



Oversight and Governance

Chief Executive's Department

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Published 02/08/23

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>

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 decision detailed below may be implemented immediately.

Delegated Decisions

I. Paul Barnard (Service Director for Strategic Planning and Infrastructure):

I.a COD 08 23/24 - Contract Award - TCF St Budeaux to Crownhill Sustainable Transport Corridor **(Pages 1 - 12)**

EXECUTIVE DECISION

made by a Council Officer




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

Executive Decision Reference Number – COD 08 23/24

Decision				
1	Title of decision: St Budeaux to Crownhill Sustainable Transport Corridor – Award of Contract			
2	Decision maker (Council Officer name and job title): Paul Barnard, Service Director. Strategic Planning & Infrastructure.			
3	Report author and contact details: Richard Banner, Transport Strategy Co-ordinator. Strategic Planning & Infrastructure. Richard.Banner@Plymouth.Gov.UK			
4a	Decision to be taken: Authorise the award of a contract for infrastructure works for the TCF St Budeaux to Crownhill Sustainable Transport Corridor of £149,344 to Swarco via the Traffic Signal Term Maintenance Contract.			
4b	Reference number of original executive decision or date of original committee meeting where delegation was made: L43 19/20 (3 July 2020)			
5	Reasons for decision: Provides authorisation to spend funds allocated within Tranche 2 of the Transforming Cities Fund awarded to Plymouth City Council.			
6	Alternative options considered and rejected: Do Nothing: Rejected as this would not improve vehicle journey times along Crownhill Road. A full tender has been rejected as the Traffic Signal Term Maintenance Contract that has been competitively tendered is within its core contract period and therefore provides value for money.			
7	Financial implications and risks: The scheme will have a financial benefit to the council by replacing dated traffic signal equipment through external capital funds. A project risk allowance has been included and pricing certainty is provided through use of the Signal Maintenance Contract.			
8	Is the decision a Key Decision?	Yes	No	Per the Constitution, a key decision is one which:

	(please contact Democratic Support for further advice)		X	in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total
			X	in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1million
			X	is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.
8b	If yes, date of publication of the notice in the Forward Plan of Key Decisions			
9	Please specify how this decision is linked to the Council's corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget:	<p>Supporting policies within the Joint Local Plan (JLP), specifically Policy SPT9 (Strategic principles for transport planning and strategy) as it will help deliver an integrated approach to transport based upon the following principles:</p> <p>6. Getting the most out of existing transport networks, through measures that improve network efficiency and encourage behavioural change, with major infrastructure projects only where there are no better alternatives.</p> <p>9. Delivering transport projects which provide a safe and effective transport system, as well as supporting place shaping and healthy community objectives, as guided by the hierarchy.</p> <p>Enabling action 3.34 of the Plymouth's Climate Emergency Action Plan (2022) to "commence construction of St Budeaux to Crownhill sustainable transport corridor".</p>		
10	Please specify any direct environmental implications of the decision (carbon impact)	Reducing bus journey times reduces operating costs, increases patronage and creates a virtuous circle that encourages more people to switch to public transport – thus reducing carbon emissions.		
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	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 Cabinet members' portfolios affected by the decision?	Yes	X
		No	(If no go to section I4)
I3b	Which Cabinet member's portfolio is affected by the decision?	Councillor Mark Coker (Cabinet Member for Strategic Planning and Transport)	
I3c	Date Cabinet member consulted	1 August 2023	
I4	Has any Cabinet member declared a conflict of interest in relation to the decision?	Yes	If yes, please discuss with the Monitoring Officer
		No	X
I5	Which Corporate Management Team member has been consulted?	Name	Anthony Payne
		Job title	Strategic Director for Place
		Date consulted	21 July 2023
Sign-off			
I6	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS 23 23/24
		Finance (mandatory)	CH 20.07.23 0849
		Legal (mandatory)	LS/02019/JJP/240723
		Human Resources (if applicable)	
		Corporate property (if applicable)	
		Procurement (if applicable)	SN/PS/688/ED/0723
Appendices			
I7	Ref.	Title of appendix	
	A	Briefing paper	
	B	Equalities Impact Assessment	
Confidential/exempt information			
I8a		Yes	

	Do you need to include any confidential/exempt information?	No	<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.				
		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
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 (2010) and those who do not. For further details please see the EIA attached.							
Signature				Date of decision	2 August 2023			
Print Name	Paul Barnard, Service Director for Strategic Planning & Infrastructure							

TCF CONTRACT AWARD

St Budeaux to Crownhill Sustainable Transport Project
Briefing Report for Executive Decision



Background

The scheme will improve bus journey times through upgrading the signal detection and controller. The expected outcomes from the scheme are improved throughput of vehicles along Crownhill Road by improving the junction controllers of Budshead Road and Transit Way.

Procurement

The Traffic Signal Term Maintenance Contract will be used to procure these works. The contract, jointly procured with Devon County Council (as lead procurement organisation) and Torbay Council commenced July 2022 and has a core contract period of 5 years with annual extensions available taking it up to a possible maximum of 10 years.

The contract includes provision for the supply and installation of new equipment and includes a schedule of rates adjusted by inflation which provides price certainty.

The option to tender the works has been rejected on value for money grounds given that there is a recently agreed framework that has been competitively tendered and remains within its core contract period.

Finance and Delivery

The award of contract is for £149,344 and will be delivered by SWARCO through the Traffic Signal Term Maintenance Contract.

Timescales

Project delivery is expected to commence January 2024 with completion by 30 June 2024.


Public Engagement

In December 2021 a public consultation was undertaken on the full scheme. As this was prior to scheme costing, once costed the scheme exceeded the budget available. With agreement from DfT the scheme extents have been reduced and will now consist of the junctions of Budshead Road and Transit Way through the installation of new signal control equipment. It remains the aspiration of the council to deliver the full improvements subject to funding availability through future funding sources such as Bus Service Improvement Plan

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EQUALITY IMPACT ASSESSMENT – ST BUDEAUX TO CROWNHILL SUSTAINABLE TRANSPORT CORRIDOR

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): This is the person completing the EIA template.	Richard Banner, Transport Strategy Co-ordinator	Department and service:	Strategic Planning & Infrastructure, Place	Date of assessment:	30 June 2023
Lead Officer: Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.	Philip Heseltine	Signature:		Approval date:	25 July 2023
Overview:	The scheme will improve bus journey times through upgrading the signal detection and controller. The expected outcomes from the scheme are improved throughput of vehicles along Crownhill Road by improving the junction controllers of Budshead Road and Transit Way.				
Decision required:	Authorise the award of a contract for infrastructure works for the TCF St Budeaux to Crownhill Sustainable Transport Corridor to Swarco via the Signal Term Maintenance Contract.				

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

<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 three)</p>	<p>Yes</p>		<p>No</p>	<p>X</p>
<p>If you do not agree that a full equality impact assessment is required, please set out your justification for why not.</p>	<p>Plymouth City Council will not deliver the grant funding directly, but acts as the grant securer for the Registered Providers (RP's) – Plymouth Community Homes and LiveWest. It is expected for both RP's to carry out their own direct Equality Impact Assessment, and also expected their contractors to adhere to all relevant actions as a result of their risk assessments.</p>			

SECTION THREE: FULL EQUALITY IMPACT ASSESSMENT

<p>Protected characteristics (Equality Act, 2010)</p>	<p>Evidence and information (e.g. data and consultation feedback)</p>	<p>Adverse impact</p>	<p>Mitigation activities</p>	<p>Timescale and responsible department</p>
<p>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>	<p>No adverse impacts anticipated</p>	<p>None</p>	<p>N/A</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>(2021 Census)</p>			
<p>Care experienced individuals (Note that as per the Independent Review of Children’s Social Care recommendations, Plymouth City Council is treating care experience as though it is a protected characteristic).</p>	<p>It is estimated that 26 per cent of the homeless population in the UK have care experience. In Plymouth there are currently 7 per cent of care leavers open to the service (6 per cent aged 18-20 and 12 per cent of those aged 21+) who are in unsuitable accommodation.</p> <p>The Care Review reported that 41 per cent of 19-21 year old care leavers are not in education, employment or training (NEET) compared to 12 per cent of all other young people in the same age group.</p> <p>In Plymouth there are currently 50 per cent of care leavers aged 18-21 Not in Education Training or Employment (54 per cent of all those care leavers aged 18-24 who are open to the service).</p> <p>There are currently 195 care leavers aged 18 to 20 (statutory service) and 58 aged 21 to 24 (extended offer). There are more care leavers</p>	<p>No adverse impacts anticipated</p>	<p>None</p>	<p>N/A</p>

	aged 21 to 24 who could return for support from services if they wished to.			
Disability	9.4 per cent of residents in Plymouth have their activities limited 'a lot' because of a physical or mental health problem. 12.2 per cent of residents in Plymouth have their activities limited 'a little' because of a physical or mental health problem (2021 Census)	No adverse impacts anticipated	None	N/A
Gender reassignment	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).	No adverse impacts anticipated	None	N/A
Marriage and civil partnership	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. 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).	No adverse impacts anticipated	None	N/A
Pregnancy and maternity	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.	No adverse impacts anticipated	None	N/A

<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>No adverse impacts anticipated</p>	<p>None</p>	<p>N/A</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>No adverse impacts anticipated</p>	<p>None</p>	<p>N/A</p>
<p>Sex</p>	<p>51 per cent of our population are women and 49 per cent are men (2021 Census).</p>	<p>No adverse impacts anticipated</p>	<p>None</p>	<p>N/A</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>No adverse impacts anticipated</p>	<p>None</p>	<p>N/A</p>

SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

Human Rights	Implications	Mitigation Actions	Timescale and responsible department
	No adverse impacts are anticipated.	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.	No adverse impacts are anticipated.	N/A	N/A
Pay equality for women, and staff with disabilities in our workforce.	No adverse impacts are anticipated.	N/A	N/A
Supporting our workforce through the implementation of Our People Strategy 2020 – 2024	No adverse impacts are anticipated.	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.	No adverse impacts are anticipated.	N/A	N/A
Plymouth is a city where people from different backgrounds get along well.	No adverse impacts are anticipated.	N/A	N/A