	Signature:	<i>M. Artherton</i>	Approval date:	17/04/2023
Overview:	<p>Mayflower Street –</p> <p>All parking bays with electric vehicle charge points are required to be electric vehicle charging only bays. This means that the only cars that can park in these bays are electric vehicles that are charging. This solves the problem of car chargers being blocked by petrol and diesel cars. The proposal is to turn three P&D bays into two bays to accommodate a buildout for the charger and create a larger accessible bay.</p> <p>West Hoe Road –</p> <p>All parking bays with electric vehicle charge points are required to be electric vehicle charging only bays. This means that the only cars that can park in these bays are electric vehicles that are charging. This solves the problem of car chargers being blocked by petrol and diesel cars. There are currently five parking bays at this location. The plan is to remove one bay and create four larger bays and include a buildout where the chargers will be placed.</p>				
Decision required:	<p>THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2022.2137291 – Mayflower Street and West Hoe Road 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 Pay and Display, Pay and Display Electric Vehicles only and Car Club Vehicles Only At Any Time on lengths of the following roads: Mayflower Street, West Hoe Road. (As set out in the briefing report).</p>				

SECTION TWO: EQUALITY IMPACT ASSESSMENT SCREENING TOOL

<p>Potential external impacts: Does the proposal have the potential to negatively impact service users, communities or residents with protected characteristics?</p>	Yes		No	X
<p>Potential internal impacts: Does the proposal have the potential to negatively impact Plymouth City Council employees?</p>	Yes		No	X
<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>	Yes		No	X
<p>If you do not agree that a full equality impact assessment is required, please set out your justification for why not.</p>	No comments were received in the consultation.			

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
Age	<p>Plymouth</p> <ul style="list-style-type: none"> 16.4 per cent of people in Plymouth are children aged under 15. 65.1 per cent are adults aged 15 to 64. 18.5 percent are adults aged 65 and over. 2.4 percent of the resident population are 85 and over. <p>South West</p>	No adverse impact anticipated		

	<ul style="list-style-type: none"> 15.9 per cent of people are aged 0 to 14, 61.8 per cent are aged 15 to 64. 22.3 per cent are aged 65 and over. <p>England</p> <ul style="list-style-type: none"> 17.4 per cent of people are aged 0 to 14. 64.2 per cent of people are aged 15 to 64. 18.4 per cent of people are aged 65 and over. <p>(Data sourced from the 2021 Census)</p>			
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).	No adverse impact anticipated		
Gender reassignment	<p>There are no official estimates for gender reassignment at either national or local level (awaiting 2021 Census data).</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>	No adverse impact anticipated		
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>	No adverse impact anticipated		

	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.			
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>	No adverse impact anticipated		
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 (2011 Census).</p>	No adverse impact anticipated		
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>	No adverse impact anticipated		

Sex	51 per cent of our population are women and 49 per cent are men (2021 Census).	No adverse impact anticipated		
Sexual orientation	There is no precise local data on sexual orientation in Plymouth (awaiting 2021 Census data).	No adverse impact anticipated		

SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

Human Rights	Implications	Mitigation Actions	Timescale and responsible department
	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.		

EXECUTIVE DECISION

made by a Cabinet Member



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

Executive Decision Reference Number – SPT01 23/24

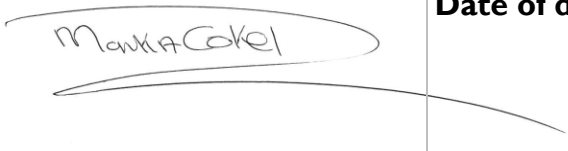
Decision																
1	Title of decisions: THE CITY OF PLYMOUTH (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) (AMENDMENT ORDER No. 2023.2137298 FORDER VALLEY) ORDER & THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2023.2137298 FORDER VALLEY) ORDER															
2	Decision maker: Councillor Mark Coker (Cabinet Member for Strategic Planning and Transport)															
3	Report author and contact details: Amy Neale, 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 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 add/amend;</p> <ol style="list-style-type: none"> 1. A Clearway to lengths of: Blunts Lane, Pintail Way & Platinum Parkway 2. Prohibition of U Turns to lengths of: Peregrine Road & Pintail Way 3. No Right Turn to lengths of: Platinum Parkway & Forder Valley Road 4. Bus Lanes to lengths of: Platinum Parkway, William Prance Road & Pintail Way 5. Prohibition of Driving to a length of: Blunts Lane 6. No Waiting at Any Time to lengths of: Peregrine Road & Pintail Way 7. No Waiting at Any Time – Restricted Parking Zone to lengths of: Blunts Lane 8. A School Keep Clear to lengths of: Peregrine Road <p>Apart of this advertisement also included new pedestrian crossings as set out below:</p> <table border="1" style="margin-left: 40px;"> <thead> <tr> <th colspan="5">Notice is hereby given that Plymouth City Council, under section 23 of the Road Traffic Regulation Act 1984 (As amended); propose to install new controlled pedestrian crossings as detailed below:</th> </tr> <tr> <th>Crossing</th> <th>Location</th> <th>No. of Crossings</th> <th>Controlled/Unc controlled</th> <th>Type</th> </tr> </thead> <tbody> <tr> <td>William Prance Road</td> <td>Approx. 61 metres east of Buttercup Road</td> <td>2</td> <td>New, Controlled</td> <td>Toucan</td> </tr> </tbody> </table>	Notice is hereby given that Plymouth City Council, under section 23 of the Road Traffic Regulation Act 1984 (As amended); propose to install new controlled pedestrian crossings as detailed below:					Crossing	Location	No. of Crossings	Controlled/Unc controlled	Type	William Prance Road	Approx. 61 metres east of Buttercup Road	2	New, Controlled	Toucan
Notice is hereby given that Plymouth City Council, under section 23 of the Road Traffic Regulation Act 1984 (As amended); propose to install new controlled pedestrian crossings as detailed below:																
Crossing	Location	No. of Crossings	Controlled/Unc controlled	Type												
William Prance Road	Approx. 61 metres east of Buttercup Road	2	New, Controlled	Toucan												

	<table border="1"> <tbody> <tr> <td>Brest Road</td> <td>Approx. 18 metres north of Peregrine Road</td> <td>2</td> <td>New, Controlled</td> <td>Zebra</td> </tr> <tr> <td>Peregrine Road</td> <td>Approx. 25 metres east of Pintail Way</td> <td>1</td> <td>New, Controlled</td> <td>Zebra</td> </tr> <tr> <td>Pintail Way</td> <td>Approx. 41 metres north of Buttercup Road</td> <td>2</td> <td>New, Controlled</td> <td>Toucan</td> </tr> </tbody> </table>	Brest Road	Approx. 18 metres north of Peregrine Road	2	New, Controlled	Zebra	Peregrine Road	Approx. 25 metres east of Pintail Way	1	New, Controlled	Zebra	Pintail Way	Approx. 41 metres north of Buttercup Road	2	New, Controlled	Toucan	
Brest Road	Approx. 18 metres north of Peregrine Road	2	New, Controlled	Zebra													
Peregrine Road	Approx. 25 metres east of Pintail Way	1	New, Controlled	Zebra													
Pintail Way	Approx. 41 metres north of Buttercup Road	2	New, Controlled	Toucan													
5	<p>Reasons for decision:</p> <p>Traffic Orders required for the completion and opening of the new Forder Valley Link Road (Platinum Parkway) and Pintail Way – to ensure safe passage for all vehicles & pedestrians.</p>																
6	<p>Alternative options considered and rejected:</p> <p>Do Nothing</p> <p>Plans for new homes and jobs in both the north and east of the city will increase pressure on the A386 and A38, particularly at its main junctions including Marsh Mills, Forder Valley Interchange and Manadon Roundabout. The option to not proceed with these schemes and associated TROs would mean journey times along Plymouth’s Northern and Eastern Corridors would continue to increase, resulting in large scale congestion, long delays and unreliable journey times for both general traffic and buses. This compromises the ability of the city and the region to achieve its growth plans and stifles economic activity.</p>																
7	<p>Financial implications and risks:</p> <p>The costs for the Traffic Regulation Orders (TRO) and associated works related to Platinum Parkway, Forder Valley Road and Blunts Lane are already allocated within the approved budgets on the Capital Programme for the Forder Valley Link Road scheme. The costs for the TROs related to Pintail Way, Peregrine Road, William Prance Road and Brest Road are funded by the developer through the highway legal agreements.</p>																
8	<table border="1"> <thead> <tr> <th>Is the decision a Key Decision? (please contact Democratic Support for further advice)</th> <th>Yes</th> <th>No</th> <th>Per the Constitution, a key decision is one which:</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td>x</td> <td>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</td> </tr> <tr> <td></td> <td></td> <td>x</td> <td>in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1 million</td> </tr> <tr> <td></td> <td></td> <td>x</td> <td>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.</td> </tr> </tbody> </table>	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.
Is the decision a Key Decision? (please contact Democratic Support for further advice)	Yes	No	Per the Constitution, a key decision is one which:														
		x	in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total														
		x	in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1 million														
		x	is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.														
	<p>If yes, date of publication of the notice in the Forward Plan of Key</p>																

	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:	n/a		
10	Please specify any direct environmental implications of the decision (carbon impact)	n/a		
Urgent decisions				
11	Is the decision urgent and to be implemented immediately in the interests of the Council or the public?	Yes		(If yes, please contact Democratic Support (democraticsupport@plymouth.gov.uk) for advice)
		No	x	(If no, go to section 13a)
12a	Reason for urgency:			
12b	Scrutiny Chair Signature:		Date	
	Scrutiny Committee name:			
	Print Name:			
Consultation				
13a	Are any other Cabinet members' portfolios affected by the decision?	Yes		
		No	x	(If no go to section 14)
13b	Which other Cabinet member's portfolio is affected by the decision?			
13c	Date Cabinet member consulted			
14	Has any Cabinet member declared a conflict of interest in relation to the decision?	Yes		If yes, please discuss with the Monitoring Officer
		No	x	
15	Which Corporate Management	Name	Anthony Payne	

	Team member has been consulted?	Job title	Strategic Director for Place					
		Date consulted	03/05/2023					
Sign-off								
16	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS 07 23/24					
		Finance (mandatory)	DJN.23.24.13					
		Legal (mandatory)	LS/001618/JP/11 0523					
		Human Resources (if applicable)	N/A					
		Corporate property (if applicable)	N/A					
		Procurement (if applicable)	N/A					
Appendices								
17	Ref.	Title of appendix						
	A	Briefing report for publication						
	B	Equalities Impact Assessment						
Confidential/exempt information								
18a	Do you need to include any confidential/exempt information?	Yes		If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in 18b below. (Keep as much information as possible in the briefing report that will be in the public domain)				
		No	x					
		Exemption Paragraph Number						
		1	2	3	4	5	6	7
18b	Confidential/exempt briefing report title:							
Background Papers								
19	Please list all unpublished, background papers relevant to the decision in the table below.							

Background papers are 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	21/06/2023			
Print Name	Councillor Mark Coker, Cabinet Member for Strategic Planning and Transport						

This page is intentionally left blank



FORDER VALLEY

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 Forder Valley TRO.

2. TRAFFIC REGULATION ORDERS REQUIRED

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

Clearway – No Stopping at Any Time:

- Blunt's Lane, all sides from its junction with Platinum Parkway for a distance of 31 metres in a north easterly direction
- Pintail Way, all sides from its junction with Platinum Parkway to a point 29 metres south of William Prance Road
- Platinum Parkway, all sides from a point 358 metres west of the junction with Blunts Lane to its junction with Pintail Way

No Waiting at Any Time:

- **Restricted Parking Zone** - Blunt's Lane, both sides from a point 31 metres north east of its junction with Platinum Parkway for a distance of 45 metres in a north easterly direction
- Peregrine Road, the south side from its junction with Pintail Way for a distance of 17 metres in an easterly direction
- Pintail Way, the east side from its junction with Peregrine Road for a distance of 25 metres in a southerly direction
- Pintail Way, the west side from its junction with William Prance Road for a distance of 29 metres in a southerly direction

School Keep Clear:

- Peregrine Road, the north side from a point 42 metres east of its junction with Pintail Way for a distance of 25.5 metres

Prohibition of 'U' turns:

- Peregrine Road - 23m east of Pintail Way
- Pintail Way - junction with Sandpiper Road

No right turn:

- Platinum Parkway – onto Forder Valley Road
- Forder Valley Road - onto Novorossiysk Road in straight ahead lane only (Right turn is allowed in the correct lane)

Bus Lane:

- Platinum Parkway - from a point 101 metres south of its junction with Sandpiper Road to its junction with Pintail Way
- William Prance Road - left slip lane to Brest Road for its entirety

- Pintail Way - ahead lane to Brest Road for its entirety
- Pintail Way - from Platinum Parkway to a point 106 metres from its junction with Sandpiper Road

Prohibition of Driving

- Blunts Lane - at a point 76 metres from its junction with Platinum Parkway

Apart of this advertisement also included new pedestrian crossings as set out below:

Notice is hereby given that Plymouth City Council, under section 23 of the Road Traffic Regulation Act 1984 (As amended); propose to install new controlled pedestrian crossings as detailed below:				
Crossing	Location	No. of Crossings	Controlled/Uncontrolled	Type
William Prance Road	Approx. 61 metres east of Buttercup Road	2	New, Controlled	Toucan
Brest Road	Approx. 18 metres north of Peregrine Road	2	New, Controlled	Zebra
Peregrine Road	Approx. 25 metres east of Pintail Way	1	New, Controlled	Zebra
Pintail Way	Approx. 41 metres north of Buttercup Road	2	New, Controlled	Toucan

3. STATUTORY CONSULTATION

Proposals

The proposals for the Forder Valley Scheme TRO were advertised on street, in the Herald and on the Plymouth City Council website on 24th February 2023. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 20th February 2023.

There have been 2 representations received relating to the proposals included in the Traffic Regulation Order.

Consultation Response	Comments/Response
I have recently become aware of your plans to erect two 'NO MOTOR VEHICLES' road traffic signs at the foot of Blunts Lane at the old Poole Farm end near the new Platinum Parkway junction with the purpose of preventing vehicles access to the lane beyond by use of bollards.	Thank you for your detailed letter and emails in response to the Blunts Lane Traffic Regulation Order consultation. Blunts Lane is considered a country lane and national guidance would advise that national speed limit is appropriate, as can

So far this road furniture is still to be put in place but for now a temporary barrier serves the same purpose there, and allows unfettered access by children, adults, families and cyclists, passage into the lane at this point, free to explore this ancient, narrow, enclosed on either side by high earth and stonebanks, dark and unlit, wonderful lane which acts as a conduit into the nearby Bircham Valley Nature Reserve or a direct route to Derriford and beyond.

Now compare this to the opposite (upper) end of the lane, where vehicles enter via Davy Road, near the Science Park and Derriford Hospital just off Derriford Road / Miller Way.

Forget that it might be one of the very few residents of Blunts Lane driving home in their car but a 'pressed for time - stressed out' delivery driver making a delivery in the lane and completely unaware of the role the lane plays in the life of not an insignificant number of local residents who utilise the lane, especially taking into account its recent change in social movement brought about by the very welcomed and hugely supported public consultation in favour of keeping the lane closed to 'Through Traffic' which I fully supported.

All that delivery driver sees as he/she enters the lane is a 30 mph and a 'NO THROUGH ROAD FOR VEHICLES' sign, no signs to warn of pedestrians or cyclists that are making their way up from the bottom end near Poole Farm having been drawn in there by the proposed signs saying: 'NO MOTOR VEHICLES' and a series of bollards thus putting the vulnerable pedestrian in direct conflict with potentially a 5-Tonne van! legally travelling at up to 30 mph. Add into the equation the time of year such as Autumn when the lane is covered in a blanket of thick rotting leaves which cause a vehicle to lock up their front wheels and skid forward into the banks under sudden braking or worse into a pedestrian who is encountered and cannot escape the confines of the lane due to the high banks.

Yes, granted . . . there are a series of newly erected posts throughout the lane fitted with the 30 mph speed limit (down from the previous, I am led to believe National Speed Limit) but would a group of children venturing into the lane for the first time, say, from the nearby housing estates of Egguckland or Fort Austin comprehend their significance when they have just passed through two signs clearly showing the symbols denoting 'NO MOTOR VEHICLES' at their entry point into Blunts Lane at the Poole Farm end.

Like these children that will surely arrive at some point in the present and future, I too explored this lane as a child

be seen with many thousands of other narrow rural lanes across the country.

However, feedback from the local community can also be considered and we received representations that the lane had been better for all road users since its temporary closure to through traffic and reduced 30mph speed limit. We therefore proceeded with the public consultation and subsequent Traffic Regulation Order consultations to make these two arrangements permanent.

We have seen no evidence that the lane is unsafe and should have been considered for a 20mph speed limit. There has been one slight injury collision on Blunts Lane in the last 10 years (which involved a car slipping on ice at low speed) and none in the period since the lane has been temporarily closed to through traffic with a 30mph speed limit and so there is no apparent safety issue on the lane.

The layout of Blunts Lane makes it very difficult to exceed 20mph on the most part but there are short wider sections and we also have to consider whether a speed limit is self-enforcing to avoid drivers regularly exceeding this and enforcement measures becoming a requirement.

The signing requirements for a 20mph speed limit would also be much greater than what is required for a 30mph speed limit and there is limited space to install additional infrastructure along the lane to support this without significant vegetation clearance and altering the Devon hedge bank.

It also goes without saying that road speeds are upper limits and drivers should always drive to the road conditions. Pedestrians should also follow the Highway Code and keep to the right-hand side of the road if there is no pavement, so that oncoming traffic can be seen. Extra care should always be taken on rural roads, with pedestrians being prepared to walk in single file (especially on narrow roads or in poor

among a group of children around the age of ten having cycled up from the Southway housing estate when Blunts Lane was really in the country, this was before Estover, Thornbury housing estates, before Derriford Hospital, Marjons, Science Park were built and Roborough Aerodrome was just a grass field and we played in the World War Two concrete ' Pill-Box ' (machine gun post) in the lane and collected conkers from the horse chesnut trees there that still exist.

Even though the lane was a 'through lane' back then and there was no where near the amount of traffic as there is now , one of our group of children had his bicycle run-over by a vehicle in the lane fortunately without injury to the child. The incident was in the 1960's .

This is why I am so passionate about trying to convey how dangerous it is to have these two apposing elements within Blunts Lane and not giving more consideration to the safety aspect now that there is a huge population bordering the lane. No longer is it an isolated lane in the countryside despite being changed to a no through road.

At the very least, provision should be made to include a 'PEDESTRIANS IN ROAD AHEAD' sign (a white triangle with red border and an adult holding a child's hand - walking image) to the already newly erected 30 mph post at the top entrance to Blunts Lane (Davy Road) and further down the lane to remind residents and visitors to the presence of pedestrians in the lane as they drive back out.

A reduction to a maximum of 20 mph or lower from the current 30 mph along with the 'Pedestrians In The Road' signs would represent a shift of emphasis away from the driver onto the pedestrian or cyclist as already provided for in the area along Miller Way from Thornbury Primary School to the ASDA superstore by means of a ' 20 mph Zone ' with just a short interruption back to 30 mph. And this is an area of wide open , two lane road, with speed humps, street lighting and pavements !.

If further evidence is needed to convince you of the dangers the lane poses I can do no better than to quote your own case study made for a proposed Gypsy / Traveller site in the immediate vicinity of Blunts Lane in 2003 and found online in the link :-

www.plymouth.gov.uk/sites/default/files/EstoverBluntsLaneGypsyAndTravellerAssessment.pdf

Within the statement it makes several references to Blunts Lane as indicated in the following paragraphs :-

(1.8) Blunts Lane adjacent to the site is not lit.

(2.2)Vehicular access to the site is very poor. Access can be gained to the site either from the South via

light) and keep close to the side of the road. The Highway Code also advises that it may be safer to cross the road well before a sharp right-hand bend so that oncoming traffic has better visibility.

Thank you for your suggestion of introducing 'pedestrians in road ahead' signs. We would be happy to consider this as part of the scheme design to help warn drivers who may be unfamiliar with this area that they are sharing this road space with pedestrians.

There are private land access points at both the northern and southern ends of Blunts Lane which need to be maintained and the lane must therefore remain open to motor vehicles along the full length. The closure to through traffic therefore requires a point of closure at the southern end (where bollards will need to be erected, as you note), with the associated 'prohibition of motor vehicles' sign. If this signage is misinterpreted, there are other signs to highlight motor vehicles being present, for example the new speed limit signs which face in both directions. The addition of 'pedestrians in road ahead' signs is a warning sign for drivers and will also help to highlight the presence of motor vehicles on the lane.

We hope this helps to address your concerns.

<p>Plymbridge Lane or from the North via the Science Park, Blunts Lane is a historic, narrow, winding single track lane with few passing places. It is unlikely that large vehicles and caravans could navigate in its current form. It will not be possible to alter it to highways adoptable standards without compromising the historic nature of the lane and any such alterations would be expensive. It is unsuitable for safe pedestrian use as it is a dark, wet, steep sided, unlit and without pavements. There are a number of pedestrian entrances to the adjacent residential estate from the lane so walking distances to community facilities are reasonable.</p> <p>(3.3)The Bircham Valley (Greenspace 108 and of which the site forms part) and to a lesser extent, Forder Valley (Greenspace 109) provide for informal recreation of neighbourhood importance.</p> <p>(4.1)Due to the mature trees, steep sided lane and the fact that the Estover houses gardens back onto Blunts Lane</p> <p>Holding the recent public consultation was inspirational and as a result of this positive change to the lane's usage , I urge you not to squander the chance to put the final pieces in place that will go towards making the lane a safer environment for everyone !</p>	
<p>I am contacting you regarding the permanent closure of Blunts Lane and, while I commend the council in upholding the views of many of the local residents including myself, I am concerned that by closing the lane at Poole Farm, it will not stop the large courier vans from driving down the lane to drop off parcels to various locations on the housing estate, which is what is currently happening.</p> <p>Now they just move the temporary road closed sign out of the way and drive down almost to the farm and they do not have to worry about meeting other vehicles so are using it as their own personal access route.</p> <p>This has now made the situation worse as they are much larger vehicles leaving no room for pedestrians, including school students, to get out of the way and they are often in a rush. They also do not need to slow down at bends as they know nothing will be coming the other way.</p> <p>The signage to say no through road will not deter them as they only want to access the houses so can no entry signs be put up instead at Fursden where the current np through road sign is?</p>	<p>There are private land access points at both the northern and southern ends of Blunts Lane which need to be maintained and we therefore cannot consider a full closure to motor vehicles.</p> <p>As you will be aware, we received feedback from the local community that Blunts Lane had been better for all road users since it's temporary closure to through traffic, as it was not being used as a 'rat-run' and traffic volumes had significantly reduced. It should be noted that, whilst making this closure to through traffic and reduced speed limit permanent does provide benefits to pedestrians to enjoy a relatively traffic-free route, Blunts Lane is still a country lane for all road users and vehicles can still access the full length of the lane from the junction with Davy Road in Derriford.</p> <p>There has been one slight injury collision on Blunts Lane in the last 10 years (which involved a car slipping on ice at low speed) and none in the period since</p>

	<p>the lane has been temporarily closed to through traffic at the southern end and the speed limit reduced to 30mph. There is therefore no apparent safety issue on the lane.</p> <p>Having now reviewed the comments received as part of the Traffic Regulation Order consultation, we will be considering a suggestion to include 'pedestrians in road ahead' signs to help warn drivers who may be unfamiliar with this area that they are sharing this road space with pedestrians.</p> <p>It goes without saying that drivers should always drive to the road conditions. Pedestrians should also follow the Highway Code and keep to the right-hand side of the road if there is no pavement so that oncoming traffic can be seen. Extra care should always be taken on rural roads, with pedestrians being prepared to walk in single file (especially on narrow roads or in poor light) and keep close to the side of the road. The Highway Code also advises that it may be safer to cross the road well before a sharp right-hand bend so that oncoming traffic has better visibility.</p>
--	--

4. RECOMMENDATION

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


5. LEGAL CONSIDERATIONS

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

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

EQUALITY IMPACT ASSESSMENT – BLUNTS LANE/FORDER VALLEY LINK ROAD/SEATON NEIGHBOURHOOD

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): This is the person completing the EIA template.	Katrice Deves	Department and service:	Strategic Planning and Infrastructure, Place	Date of assessment:	24 April 2023
Lead Officer: Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.	Philip Heseltine Head of Transport	Signature:		Approval date:	2 nd May 2023
Overview:	<p>Blunts Lane Blunts Lane is a narrow winding country lane, approximately 1.2km in length, located in the Moor View constituency of Plymouth that links Forder Valley with Plymouth Science Park. The lane currently allows two way traffic.</p> <p>Since its temporary closure in September 2019, the Council has received requests from local residents to keep the restriction in place permanently as local people have enjoyed the freedom of using a car free lane. During this time, traffic has been able to use Manadon, Miller Way and Forder Valley Road (via Crownhill) to access the north of the city. Furthermore, Platinum Parkway opened in February 2023 providing another strategic route to the north of the city making the need for Blunts Lane to remain open to motorised traffic unnecessary.</p> <p>In October 2022 we consulted the residents, businesses and allotment holders nearby and there was strong support for closure, with 92% of respondents supporting a permanent closure to through traffic (whilst maintaining access to properties and land accessed directly from the lane).</p> <p>Concerns raised by respondents were mostly in relation to driver behaviour (inappropriate speed, the lane being too narrow, a lack of passing places, ‘rat running’, poor driver behaviour, inappropriate parking, a perception of too much traffic and noise/pollution). Some respondents also pointed out that alternative routes area available, Manadon and the new Forder Valley Link Road.</p> <p>The Blunts Lane scheme and TROs will maintain access to homes and land, including allotments, directly accessed from the lane. It will however become necessary for residents and allotment holders to access and egress the lane via Davy Road, which has been the</p>				

working arrangement since 2019. Poole Farm, located at the southern end of Blunts Lane will continue to use the newly upgraded access via Forder Valley Link Road to access and egress the Farm.

Large vehicles, such as refuse trucks, will continue to access and egress the lane from Davy Road, which has always been the working arrangement (prior to, and post, the temporary closure in 2019). Street Services have confirmed that refuse vehicles are able to turn part way down the lane (which has always been the arrangement) and are too wide to use the southern access. The scheme does not obstruct this turning point. Gritters do not grit the lane and therefore do not require access.

Pedestrians and pedal cyclists will continue to be able to access the full extent of the lane. The scheme will not impact upon the stepped pedestrian access from local roads onto the lane.

Forder Valley Link Road

Aims:
Unlock sustainable growth by reducing current congestion and minimising the impact of additional trips on the highway network that will be generated from new developments in the area

Objectives:

- To reduce congestion by providing additional network capacity for all users, thereby improving journey times on the A386 corridor and improving access to Derriford from the east;
- To support economic development by providing transport infrastructure to support the planned growth in the Derriford and Seaton area;
- To promote public transport use by providing bus priority throughout the corridor and improving public transport connectivity from the east;
- To encourage use of sustainable travel models by providing an off-highway cycling and pedestrian link between Forder Valley Interchange and Derriford, through to Derriford Community Park and Glacis Park on the west side of the A386.

Seaton Neighbourhood Development (Persimmon Homes – Palmerston Heights)

The Palmerston Heights development delivers key infrastructure measures identified as part of the Plymouth & South West Devon Joint Local Plan (PLY40), including a new sustainable mixed-use neighbourhood, the high street section of the Forder Valley Link Road (“Pintail Way”) and the new signalised junction connecting Pintail Way with William Prance Road, Brest Road and Peregrine Road.

Decision required: 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 have been advertised. The effect of the order shall be to add/amend;

1. **A Clearway to lengths of:** Blunts Lane, Pintail Way & Platinum Parkway
2. **Prohibition of U Turns to lengths of:** Peregrine Road & Pintail Way
3. **No Right Turn to lengths of:** Platinum Parkway & Forder Valley Road

	<p>4. Bus Lanes to lengths of: Platinum Parkway, William Prance Road & Pintail Way</p> <p>5. Prohibition of Driving to a length of: Blunts Lane</p> <p>6. No Waiting at Any Time to lengths of: Peregrine Road & Pintail Way</p> <p>7. No Waiting at Any Time – Restricted Parking Zone to lengths of: Blunts Lane</p> <p>8. A School Keep Clear to lengths of: Peregrine Road</p> <p>Implementation of the TROs will include the installation of appropriate signage and removable bollards to reflect the restrictions.</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	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.				

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
	All data is from the 2011 Census except for age and sex which has been updated with 2021 data. Data will be updated with the 2021 Census data as it becomes available.			

<p>Age</p>	<p>Plymouth</p> <ul style="list-style-type: none"> • 16.4 per cent of people in Plymouth are children aged under 15. • 65.1 per cent are adults aged 15 to 64. • 18.5 percent are adults aged 65 and over. • 2.4 percent of the resident population are 85 and over. <p>South West</p> <ul style="list-style-type: none"> • 15.9 per cent of people are aged 0 to 14, 61.8 per cent are aged 15 to 64. • 22.3 per cent are aged 65 and over. <p>England</p> <ul style="list-style-type: none"> • 17.4 per cent of people are aged 0 to 14. • 64.2 per cent of people are aged 15 to 64. • 18.4 per cent of people are aged 65 and over. <p>(Data sourced from the 2021 Census)</p>	<p>It is not anticipated to have any adverse impact on specific age groups.</p>	<p>A reduction in traffic using Blunts Lane will make the lane safer for all age groups.</p> <p>New bus lanes/gates on Pintail Way offers reduced journey times for future bus routes between the east and north of the city, improving accessibility for all age groups.</p>	<p>2023/24 Head of Transport</p>
<p>Disability</p>	<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>	<p>It is not anticipated to have any adverse impact on specific disability groups.</p>	<p>Reduced traffic on Blunts Lane will provide a more pleasant route for everyone.</p> <p>New bus lanes/gates on Pintail Way offers reduced journey times for future bus routes between the east and</p>	<p>2023/24 Head of Transport</p>

			north of the city, improving accessibility for everyone.	
Gender reassignment	<p>There are no official estimates for gender reassignment at either national or local level (awaiting 2021 Census data).</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>	It is not anticipated to have any adverse impact on gender reassignment.	N/A	N/A
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>	It is not anticipated to have any adverse impact on marriage and civil partnerships.	N/A	N/A
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>	It is not anticipated to have any adverse impact on pregnancy or maternity.	N/A	N/A

Race	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. Census data suggests at least 43 main languages are spoken in the city, showing Polish, Chinese and Kurdish as the top three (2011 Census).	It is not anticipated to have any adverse impact on race.	N/A	N/A
Religion or belief	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). 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).	It is not anticipated to have any adverse impact on religion or belief.	N/A	N/A
Sex	51 per cent of our population are women and 49 per cent are men (2021 Census).	It is not anticipated to have any adverse impact on sex.	N/A	N/A
Sexual orientation	There is no precise local data on sexual orientation in Plymouth (awaiting 2021 Census data).	It is not anticipated to have any adverse impact on sexual orientation.	N/A	N/A

SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

Human Rights	Implications	Mitigation Actions	Timescale and responsible department
	It is not anticipated that people's human rights will be impacted by the scheme.	N/A	N/A

SECTION FIVE: OUR EQUALITY OBJECTIVES

Equality objectives	Implications	Mitigation Actions	Timescale and responsible department
Celebrate diversity and ensure that Plymouth is a welcoming city.	It is not anticipated to impact diversity.	N/A	N/A
Pay equality for women, and staff with disabilities in our workforce.	It is not anticipated to impact equality for women, and staff with disabilities in our workforce.	N/A	N/A
Supporting our workforce through the implementation of Our People Strategy 2020 – 2024	It is not anticipated to impact implementation of Our People Strategy.	N/A	N/A
Supporting victims of hate crime so they feel confident to report incidents, and working with, and through our partner organisations to achieve positive outcomes.	It is not anticipated to impact victims of hate crime.	N/A	N/A
Plymouth is a city where people from different backgrounds get along well.	It is not anticipated to impact people from different backgrounds.	N/A	N/A

This page is intentionally left blank

EXECUTIVE DECISION

made by a Council Officer



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

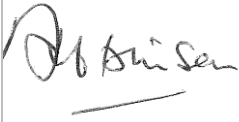
Executive Decision Reference Number – COD06 22/23

Decision	
1	<p>Title of decision:</p> <p>Contract Award: The outright capital purchase of Skip Truck, 3.5t & 7.5t Arborist Vehicles, Hook Loaders & 7.5t Caged tippers</p>
2	<p>Decision maker (Council Officer name and job title):</p> <p>Philip Robinson, Service Director for Street Services</p>
3	<p>Report author and contact details:</p> <p>Martin Hoar – Fleet Services Manager</p> <p>Martin.hoar@plymouth.gov.uk 01752 305592</p>
4a	<p>Decision to be taken:</p> <ul style="list-style-type: none"> The Service Director for Street Services to award a Contract to Stuarts Trucks for the outright capital purchase of 1 of Skip truck and 4 of hook Loaders, for a total value of £824,084 Award a contract to Manchetts for 1 of 3.5t & 1 of 7.5t Arborist Vehicles and 3 of 7.5t Caged Tippers with tail-lifts for a value of £282,390
4b	<p>Reference number of original executive decision or date of original committee meeting where delegation was made:</p> <p>Executive Decision 24/03/23 L40 22/23</p>
5	<p>Reasons for decision:</p> <p>In accordance with the delegated authority granted by the Executive Decision made by the Leader of the Council on 24th March 2023 the project undertook a procurement exercise. The procurement process was undertaken following an options appraisal, in line with the Council's Contract Standing Order's technical request for quote (TRFQ) was carried out. The opportunity was advertised to maximise potential.</p> <p>See Contract Award Report - Part I I.</p>
6	<p>Alternative options considered and rejected:</p> <p>Option I: Do nothing</p> <p>Risks to service delivery impact and resulting reputational damage increased hire costs make</p>

	<p>this option non tenable.</p> <p>Option 2: Sub Contract the work</p> <p>Due to the nature of the operation within the Tree maintenance department, and Waste Transfer station operation keeping the work in house gives PCC the option to move the driver or vehicle onto other work without committing to a fix number jobs each day, using our own vehicle will reduce the Hire costs and sub-contractor costs to the operation, with the added work load of ash die back and waste transfer operations these vehicles are essential to the operation.</p> <p>Option 3: Electric Vehicles</p> <p>Current availability and prices make this option non tenable at this time for this specific vehicle types, with reduced load capacity being the main consideration, other fuel alternatives are costly but will be reviewed with future purchases dependant on infrastructure requirements</p>																
<p>7</p>	<p>Financial implications and risks:</p> <p>Purchase outright with the use of service borrowing is the recommended procurement option.</p> <p>The purchase price of the vehicles can be offset by the savings from current high hire charges for this specialist vehicle and reduction in maintenance costs with the 3 year manufacturer warranty cover.</p> <p>The build time for these vehicles is around 12 months so any further delay in the procurement would see increases in line with inflation.</p>																
<p>8</p>	<table border="1"> <thead> <tr> <th data-bbox="231 1057 758 1137">Is the decision a Key Decision? (please contact Democratic Support for further advice)</th> <th data-bbox="758 1057 852 1137">Yes</th> <th data-bbox="852 1057 1007 1137">No</th> <th data-bbox="1007 1057 1482 1137">Per the Constitution, a key decision is one which:</th> </tr> </thead> <tbody> <tr> <td data-bbox="231 1137 758 1305"></td> <td data-bbox="758 1137 852 1305"></td> <td data-bbox="852 1137 1007 1305">✓</td> <td data-bbox="1007 1137 1482 1305">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</td> </tr> <tr> <td data-bbox="231 1305 758 1491"></td> <td data-bbox="758 1305 852 1491"></td> <td data-bbox="852 1305 1007 1491">✓</td> <td data-bbox="1007 1305 1482 1491">in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1million</td> </tr> <tr> <td data-bbox="231 1491 758 1628"></td> <td data-bbox="758 1491 852 1628"></td> <td data-bbox="852 1491 1007 1628">✓</td> <td data-bbox="1007 1491 1482 1628">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.</td> </tr> </tbody> </table>	Is the decision a Key Decision? (please contact Democratic Support for further advice)	Yes	No	Per the Constitution, a key decision is one which:			✓	in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total			✓	in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1million			✓	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.
Is the decision a Key Decision? (please contact Democratic Support for further advice)	Yes	No	Per the Constitution, a key decision is one which:														
		✓	in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total														
		✓	in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1million														
		✓	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>8b</p>	<p>If yes, date of publication of the notice in the Forward Plan of Key Decisions</p>																
<p>9</p>	<p>Please specify how this decision is linked to the Council’s corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget:</p> <p>Making Plymouth a fairer, greener city, where everyone does their bit - The majority of vehicles in phase I of the Fleet Replacement programme deliver services related to street scene and waste. The service impacts the daily lives of all residents and visitors to Plymouth ensuring that waste is collected and disposed of when expected and that street and green spaces are kept clean and tidy</p>																

		and free from litter.		
		Fairness Because we want to address inequality and inequity in our city - Ability to service waste and recycling waste collections as the city increases in size to ensure a sustainable City that cares about the environment. A Council that facilitates sustainable management of the City' waste and is able to react to the needs of the residents and citizens in a flexible and efficient manner.		
10	Please specify any direct environmental implications of the decision (carbon impact)	Newer vehicles will reduce the carbon impact due to updated engine requirements		
Urgent decisions				
11	Is the decision urgent and to be implemented immediately in the interests of the Council or the public?	Yes		(If yes, please contact Democratic Support for advice)
		No	✓	(If no, go to section 13a)
12a	Reason for urgency:			
12b	Scrutiny Chair signature:		Date	
	Scrutiny Committee name:			
	Print Name:			
Consultation				
13a	Are any other Cabinet members' portfolios affected by the decision?	Yes	✓	
		No		(If no go to section 14)
13b	Which other Cabinet member's portfolio is affected by the decision?	Councillor Tom Briars-Delve, Cabinet Member for Environment and Climate Change		
13c	Date Cabinet member consulted	21 st June 2023		
14	Has any Cabinet member declared a conflict of interest in relation to the decision?	Yes		If yes, please discuss with the Monitoring Officer
		No	✓	
15	Which Corporate Management Team member has been consulted?	Name	Anthony Payne	
		Job title	Strategic Director of Place	
		Date consulted	23/03/2023	

Sign-off									
16	Sign off codes from the relevant departments consulted:		Democratic Support (mandatory)			DS 14 23/23			
			Finance (mandatory)			DJN.23.24.53			
			Legal (mandatory)			LS/01750/JP/130623			
			Human Resources (if applicable)			n/a			
			Corporate property (if applicable)			n/a			
			Procurement (if applicable)			PW/PS/687/ED/0623			
Appendices									
17	Ref.	Title of appendix							
	A	Briefing report for publication (<i>mandatory</i>)							
	B	Contract Award Part I							
	C	Equalities Impact Assessment (<i>where required</i>)							
Confidential/exempt information									
18a	Do you need to include any confidential/exempt information?		Yes	<input checked="" type="checkbox"/>	If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in 18b below.				
			No	<input type="checkbox"/>					
			Exemption Paragraph Number						
			1	2	3	4	5	6	7
18b	Confidential/exempt briefing report title: Contract Award Part 2				x				
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
Council Officer Signature									

20	I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act and those who do not. For further details please see the EIA attached.		
Signature		Date of decision	26/06/2023
Print Name	Philip Robinson		

This page is intentionally left blank

**PROCUREMENT GATEWAY 3 -
CONTRACT AWARD REPORT - PART I**

21961 Skip Truck, 23762 Arborist Vehicles, 19474d Hook Loader
19474c 7.5t Caged Tipper

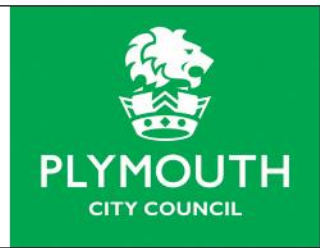


TABLE OF CONTENTS

1. Introduction
2. Background
3. Procurement Process
4. Tender evaluation criteria
5. Summary of evaluation
6. Financial implications
7. Recommendations
8. Approval

I. INTRODUCTION

This contract award report is in relation to the procurement of Fleet Vehicles. The scope of the requirement includes:

Lot 1 – 4 x Hook Loaders

Lot 2 – 1 x Skip Loader

Lot 3 – 1 x 3.5t Arborist Vehicle & 1 x 7.5t Arborist Vehicle

Lot 4 – 3 x 7.5t Caged Tippers

Contract Duration: 12 Months

2. BACKGROUND

The requirement below forms part of the projected 6-year (2020 -2026) fleet replacement programme, over 3 phases that was approved by the Leader of the Council during December 2019.

These vehicles are prioritised for replacement due to their age and increased cost to maintain. They support the Street Scene and Waste department, which delivers waste collection, street, cleansing weed management, leaf fall management as well as maintaining green spaces including parks and playing fields. These services are all highly visible and touch the daily lives of every resident and visitor to the city.

These vehicles are required to create a fit for purpose fleet for Street Scene and Waste Services and will replace vehicles that are currently owned by PCC on a like for like basis.

The age (2010 registration) and reliability of the current vehicles is proving to be problematic as these vehicles spend increasing amounts of time being repaired due to defects relating to wear and tear. Any time where the vehicles are in the garage creates an issue for operations as contingency must be sought to ensure that work continues during vehicle downtime when they are off road.

3. PROCUREMENT PROCESS

Following a procurement options appraisal, it was determined that a competitive procurement exercise should be undertaken utilising the 'Open' Procedure in accordance with the Public Contracts Regulations 2015. The 'Open' Procedure is a one-stage process comprising of an Invitation to Tender (ITT), which incorporates a suitability assessment and contract award criteria. Under this process, any prospective supplier expressing an interest to participate in the procurement activity can submit a Tender.

4. TENDER EVALUATION CRITERIA

The following information concerning the evaluation criteria and scoring methodology was included in the ITT instructions.

A suitability assessment (also known as the selection stage) and an award stage.

The second stage considered the merits of the eligible Tenders in order to assess which was the most economically advantageous. In this stage only quality (including social value), and price criteria that are linked to the subject matter of the Contract were used.

Stage I - Mandatory Requirement

Stage I assessments were made against the responses to the Mandatory Requirements questionnaire included at Schedule I in the ITT Return Document.

Evaluation Criteria and Methodology

All Mandatory Requirement questions were evaluated on a PASS/FAIL basis. Each question clearly indicated what response constitutes as PASS and what response constitutes as FAIL. In the event of the Tenderer being awarded a 'fail' on any of the criteria, the remainder of the Tender would not be evaluated and the Tender would be eliminated from the process. A Tenderer would've been disqualified if they did not submit these completed questions.

Suitability Assessment

This section assessed the Tenderer's suitability to undertake the contract requirement. The questions included in this Schedule, as advised in PPN Action Note 8/16 9th September 2016, have been informed by the Crown Commercial Services Standard Selection Questionnaire (SQ), previously known as the Pre-Qualification Questionnaire.

Suitability Assessment Evaluation Methodology

For Information Only Schedules

These schedules were for information only and were not evaluated.

Pass/Fail Questions

The following Schedules and questions were evaluated on a pass or fail basis. In the event of the Tenderer being awarded a 'fail' on any of the below criteria, the remainder of the Tender would not be evaluated and the Tenderer would be eliminated from the process. The Tender would be disqualified if a Tenderer failed submit these completed Schedules and questions.

Wherever possible the Council permitted Tenderers to self-certify they met the minimum PASS/FAIL requirements without the need to attach evidence or supporting information. However where the Council regarded the review of certain evidence and supporting information, as critical to the success of the procurement this would be specifically requested.

The return document clearly indicated whether 'Self-certification' is acceptable or whether 'Evidence is required' for each question.

Where Tenderers were permitted to self-certify, evidence would be sought from the successful Tenderer at contract award stage. Please note the successful Tenderer must to be able to provide all evidence to the satisfaction of the Council at contract award stage within a reasonable period, if the successful Tenderer is unable to provide this information the Council reserves the right to award the contract to the next highest scoring Tenderer and so on.

Schedule - Suitability Assessment

- SA Section 2: Grounds for Mandatory Exclusion
- SA Section 3: Grounds for Discretionary Exclusion
- SA Section 4: Economic and Financial Standing
- SA Section 6: Technical and Professional Ability
- SA Section 7: Modern Slavery Act 2015
- SA Section 8.1: Insurance

Award Evaluation Criteria and Methodology

Tenderers satisfactorily meeting the Suitability Assessment evaluation had their Tender responses evaluated by the Council to determine the most economically advantageous Tender based on the quality, price and social value criteria that are linked to the subject matter of the contract.

This section assessed how the Tenderer proposed to deliver the required service as detailed in the specification.

The Council intends to award any Contract based on the most economically advantageous offer.

The Council would not be bound to accept the lowest price of any Tender submitted.

All responses were assessed against the Evaluation Criteria set out below:

High-Level Award Criteria

The high-level award criteria for the project was as follows:

EVALUATION CRITERIA	WEIGHTING
Price	55%
Quality	40%
Social Value	5%

A Tender may not have been accepted if it significantly failed to satisfy any specific criterion, even if it scored relatively well against all other criteria.

In the event that evaluating officers, acting reasonably, considered that a Tender is fundamentally unacceptable on any issue, then regardless of the Tender's other merits or its overall score, and regardless of the weighting scheme, that Tender may have been rejected.

Price (55%)

Tenderers were required to complete the worksheet within Appendix B – Price Schedule.

Evaluation was undertaken against comparison of pricing schedules.

Tenderers' scores for the total price (excl' VAT) for the Services were calculated based upon the lowest prices submitted by Tenderers.

Tenderer's scores were determined by the evaluation of the relative competitiveness of the criteria stated within Appendix B – Price Schedule multiplied by the relative weighting. These scores were then added together to give the overall financial weighted points total out of 55% and relative ranking in order of overall competitiveness.

The Tenderer's Total Tender Sum was evaluated using the scoring system below:

$$\left(\text{Lowest Total Tender Sum} \right) \times \text{Weighting} = \text{Weighted score}$$

Tenderer's Total Tender Sum

The Tenderer with the lowest price was awarded the full score of 55 [55%], with the remaining Tenderers gaining pro-rata scores in relation to how much higher their prices are when compared to the lowest price.

The following table outlines how the above detail is to be managed, using the purchase price award criteria percentage of 50% in this illustration.

Table A – Price evaluation model

Example below shows maximum points available for each lot = 55 (55%)

Weighting	% Split
Hook Loader, Skip Truck, Arborist Vehicles, Caged Tipper – For Each Lot	55%

Hook Loader, Skip Truck, Arborist Vehicles, Caged Tipper – Each Lot

Tenderer	Price	Calculation	Final Score
1	£30,000	30,000/30,000 x 55	50.00
2	£35,000	30,000/35,000 x 55	42.86
3	£40,000	30,000/40,000 x 55	37.50

Tenderer	Total Score	Ranking
1	55.00	1

QUALITY

Each quality question was clearly identified as being evaluated on a pass/fail or scored basis.

Tenderers were asked to provide a number of method statements responses within the ITT Return Document, which were intended to explain how they will meet specific requirements.

When responding to the method statement questions Tenderers had to make sure that, they answered what was being asked. Anything that was not directly relevant to the particular method statement question should not have been included, but wherever possible Tenderers should demonstrate how they will go further than what was being asked for, to add value.

Tenderers should also make sure that their answers inform not just what they will do, but how they will do it, and what their proposed timescales are (as relevant). It is useful to give examples or provide evidence to support their responses. The purpose should be to include as much relevant detail as required, so that the evaluation panel obtained the fullest possible picture.

Each method statement response was evaluated individually, one by one, and in order. When scoring each statement, no consideration was given to information included in other answers and Tenderer's were informed not cross reference to responses or information provided elsewhere in their tender submission.

Method statement responses were evaluated in accordance with the following sub-criteria and weightings:

Method Statements		Tier 1	Tier 2	Tier 3
Quality		45%		
Warranty			20%	
MS1	Details of Warranty Terms & Conditions			10%
MS2	Details of Agent(s) to be used			10%
Delivery			10%	
MS3	Delivery Lead-times			8%
MS4	Delivery and Vehicle Progress			2%
After Sales Support			10%	
MS5	Details of the arrangements for the Provision of After Sales and Technical Support			4%
MS6	Recommended Service intervals and any restrictions			2%
MS7	Handover and Training			2%
MS8	Impressed Stock			2%
Social Value			5%	
MS9	Social Value - Quantitative			2.5%
MS10	Social Value - Qualitative			2.5%

Where individual questions carried either more or less importance than others they were grouped and weighted accordingly. Section weightings were identified at the top of each group of questions and sub-weightings were identified against individual questions. The question or group of questions were allocated a score and the appropriate weightings then applied. The weighted score was rounded to 2 decimal places.

Method statement responses were evaluated using the scoring system below:

Response	Score	Definition
Excellent	5	Response is completely relevant and excellent overall. The response is comprehensive, unambiguous and demonstrates a thorough understanding of the requirement/outcomes and provides details of how the requirement/outcomes will be met in full.

Very good	4	Response is particular relevant. The response is precisely detailed to demonstrate a very good understanding of the requirements and provides details on how these will be fulfilled.
Good	3	Response is relevant and good. The response is sufficiently detailed to demonstrate a good understanding and provides details on how the requirements/outcomes will be fulfilled.
Satisfactory	2	Response is relevant and acceptable. The response addresses a broad understanding of the requirements/outcomes but lacks details on how the requirement/outcomes will be fulfilled in certain areas.
Poor	1	Response is partially relevant and poor. The response addresses some elements of the requirements/outcomes but contains insufficient/limited detail and explanation to demonstrate how the requirements/outcomes will be fulfilled.
Unacceptable	0	No or inadequate response. Fails to demonstrate an ability to meet the requirement/deliver the required outcomes.

Tenderers had to achieve an average score of 2 or more for each scored Quality item. Any scored criteria item receiving an average of less than 2 resulted in the Tender being rejected and Tenderer being disqualified from the process.

SOCIAL VALUE

Social value commitments within the Quality element were assessed based on a combination of quantitative and qualitative assessment.

Social Value Quantitative Assessment

The Quantitative assessment is based on the total £SV submitted by the Tenderer through using the TOMs Procurement Calculator at Appendix B - SV National TOMs Calculator. The Tenderer submitting the highest social value offer scored full marks for this section. The Tenderer's Total £SV was evaluated using the scoring system below:

$$\left(\frac{\text{Tenderer's Total Social Value Commitment (£)}}{\text{Highest Total Social Value Commitment (£)}} \right) \text{ Weighting} = \text{Weighted score}$$

Social Value Qualitative Assessment

The qualitative assessment was based on the method statement in column N of the TOMs Procurement Calculator. Commitments were evaluated in a similar way to the way in which quality in the rest of the Tender submissions were evaluated, in line with the 0 – 5 scoring matrix above. The weighted score was rounded to 2 decimal places.

Tenderer's were informed for 'Record Only' Criteria, the higher the percentage recorded, the higher the points would be awarded.

MODERATION

Moderation was only undertaken where there was a difference in evaluator scoring of more than 1 point. This was to ensure no errors have been made in the evaluation process. An example has been provided below:

E.g. Scores received of 3, 3 and 4= No moderation undertaken

Scores received of 2, 3 and 4= moderation undertaken

5. SUMMARY OF EVALUATION

The Invitation to Tender was published electronically via, The Supplying the South West Portal – the Council’s chosen procurement portal on 20th February 2023 with a Tender submission date of 28th March 2023.

The received Tender submissions, were evaluated in accordance with the overall evaluation strategy set out above, and were independently evaluated by Council Officers, all of whom had the appropriate skills and experience, in order to ensure transparency and robustness in the process.

In order to ensure fairness of the process the evaluation of Quality and Price were split, with Price information being held back from the Quality evaluators.

The resulting quality and financial scores are contained in the confidential paper.

6. FINANCIAL IMPLICATIONS

Financial provision has been made for this contract within the project budget. Details of the contractual pricing are contained in the confidential paper.

7. RECOMMENDATIONS


It is recommended that a contract be awarded to the highest scoring Tenderer for the Supply of each Lot. Details of the successful Tenderer have been set out in the confidential paper.

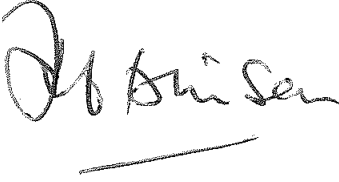
This award will be provisional and subject to the receipt from the highest scoring Tenderer of the satisfactory self-certification documents detailed within the Tender.

In the event the highest scoring Tenderer cannot provide the necessary documentation, the Council reserves the right to award the contract to the second highest scoring Tenderer.

8. APPROVAL

Authorisation of Contract Award Report

Author (Responsible Officer / Project Lead)	
Name:	Martin Hoar
Job Title:	Fleet Services Manager
Additional Comments (Optional) :	
Signature:	 Date 01/06/23
Head of Service / Service Director	
[Signature provides authorisation to this award report and award of Contract]	

Name:	Philip Robinson	
Job Title:	Service Director – Street Services	
Additional Comments (Optional):		
Signature:		Date 15 June 2023

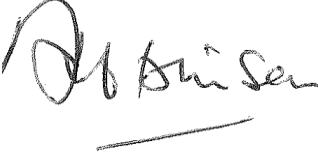
The following relates to exempt or confidential matters (Para(s) 3 of Part 1, Schedule 12A of the Local Govt Act 1972). Any breach of confidentiality could prejudice the Council/person/body concerned & might amount to a breach of the councillors /employees codes of conduct.

Document is Restricted

This page is intentionally left blank

EQUALITY IMPACT ASSESSMENT – FLEET REPLACEMENT PROGRAMME

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): This is the person completing the EIA template.	Martin Hoar, Fleet Services Manager	Department and service:	Fleet Services, Place	Date of assessment:	01/06/2023
Lead Officer: Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.	Philip Robinson, Service Director for Street Services	Signature:		Approval date:	5.6.2023
Overview:	Fleet Replacement Programme Skip Truck, Arborist Vehicles, Hook Loaders, 7.5t Caged Tippers				
Decision required:	Continue with the ongoing Fleet Replacement Programme to allocate funding towards Phases 2 & 3, replacing end of life vehicles with more up to date technology and reduced maintenance costs.				

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	No
Potential internal impacts: Does the proposal have the potential to negatively impact Plymouth City Council employees?	Yes		No	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	No
If you do not agree that a full equality impact assessment is required, please set out your justification for why not.	The fleet replacement programme does not affect the equality of any residents of Plymouth			

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
Age	<p>All data is from the 2011 Census except for age and sex which has been updated with 2021 data. Data will be updated with the 2021 Census data as it becomes available.</p> <p>Plymouth</p> <ul style="list-style-type: none"> • 16.4 per cent of people in Plymouth are children aged under 15. • 65.1 per cent are adults aged 15 to 64. • 18.5 percent are adults aged 65 and over. • 2.4 percent of the resident population are 85 and over. <p>South West</p> <ul style="list-style-type: none"> • 15.9 per cent of people are aged 0 to 14, 61.8 per cent are aged 15 to 64. • 22.3 per cent are aged 65 and over. <p>England</p> <ul style="list-style-type: none"> • 17.4 per cent of people are aged 0 to 14. • 64.2 per cent of people are aged 15 to 64. • 18.4 per cent of people are aged 65 and over. <p>(Data sourced from the 2021 Census)</p>	No Adverse Impact		

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).	No Adverse Impact		
Gender reassignment	<p>There are no official estimates for gender reassignment at either national or local level (awaiting 2021 Census data).</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>	No Adverse Impact		
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>	No Adverse Impact		
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.	No Adverse Impact		

	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	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. Census data suggests at least 43 main languages are spoken in the city, showing Polish, Chinese and Kurdish as the top three (2011 Census).	No Adverse Impact		
Religion or belief	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). 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).	No Adverse Impact		
Sex	51 per cent of our population are women and 49 per cent are men (2021 Census).	No Adverse Impact		
Sexual orientation	There is no precise local data on sexual orientation in Plymouth (awaiting 2021 Census data).	No Adverse Impact		

SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

Human Rights	Implications	Mitigation Actions	Timescale and responsible department
	No Adverse Impact		

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		
Pay equality for women, and staff with disabilities in our workforce.	No Adverse Impact		
Supporting our workforce through the implementation of Our People Strategy 2020 – 2024	No Adverse Impact		
Supporting victims of hate crime so they feel confident to report incidents, and working with, and through our partner organisations to achieve positive outcomes.	No Adverse Impact		
Plymouth is a city where people from different backgrounds get along well.	No Adverse Impact		

This page is intentionally left blank