



Oversight and Governance

Chief Executive's Department

Plymouth City Council

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Published 30/08/23

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>

Notice of call-in for non-urgent decisions must be given to the Democratic Support Unit by 4.30 pm on Wednesday 6 September 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 decisions detailed below may be implemented on Thursday 7 September 2023 if they are not called-in.

Delegated Decisions

1. Councillor Tudor Evans OBE, Leader of the Council:

- 1.1. L11 23/24 Integrated Sexual Health Service Contract Extension (Pages 1 - 18)
- 1.2. L12 23/24 Health Improvement Service Contract Extension (Pages 19 - 38)
- 1.3. L05 23/24 Additional budget approval for new commercial development of PCC-owned land at Embankment Road (Pages 39 - 52)

2. Councillor Mark Coker, Cabinet Member for Strategic Planning and Transport:

- 2.1. SPT06 23/24 THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2023.2137305 TRO REVIEW 11) ORDER / THE CITY OF PLYMOUTH (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) (AMENDMENT ORDER No. 2023.2137305 TRO REVIEW.11) ORDER (Pages 53 - 82)
- 2.2. SPT07 23/24 THE CITY OF PLYMOUTH (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) (AMENDMENT ORDER No. 2023.2137304 – NORTH HILL) ORDER (Pages 83 - 96)

FEXECUTIVE DECISION

made by a Cabinet Member



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

Executive Decision Reference Number – L11 23/24


Decision	
1	Title of decision: Integrated Sexual Health Service Contract Extension
2	Decision maker: Councillor Tudor Evans OBE, Leader of Plymouth City Council
3	Report author and contact details: Gemma Scott, gemma.scott@plymouth.gov.uk
4	<p>Decision to be taken:</p> <p>To vary the existing contract between Plymouth City Council and University Hospitals Plymouth for the delivery of the Integrated Sexual Health Service to-</p> <ol style="list-style-type: none"> 1. extend the contract by six months until 31st March 2024; 2. increase the contract value by 3.2% in line with the uplift in the Public Health Grant for the year 2023/24. <p>The value of the six month extension will be £1,360,376.58.</p>
5	<p>Reasons for decision:</p> <p>1) Plymouth City Council has a statutory responsibility to provide a number of sexual services to people in Plymouth. They must be commissioned from the ring fenced Public Health Grant and include:</p> <ul style="list-style-type: none"> • HIV prevention and sexual health promotion; • Open access genitourinary medicine; • Comprehensive contraception services (included enhanced services commissioned from general practice and community pharmacies); • Sexual health aspects of psychosexual counselling ; • Other specialist services such as young people’s sexual health services, outreach, HIV prevention and sexual health promotion. <p>The current contract was awarded to UHP in October 2017. It followed a comprehensive process in which Plymouth City Council received legal authorisation to carry out a negotiated procedure which enabled providers to work with commissioners and collaborate as the Sexual Health In Plymouth (SHiP) partnership, to design and deliver an integrated model of provision. The partnership has since brought about better alignment, simpler pathways, system leadership and value for money.</p> <p>2) This decision will enable service continuity in the short term, whilst progressing the procurement processes for new, longer term contract to be in place by April 2024. Initial dialogue with the current provider has identified their commitment to securing a 6 month extension term.</p> <p>3) This decision supports alignment of the new contract with the start of the financial year in April 2024.</p>

<p>6</p>	<p>Alternative options considered and rejected:</p> <p>1) Extend the current contract by a longer period of time (12 or 18 months)- A procurement process is currently underway and working to award a new contract for Integrated Sexual Health Services by 1st April 2024. A longer term extension is therefore not required.</p> <p>2) Do not extend the contract- There would be insufficient time to undergo a new re-procurement process to start a new contract by 1st October 2023. This option would therefore result in the inability of Plymouth City Council to meet its statutory requirement to provide confidential, open access sexual and reproductive health services for the population of Plymouth.</p>			
<p>7</p>	<p>Financial implications and risks:</p> <p>The existing contract is funded by the ring-fenced Public Health grant. The net budget is £2,557,099 for financial year 2023/24. A 3.2% uplift on most public health contracts (in line with the uplift in the Public Health Grant) was agreed by Public Health DMT in April 2023. This will be applied following authorisation to extend the current contract by 6 months from 1st October 2023 to 31st March 2024. This will take the annual value of the contract to £2,638,926.13 and the value of the 6 month extension to £1,360,376.58.</p> <p>Any contract variation (including extension) would need to satisfy the Public Contracts Regulations 2015, Section 72 – Modification of contracts during their term.</p> <p>Parts (1)(b) of this regulation state that:</p> <p>(1) Contracts and framework agreements may be modified without a new procurement in accordance with this Part in any of the following cases:</p> <p>(b) for additional works, services or supplies by the original contractor that have become necessary and were not included in the initial procurement, where a change of contractor–</p> <p>(i) cannot be made for economic or technical reasons such as requirements of interchangeability or interoperability with existing equipment, services or installations under the initial procurement, or</p> <p>(ii) would cause significant inconvenience or substantial duplication of costs for the contracting authority, provided that any increase in price does not exceed 50% of the value of the original contract</p> <p>Conditions of Section 72 (1)(b) are met because additional services have become necessary whereby allowing adequate lead in time for a new contract award for Sexual Health Service. A change in contractor would result in significant inconvenience and substantial duplication of costs for Plymouth City Council. The price of the extension does not exceed 50% of the value of the original contract.</p> <p>There are particular risks in not extending the contract in this way which include:</p> <ul style="list-style-type: none"> • Inability of Plymouth City Council to meet its statutory requirement to provide confidential, open access sexual and reproductive health services for the population of Plymouth; • Inability to advance procurement processes an allow a new contract to be in place by April 2024. 			
<p>8</p>	<p>Is the decision a Key Decision? (please contact Democratic Support for further advice) Please type an X into the relevant boxes</p>	<p>Yes</p>	<p>No</p>	<p>Per the Constitution, a key decision is one which:</p> <p>in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total</p> <p>in the case of revenue projects when the decision involves entering into new commitments and/or making new savings</p>

			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	01 August 2023	
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><u>Plymouth City Council Corporate Plan</u></p> <p>The Plymouth City Council Corporate Plan, updated in 2023, sets out our mission of Plymouth being one of Europe's most vibrant waterfront cities, where an outstanding quality of life is enjoyed by everyone. The SHiP partnership contributes significantly to the priority: "Working with the NHS to provide better access to health, care and dentistry" and does this by:</p> <ul style="list-style-type: none"> • Providing quality public services; • Trusting and engaging our communities; • Spending our money wisely, and; • Focusing on prevention and early intervention. <p><u>The Plymouth Plan</u></p> <p>Sexual Health provision also aligns to the Plymouth Plan which sets a shared direction of travel for the long term future of the city. In particular, by directly contributing to:</p> <ul style="list-style-type: none"> • HEA1: Addressing health inequalities, improving health literacy • HEA3: Supporting adults with health and social care needs • HEA4: Playing an active role in the community • HEA9: Delivering accessible health services and clinical excellence <p><u>Plymouth Local Care Partnership</u></p> <p>The council is a key partner in the Plymouth Local Care Partnership which was formed to strengthen on existing partnerships and relationships across the health and care sector, to drive change, reduce inequalities and lead to better more joined-up care for the benefit of our population.</p> <p>The SHiP partnership supports the LCP priorities through:</p> <ul style="list-style-type: none"> • Provision of compassionate care • Supporting the local Primary Care System • Empowering Communities to help themselves through easier access to advice, support, guidance, testing & treatment • Ensuring the Best Start to Life and supporting pre-conceptual care and pregnancy. • Integrating Care to deliver "the right care, at the right time, in the right place". 	

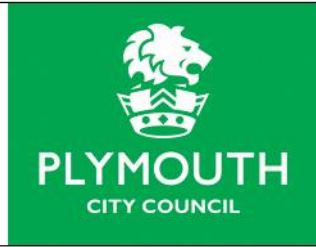
10	Please specify any direct environmental implications of the decision (carbon impact)	No direct implications arising from this decision.		
Urgent decisions				
11	Is the decision urgent and to be implemented immediately in the interests of the Council or the public? Please type an X into the relevant box	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? Please type an X into the relevant box	Yes	x	
		No		(If no go to section 14)
13b	Which other Cabinet member's portfolio is affected by the decision?	Councillor Mary Aspinall, Cabinet Member for Health and Adult Social Care		
13c	Date Cabinet member consulted	27th June 2023		
14	Has any Cabinet member declared a conflict of interest in relation to the decision? Please type an X into the relevant box	Yes		If yes, please discuss with the Monitoring Officer
		No	x	
15	Which Corporate Management Team member has been consulted?	Name	Ruth Harrell	
		Job title	Director of Public Health	
		Date consulted	Regularly consulted and updated throughout 2023	

Sign-off									
16	Sign off codes from the relevant departments consulted:		Democratic Support (mandatory)			DS 29 23/24			
			Finance (mandatory)			CH 13.07.23 0807			
			Legal (mandatory)			LS/00001312/2/AC/14/7/23			
			Human Resources (if applicable)			N/A			
			Corporate property (if applicable)			N/A			
			Procurement (if applicable)			SS/SC/030/BC/0723			
Appendices									
17	Ref.	Title of appendix							
	A	Business Case							
	B	Equalities Impact Assessment							
Confidential/exempt information									
18a	Do you need to include any confidential/exempt information? Please type an X into the relevant box		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 (2010) and those who do not. For further details please see the EIA attached.		
Signature		Date of decision	29/08/2023
Print Name	Councillor Tudor Evans OBE, Leader of Plymouth City Council.		

PROCUREMENT GATEWAY I – BUSINESS CASE

Integrated Sexual Health Services Contract Extension



Contact Details

Responsible Officer:	Gemma Scott
Job Title:	Public Health Specialist
Service:	Public Health
Directorate:	ODPH

Project Details

Estimated Project Value:	£1,360,376.58
Source of Funding:	Public Health ring fenced grant (s. 31 of the Local Government Act 2003)
Timescale:	6 months (October 1st 2023 to April 1st 2024)

Executive Summary

Plymouth City Council has a statutory obligation under the Health and Social Care Act 2012 and the Local Authorities Regulations 2013 to provide confidential, open access sexual and reproductive health services for the population of Plymouth. This includes the provision of comprehensive contraception, testing and treatment for sexually transmitted infections, sexual health promotion and HIV prevention services.

This business case aligns with a procurement process which is currently underway and working to award a new contract for Integrated Sexual Health Services by 1st April 2024.

This proposal seeks agreement for a 6 month extension to the current contract, which is due to expire on October 1st 2023. This would allow the procurement to progress and would also align the new contract with the start of the financial year in April 2024, which is a preference of all parties.

The value of a six month contract extension is **£1,360,376.58** (taking into account 3.2% uplift in line with the Public Health Grant uplift).

Current Contract

The contract for Integrated Sexual Health Services is currently delivered through a partnership of providers (Sexual Health In Plymouth: SHiP) and was directly awarded to University Hospitals Plymouth (UHP) in October 2017.

We have since seen significant developments across the sexual health system. The service strives to provide high-quality and innovative STI testing and treatment services and reduce the local burden of STIs, in particular amongst those disproportionately affected. All services have a number of key performance indicators (KPI's) that are monitored regularly and currently all our contractors strive to perform against the contracts.

Context of COVID19

The impact of COVID on health and social care settings persists and for sexual health services this was further exasperated by the MPOX outbreak, where our providers continued to adapt and change at scale around the needs of the community. Similarly, Plymouth City Council Public Health team were operating a COVID-19 acute response rota until 31st March 2023 and have been prioritising COVID-19 recovery work and supporting the MPOX response. Given this, there has been very limited capacity in these teams to begin the recommissioning process until recently. It is for this reason that a six month contract extension is required.

Conclusion

A 6 month extension would enable Plymouth City Council to continue to meet its statutory requirement to provide a high quality, affordable service to meet the needs of the local population whilst progressing the procurement process of a new contract to be awarded 1st April 2014.

Project Information

Plymouth City Council has a statutory responsibility to provide a number of sexual service and they must be commissioned from the ring fenced Public Health Grant. Sexual health is an important public health priority. Good sexual and reproductive health is an essential component of positive health and wellbeing. The consequences of poor sexual health, including sexually transmitted infections (STIs) and unplanned pregnancies can have a lasting impact on people's lives. STIs are communicable diseases and as such require effective clinical services and public health interventions to prevent onward transmission.

In 2011 in the UK, the estimated STI treatment costs were £620 million, excluding costs for HIV treatment. Investing in sexual health services therefore, can deliver significant cost savings for the NHS and local authorities. Quality services and interventions that focus on prevention, screening and prompt treatment and partner notification can control disease, prevent unwanted pregnancies and avoid costly health complications and treatments.

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Since April 2013 the **local authority** has been responsible for providing the following services;

- HIV prevention and sexual health promotion
- Open access genitourinary medicine
- Comprehensive contraception services (included enhanced services commissioned from general practice and community pharmacies)
- Sexual health aspects of psychosexual counselling
- Other specialist services such as young people's sexual health services, outreach, HIV prevention and sexual health promotion

These services must be commissioned from the ring fenced Public Health Grant and must be available to all people in the area, whether resident or not. This approach ensures rapid access to contraception, and testing and treatment for sexually transmitted infections thus preventing unwanted pregnancies and the onward transmission of disease. The local authority is also responsible for the cost of these services where its residents access them outside of the local area

The current contract was awarded to UHP in October 2017. It followed a comprehensive process in which Plymouth City Council received legal authorisation to carry out a negotiated procedure which enabled providers to work with commissioners and design an integrated model of provision: Sexual Health In Plymouth (SHiP). This contract is due to expire in October 2023, which we seek to extend by 6 months to March 2024.

Objectives

What is your goal?

- To enable Plymouth City Council to meet its statutory requirement to provide confidential, open access sexual and reproductive health services for the population of Plymouth
- To ensure compliance with Public Contract Regulations.

How will the project support the business support Council / Service strategy?

Plymouth City Council Corporate Plan

The Plymouth City Council Corporate Plan, updated in 2023, sets out our mission of Plymouth being one of Europe's most vibrant waterfront cities, where an outstanding quality of life is enjoyed by everyone. The SHiP partnership contributes significantly to the priority: "Working with the NHS to provide better access to health, care and dentistry" and does this by:

- Providing quality public services,
- Trusting and engaging our communities
- Spending our money wisely, and
- Focusing on prevention and early intervention

The Plymouth Plan

Sexual Health provision also aligns to the Plymouth Plan which sets a shared direction of travel for the long term future of the city. In particular, by directly contributing to:

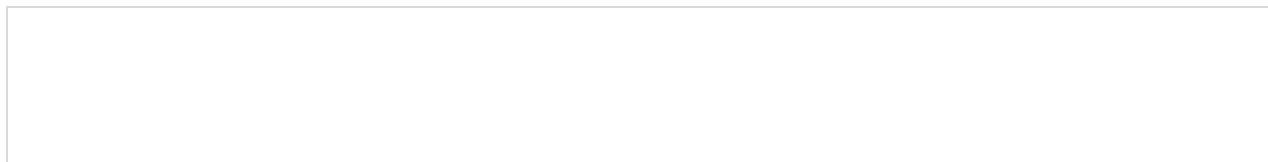
- HEA1: Addressing health inequalities, improving health literacy
- HEA3: Supporting adults with health and social care needs
- HEA4: Playing an active role in the community
- HEA9: Delivering accessible health services and clinical excellence

Plymouth Local Care Partnership

The council is a key partner in the Plymouth Local Care Partnership which was formed to strengthen on existing partnerships and relationships across the health and care sector, to drive change, reduce inequalities and lead to better more joined-up care for the benefit of our population.

The SHiP partnership supports the LCP priorities through :

- Provision of compassionate care
- Supporting the local Primary Care System
- Empowering Communities to help themselves through easier access to advice, support, guidance, testing & treatment
- Ensuring the Best Start to Life and supporting pre-conceptual care and pregnancy.
- Integrating Care to deliver "the right care, at the right time, in the right place".



Budget and Costs

The existing contract is funded by the ring-fenced Public Health grant. The net budget is **£2,557,099** for financial year 2023/24. A 3.2% uplift on most public health contracts (in line with the uplift in the Public Health Grant) was agreed by Public Health DMT in April 2023. This will be applied following authorisation to extend the current contract by 6 months from 1st October 2023 to 31st March 2024. This will take the annual value of the contract to **£2,638,926.13** and the value of the 6 month extension to **£ 1,360,376.58**.

Constraints and Risks

Any contract variation (including extension) would need to satisfy the Public Contracts Regulations 2015, Section 72 – Modification of contracts during their term.

Parts (1)(b) of this regulation state that:

(1) Contracts and framework agreements may be modified without a new procurement in accordance with this Part in any of the following cases:

(b) for additional works, services or supplies by the original contractor that have become necessary and were not included in the initial procurement, where a change of contractor–

(i) cannot be made for economic or technical reasons such as requirements of interchangeability or interoperability with existing equipment, services or installations under the initial procurement, or

(ii) would cause significant inconvenience or substantial duplication of costs for the contracting authority, provided that any increase in price does not exceed 50% of the value of the original contract

We believe the conditions of Section 72 (1)(b) to be met because additional services have become necessary whereby allowing adequate lead in time for a new contract award for Sexual Health Service. A change in contractor would result in significant inconvenience and substantial duplication of costs for Plymouth City Council. The price of the extension does not exceed 50% of the value of the original contract.

There are particular risks in not extending the contract in this way which include:

- Inability of Plymouth City Council to meet its statutory requirement to provide confidential, open access sexual and reproductive health services for the population of Plymouth
- Inability to advance procurement processes and allow a new contract to be in place by April 2024

Options Appraisal

1) Extend the current contract by 6 months from 1st October 2023 to 31st March 2024 with a 3.2% uplift in contract value.

This option would allow Plymouth City Council to continue to meet its statutory requirement to provide confidential, open access sexual and reproductive health services for the population of Plymouth in the short term, whilst progressing the procurement processes for new, longer term

contract to be in place by April 2024. Initial dialogue with SHiP partnership has also identified their commitment to securing a 6 month extension term.

2) Extend the current contract by a longer period of time (12 or 18 months)

A procurement process is currently underway and working to award a new contract for Integrated Sexual Health Services by 1st April 2024. A longer term extension is therefore not required.

3) Do not extend the contract

There would be insufficient time to undergo a new re-procurement process to start a new contract by 1st October 2023. This option would therefore result in the inability of Plymouth City Council to meet its statutory requirement to provide confidential, open access sexual and reproductive health services for the population of Plymouth

Preferred Option

Option 1)

Extend the current contract by 6 months from 1st October 2023 to 31st March 2024 with a 3.2% uplift in contract value.

This option would allow Plymouth City Council to continue to meet its statutory requirement to provide confidential, open access sexual and reproductive health services for the population of Plymouth in the short term, whilst progressing the procurement processes for new, longer term contract to be in place by April 2024. Initial dialogue with SHiP partnership has also identified their commitment to securing a 6 month extension term.

Recommended Decision

It is recommended that a decision is taken to vary the existing contract between Plymouth City Council and University Hospitals Plymouth for the delivery of an Integrated Sexual Health Service to 1) extending the contract term by 6 months from 1st October 2023 to 31st March 2024 and 2) increasing the contract value by 3.2%, in line with the uplift in the Public Health Grant for the year 2023/24.

Reasons for decision:


1) Plymouth City Council has a statutory responsibility to provide a number of sexual services to people in Plymouth. They must be commissioned from the ring fenced Public Health Grant and include:

- HIV prevention and sexual health promotion
- Open access genitourinary medicine
- Comprehensive contraception services (included enhanced services commissioned from general practice and community pharmacies)
- Sexual health aspects of psychosexual counselling
- Other specialist services such as young people's sexual health services, outreach, HIV prevention and sexual health promotion

The current contract was awarded to UHP in October 2017. It followed a comprehensive process in which Plymouth City Council received legal authorisation to carry out a negotiated procedure which enabled providers to work with commissioners and collaborate as the Sexual Health In Plymouth (SHiP) partnership, to design and deliver an integrated model of provision. The partnership has since brought about better alignment, simpler pathways, system leadership and value for money.

2) This decision will enable service continuity in the short term, whilst progressing the procurement processes for new, longer term contract to be in place by April 2024. Initial dialogue with the current provider has identified their commitment to securing a 6 month extension term.

3) This decision supports alignment of the new contract with the start of the financial year in April 2024.

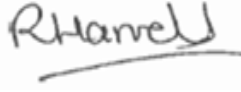
Project Officer			
Name:	Gemma Scott		
Job Title:	Public Health Specialist		
Additional Comments (Optional):			
Signature:		Date:	01/08/2023

Authorisation of Business Case

Head of Service / Service Director			
Name:	Ruth Harrell		
Job Title:	Director of Public Health		
Additional Comments (Optional):			
Signature:		Date:	25/07/2023

EQUALITY IMPACT ASSESSMENT – INTEGRATED SEXUAL HEALTH SERVICE CONTRACT EXTENSION

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): This is the person completing the EIA template.	Gemma Scott Public Health Specialist	Department and service:	Office of the Director of Public Health	Date of assessment:	24/07/2023
Lead Officer: Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.	Ruth Harrell	Signature:		Approval date:	25/07/2023
Overview:	<p>To vary the existing contract between Plymouth City Council and University Hospitals Plymouth for the delivery of an Integrated Sexual Health Service.</p> <p>The current contract awarded in 2017 ends on 30th September 2023 and has a value of £2,557,099. The contract variation is to extend the contract by 6 months until 31st March 2025 and to increase the contract value by 3.2%, in line with the uplift in the Public Health Grant for the year 2023/24.</p> <p>This will enable Plymouth City Council to continue to meet its statutory requirement to provide confidential, open access sexual and reproductive health services for the population of Plymouth in the short term, whilst progressing the procurement processes for new, longer term contract to be in place by April 2024. Initial dialogue with the current provider has identified their commitment to securing a 6 month extension term. This decision would also align the new contract with the start of the financial year in April 2024.</p> <p>There are no changes to how the service is delivered is proposed at this stage</p>				
Decision required:	To approve the contract variation as stated above				

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>	<p>Yes</p>		<p>No</p>	<p>x</p>
<p>Potential internal impacts: Does the proposal have the potential to negatively impact Plymouth City Council employees?</p>	<p>Yes</p>		<p>No</p>	<p>x</p>
<p>Is a full Equality Impact Assessment required? (if you have answered yes to either of the questions above then a full impact assessment is required and you must complete section 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>Contracts are already existing and this decision is only an extension, so no changes to current situation / no health service changes</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. 			

	<ul style="list-style-type: none"> • 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>(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>			

	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 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)			
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).			
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).			
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.			

<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>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>Sex</p>	<p>51 per cent of our population are women and 49 per cent are men (2021 Census).</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>			

SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

Human Rights	Implications	Mitigation Actions	Timescale and responsible department

SECTION FIVE: OUR EQUALITY OBJECTIVES

Equality objectives	Implications	Mitigation Actions	Timescale and responsible department
Celebrate diversity and ensure that Plymouth is a welcoming city.			
Pay equality for women, and staff with disabilities in our workforce.			
Supporting our workforce through the implementation of Our People Strategy 2020 – 2024			
Supporting victims of hate crime so they feel confident to report incidents, and working with, and through our partner organisations to achieve positive outcomes.			
Plymouth is a city where people from different backgrounds get along well.			

EXECUTIVE DECISION

made by a Cabinet Member



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

Executive Decision Reference Number – L12 23/24


Decision	
1	Title of decision: Health Improvement Service Contract Extension
2	Decision maker: Councillor Tudor Evans OBE, Leader of Plymouth City Council
3	Report author and contact details: Kamal Patel, kamal.patel@plymouth.gov.uk
4	<p>Decision to be taken:</p> <p>To vary the existing Health Improvement Service contract between Plymouth City Council and Livewell Southwest to-</p> <ol style="list-style-type: none"> 1. extend the Health Improvement Contract by 18 months from 1st October 2023 to 31st March 2025; 2. increase the contract value by 3.2%, in line with the uplift in the Public Health Grant for the year 2023/24. <p>The total value of this 18 month extension is £1,633,140.</p>
5	<p>Reasons for decision:</p> <ol style="list-style-type: none"> 1. Plymouth City Council has a statutory obligation under the Health and Social Care Act 2012 and Local Authorities Regulations 2013 to take appropriate steps to improve the health of the local people by providing services to promote healthy living. The Health Improvement Service for Plymouth is commissioned to provide system leadership and delivery of health related prevention services. It is provided by Livewell Southwest Wellbeing Team and the support services for people who want to sustain and change their health related behaviours is called <u>One YOU Plymouth</u>. The aim of the service is to improve the health and wellbeing of the Plymouth population, reduce premature mortality and reduce health inequalities. 2. This is a key preventative service for the city to improve the health of the adult population and is a major delivery arm of two prevention initiatives: Thrive Plymouth, and Plymouth's Wellbeing Commissioning Strategy. Work to refresh both of these initiatives is taking place in the next year and so the contract extension will enable the new specification for the Health Improvement Service to strategically align. 3. To support the integration of the Health Improvement Service into the wider Plymouth integrated care structures.
6	<p>Alternative options considered and rejected:</p> <ol style="list-style-type: none"> 1. Extend the current by a shorter period of time (6 or 12 months)- <p>This option would not give sufficient time to align the procurement of the Health Improvement</p>

	<p>Contract to important local strategies (outlined above), or to have further conversations with providers in the Plymouth integrated care structures.</p> <p>2. Do not extend the contract-</p> <p>There would be insufficient time to undergo a new procurement process to start a new contract by 1st October 2023. This option would therefore result in the inability of Plymouth City Council to meet its statutory duty to under the Health and Social Care Act 2012 and Local Authorities Regulations 2013 to take appropriate steps to improve the health of the local people by providing services to promote healthy living.</p>			
<p>7</p>	<p>Financial implications and risks:</p> <p>The existing contract is funded by the ring-fenced Public Health grant with a current annual budget of £1,055,000. A 3.2% uplift on most public health contracts (in line with the uplift in the Public Health Grant) was agreed by Public Health DMT in April 2023. This will be applied following authorisation to extend the current contract by 18 months from 1st October 2023 to 31st March 2025. This will take the annual value of the contract to £1,088,760 and the value of the 18 month extension to £1,633,140.</p> <p>Any contract variation (including extension) would need to satisfy the Public Contracts Regulations 2015, Section 72 – Modification of contracts during their term.</p> <p>Parts (1)(b) of this regulation state that:</p> <p>(1) Contracts and framework agreements may be modified without a new procurement in accordance with this Part in any of the following cases:</p> <p>(b) for additional works, services or supplies by the original contractor that have become necessary and were not included in the initial procurement, where a change of contractor–</p> <p>(i) cannot be made for economic or technical reasons such as requirements of interchangeability or interoperability with existing equipment, services or installations under the initial procurement, or</p> <p>(ii) would cause significant inconvenience or substantial duplication of costs for the contracting authority, provided that any increase in price does not exceed 50% of the value of the original contract</p> <p>Conditions of Section 72 (1)(b) are met because additional services have become necessary so that the procurement process for the Health Improvement Service can be informed by and aligned with two key health and wellbeing strategies. A change in contractor would jeopardise the system leadership that the current providers have established, result in significant resource demands and substantial duplication of costs for Plymouth City Council. The price of the proposed extension does not exceed 50% of the value of the original contract.</p> <p>There are particular risks in not extending the contract in this way which include:</p> <ul style="list-style-type: none"> • Inability to align the procurement process to key health and wellbeing strategies in the city, leading to a disjointed approach; • Inability to advance conversations with integrated care providers around the further integration of this service into the wider integrated care structures. 			
<p>8</p>	<p>Is the decision a Key Decision? (please contact Democratic Support for further advice) Please type an X into the relevant boxes</p>	<p>Yes</p>	<p>No</p> <p>x</p>	<p>Per the Constitution, a key decision is one which:</p> <p>in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total</p>

		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	1 st August 2023	
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><u>Plymouth City Council Corporate Plan</u></p> <p>The Plymouth City Council Corporate Plan, updated in 2023, sets out our mission of Plymouth being one of Europe's most vibrant waterfront cities, where an outstanding quality of life is enjoyed by everyone. The Health Improvement Service contributes significantly to the priority: "Working with the NHS to provide better access to health, care and dentistry" and does this by:</p> <ul style="list-style-type: none"> • Providing quality public services, • Trusting and engaging our communities • Spending our money wisely, and • Focusing on prevention and early intervention <p><u>The Plymouth Plan</u></p> <p>The Health Improvement Service also aligns to the Plymouth Plan which sets a shared direction of travel for the long term future of the city. In particular, the service supports the Health and Wellbeing elements of the plan by directly contributing to:</p> <ul style="list-style-type: none"> • HEA1: Addressing health inequalities, improving health literacy • HEA3: Supporting adults with health and social care needs • HEA4: Playing an active role in the community • HEA9: Delivering accessible health services and clinical excellence <p><u>Plymouth Local Care Partnership</u></p> <p>Plymouth City Council is a key partner in the Plymouth Local Care Partnership (LCP) which was formed to strengthen on existing partnerships and relationships across the health and care sector, to drive change, reduce inequalities and lead to better more joined-up care for the benefit of our population. The Health Improvement Service contributes to the following priorities of the LCP:</p> <ul style="list-style-type: none"> • Building a Compassionate and Caring City • Empowering Communities to help themselves and each other 	

		<ul style="list-style-type: none"> Integrating Care to deliver “the right care, at the right time, in the right place”. 	
10	Please specify any direct environmental implications of the decision (carbon impact)	No direct implications arising from this decision.	
Urgent decisions			
11	Is the decision urgent and to be implemented immediately in the interests of the Council or the public? Please type an X into the relevant box	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? Please type an X into the relevant box	Yes	x
		No	(If no go to section 14)
13b	Which other Cabinet member's portfolio is affected by the decision?	Cllr Mary Aspinall, Cabinet Member for Health and Adult Social Care	
13c	Date Cabinet member consulted	27th 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	x
15	Which Corporate Management Team member has been consulted?	Name	Ruth Harrell
		Job title	Director of Public Health
		Date consulted	Regularly consulted and updated throughout 2023

Sign-off									
16	Sign off codes from the relevant departments consulted:		Democratic Support (mandatory)			DS 30 23/24			
			Finance (mandatory)			CH 13.07.23 0834			
			Legal (mandatory)			LS/00001312/AC/14/7/23			
			Human Resources (if applicable)			N/A			
			Corporate property (if applicable)			N/A			
			Procurement (if applicable)			SS/SC/031/BC/0723			
Appendices									
17	Ref.	Title of appendix							
	A	Business Case							
	B	Equalities Impact Assessment							
Confidential/exempt information									
18a	Do you need to include any confidential/exempt information? Please type an X into the relevant box		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 (2010) and those who do not. For further details please see the EIA attached.		
Signature		Date of decision	29/08/2023
Print Name	Councillor Tudor Evans OBE, Leader of Plymouth City Council		

PROCUREMENT GATEWAY I – BUSINESS CASE

Health Improvement Service Contract Variation



Contact Details

Responsible Officer:	Kamal Patel
Job Title:	Acting Consultant in Public Health
Service:	Public Health
Directorate:	ODPH

Project Details

Estimated Project Value:	£1,633,140
Source of Funding:	Public Health ring fenced grant (s. 31 of the Local Government Act 2003)
Timescale:	18 months: 1st October 2023 to 31st March 2025

Executive Summary

Purpose

This business case sets out the proposal to vary the existing contract between Plymouth City Council and Livewell Southwest for the delivery of the Health Improvement Service. The current contract, awarded in 2017, has a value of £1,055,000 per annum and ends on 30th September 2023. The contract variation is to extend the contract by 18 months until 31st March 2025 and to increase the contract value by 3.2% in line with the uplift in the Public Health Grant for the year 2023/24.

Health Improvement Service

Plymouth City Council has a statutory obligation under the Health and Social Care Act 2012 and Local Authorities Regulations 2013 to take appropriate steps to improve the health of the local people by providing services to promote healthy living. The Health Improvement Service for Plymouth is commissioned to provide system leadership and delivery of health related prevention services. It is provided by Livewell Southwest Wellbeing Team and the support services for people who want to sustain and change their health related behaviours is called One YOU Plymouth. The aim of the service is to improve the health and wellbeing of the Plymouth population, reduce premature mortality and reduce health inequalities. The service performs well against the contracted key performance indicators. This is a key preventative service for the city to improve the health of the adult population and it needs to be aligned to the city's key prevention strategies: Thrive Plymouth, and Plymouth's Wellbeing Commissioning Strategy.

Thrive Plymouth

Thrive Plymouth is Plymouth's 10 year approach to improving health and reducing health inequalities and involves building collaborative partnerships across the city. It is about how our city supports people to make healthy choices. Thrive Plymouth was adopted in November 2014. Each

year has had a specific focus area and Year three of Thrive Plymouth was successful in localising the national 'One You' campaign to the Plymouth Health Improvement Service. Over the next twelve months the learning from the last 10 years of Thrive Plymouth will be used to refresh and redevelop this programme for the next 10 years.

Wellbeing Commissioning Strategy

The vision of Plymouth's Wellbeing Commissioning Strategy is for people and communities to be well, stay well and recover well. The strategy supports healthy and happy communities by putting health and wellbeing at the heart of everything we do. Over the next twelve months work will be undertaken to refresh and redevelop the Wellbeing Commissioning Strategy across the Plymouth Local Care Partnership and this will support the development of further integration of the Health Improvement service into the wider integrated care structures.

Context of COVID-19

The COVID19 pandemic necessitated a significant reduction in the delivery of face to face health improvement services with short term redeployment of some staff in the Health Improvement Team. The Health Improvement team are now back to full operation, but are seeing an increase in demand for their services. Providing contract stability at this time will reduce the on-going impact of the pandemic and allow resources to remain focused on delivering outcomes for people who use the Health Improvement Service in Plymouth. This is as opposed to taking capacity away from providers' ability to deliver services to engage in a procurement process.

Conclusion

A contract extension of 18 months for the Health Improvement Service is required to ensure that the procurement process is fully aligned with the direction of Thrive Plymouth and the Wellbeing Commissioning Strategy as it is a key delivery arm of both of these strategies. This will also enable further conversations to take place with integrated care providers about how this service can fit with and support the wider integrated care structures in the local health and care system. Finally, this proposal will ensure that, during this key time of strategic development and in the pandemic recovery, system leadership can be sustained and resources from both a commissioning and provider point of view continue to be focused on directly delivering outcomes for Plymouth residents.

Project Information

The Public Health Outcomes Framework 'Healthy lives, healthy people: Improving outcomes and supporting transparency', sets out a vision for public health, desired outcomes and the indicators that will help us understand how well public health is being improved and protected. The framework concentrates on two high-level outcomes (life expectancy and healthy life expectancy) to be achieved across the public health system. Public health interventions by nature deliver improvements in outcomes over extended periods, usually some years and sometimes decades. To understand progress in the shorter term, a series of indicators are provided, grouped in 4 domains:

1. Improving the wider determinants of health
2. Health Improvement
3. Health Protection
4. Healthcare public health and preventing premature mortality

Domain 2: Health Improvement is the focus of this service and the objective is to help people to live healthy lifestyles, make healthy choices and reduce health inequalities. The work of the Health

Improvement Service is largely be focused around this domain, although the work does also contribute to specific elements of activity in all domains.

Health Improvement Service

Plymouth City Council has a statutory obligation under the Health and Social Care Act 2012 and Local Authorities Regulations 2013 to take appropriate steps to improve the health of the local people by providing services to promote healthy living. The Health Improvement Service for Plymouth is provided by Livewell Southwest and is called One YOU Plymouth. The aim of the service is to improve the health and wellbeing of the Plymouth population, reduce premature mortality and reduce health inequalities. This is a key service for the city to improve the health of the adult population and contributes significantly to our aim to support people to age well. The service performs well against the key performance indicators. In 2022-23 the service delivered:

- 28,831 unique visitors to One YOU Plymouth & Wellbeing at Work websites
- 2,789 contacts made via wellbeing telephone line, email and events
- 485 people completed a training course with One YOU Plymouth, including training in mental health awareness, first aid and suicide first aid.
- 914 people set a quit date and 457 4-week quitters
- 176 pregnant women were offered support to stop smoking
- 200 people participated in weight management programme
- 3,087 people attended physical activity sessions
- 168 people received an NHS Health Check
- 516 Wellbeing Champions were active across the city
- 914 referrals received into falls prevention service

To date the siting of the Health Improvement Service within the main local provider of community health and social care services in Plymouth has enabled system leadership and brought additional value for the investment made, over and above the direct delivery of health improvement interventions. For example, training provision within the contract is supplemented by the wider Livewell training offer. This contributes to the requirement to build community capacity by bringing health improvement services across the city together, providing training to local partners to deliver health improvement services and embed themselves in local services such as community mental health teams.

As this is a key service for the city to improve the health of the adult population through prevention, it needs to be aligned to the city's key prevention strategies: Thrive Plymouth, and Plymouth's Wellbeing Commissioning Strategy.

Thrive Plymouth

Thrive Plymouth is Plymouth's 10 year approach to improving health and reducing health inequalities and involves building collaborative partnerships in the city. It is about supporting people to make healthy choices. Thrive Plymouth has three strands:

- Population Prevention is about the whole population sustaining and making positive changes to their lifestyle.
- Common risk factor is based on the fact that one unhealthy behavior can be the basis of many diseases and that several of these unhealthy behaviours tend to cluster in individuals in less affluent groups
- Context of choice acknowledges that despite an understanding of what is healthy, and good intentions to be healthier, change is often hard to achieve. This is because we all make choices in settings we don't often control, where the healthy choice can be harder than the unhealthy one.

Thrive Plymouth was adopted by Plymouth City Council in November 2014. Each year has had a focus area and Year three of Thrive Plymouth was successful in localising the national 'One You' campaign to the Plymouth Health Improvement Service. Over the next twelve months the learning from the last 10 years of Thrive Plymouth will be used to refresh and redevelop this programme for the next 10 years.

Wellbeing Commissioning Strategy

The vision of the Wellbeing Commissioning Strategy is for people and communities to be well, stay well and recover well. The strategy supports healthy and happy communities by putting health and wellbeing at the heart of everything we do. This includes placing health improvement and prevention of ill health at the core of our planned care system yielding improvements in the behavioral determinants of health in Plymouth, commissioning only from providers who have a clear and proactive approach to health improvement, prevention of ill health, whole person wellbeing and working with the wider community in which they operate.

Over the next twelve months work will be undertaken to refresh and redevelop the Wellbeing Commissioning Strategy across the Plymouth Local Care Partnership and this will support the development of further integration of the Health Improvement service into the wider integrated care structures.

Objectives

What is your goal?

- To enable Plymouth City Council to meet its statutory requirements to take appropriate steps to improve the health of the local people by providing services to promote healthy living.
- To provide a high quality affordable Health Improvement Service which meets the needs of the local population, particularly post pandemic.
- To ensure compliance with Public Contract Regulations.
- To strategically align the procurement process of the Health Improvement Service with the next 10 years of Thrive Plymouth and the Plymouth Local Care Partnership Wellbeing agenda.

How will the project support the business support Council / Service strategy?

Plymouth City Council Corporate Plan

The Plymouth City Council Corporate Plan, updated in 2023, sets out our mission of Plymouth being one of Europe's most vibrant waterfront cities, where an outstanding quality of life is enjoyed by everyone. The Health Improvement Service contributes significantly to the priority: "Working with the NHS to provide better access to health, care and dentistry" and does this by:

- Providing quality public services,
- Trusting and engaging our communities
- Spending our money wisely, and
- Focusing on prevention and early intervention

The Plymouth Plan

The Health Improvement Service also aligns to the Plymouth Plan which sets a shared direction of travel for the long term future of the city. In particular, the service supports the Health and Wellbeing elements of the plan by directly contributing to:

- HEA1: Addressing health inequalities, improving health literacy
- HEA3: Supporting adults with health and social care needs
- HEA4: Playing an active role in the community
- HEA9: Delivering accessible health services and clinical excellence

Plymouth Local Care Partnership

Plymouth City Council is a key partner in the Plymouth Local Care Partnership (LCP) which was formed to strengthen on existing partnerships and relationships across the health and care sector, to drive change, reduce inequalities and lead to better more joined-up care for the benefit of our population. The Health Improvement Service contributes to the following priorities of the LCP:

- Building a Compassionate and Caring City
- Empowering Communities to help themselves and each other
- Integrating Care to deliver “the right care, at the right time, in the right place”.

Budget and Costs

The existing contract is funded by the ring-fenced Public Health grant with a current annual budget of £1,055,000. A 3.2% uplift on most public health contracts (in line with the uplift in the Public Health Grant) was agreed by Public Health DMT in April 2023. This will be applied following authorisation to extend the current contract by 18 months from 1st October 2023 to 31st March 2025. This will take the annual value of the contract to £1,088,760 and the value of the 18 month extension to £1,633,140.

Constraints and Risks

Any contract variation (including extension) would need to satisfy the Public Contracts Regulations 2015, Section 72 – Modification of contracts during their term.

Parts (1)(b) of this regulation state that:

(1) Contracts and framework agreements may be modified without a new procurement in accordance with this Part in any of the following cases:

(b) for additional works, services or supplies by the original contractor that have become necessary and were not included in the initial procurement, where a change of contractor–

(i) cannot be made for economic or technical reasons such as requirements of interchangeability or interoperability with existing equipment, services or installations under the initial procurement, or

(ii) would cause significant inconvenience or substantial duplication of costs for the contracting authority, provided that any increase in price does not exceed 50% of the value of the original contract

We believe that the conditions of Section 72 (1)(b) are met because additional services have become necessary so that the procurement process for the Health Improvement Service can be informed by and aligned with two key health and wellbeing strategies. A change in contractor would jeopardise the system leadership that the current providers have established, result in significant resource demands and substantial duplication of costs for Plymouth City Council. The

price of the proposed extension does not exceed 50% of the value of the original contract.

There are particular risks in not extending the contract in this way which include:

- Inability to align the procurement process to key health and wellbeing strategies in the city, leading to a disjointed approach.
- Inability to advance conversations with integrated care providers around the further integration of this service into the wider integrated care structures.

Options Appraisal

1) **Extend the current contract by 18 months from 1st October 2023 to 31st March 2025 with a 3.2% uplift in contract value.**

This option would allow the procurement of the Health Improvement Service to be informed by and align with the strategic direction of Thrive Plymouth to reduce health inequalities and the Wellbeing arm of the Integrated Care Commissioning Strategy. Work to refresh these strategies will be undertaken in the next 12 months. This time will also enable further conversations to take place with integrated care providers about how this service can fit with and support the wider integrated care structures in the local health and care system.

2) **Extend the current by a shorter period of time (6 or 12 months)**

This option would not give sufficient time to align the procurement of the Health Improvement Contract to important local strategies (outlined above), or to have further conversations with providers in the Plymouth integrated care structures.

3) **Do not extend the contract**

There would be insufficient time to undergo a new procurement process to start a new contract by 1st October 2023. This option would therefore result in the inability of Plymouth City Council to meet its statutory duty to under the Health and Social Care Act 2012 and Local Authorities Regulations 2013 to take appropriate steps to improve the health of the local people by providing services to promote healthy living.

Preferred Option

Option 1) Extend the current contract by 18 months from 1st October 2023 to 31st March 2025 with a 3.2% uplift in contract value.

This option would allow the procurement of the Health Improvement Service to be informed by and align with the direction of Thrive Plymouth and the Wellbeing arm of the Integrated Care Commissioning Strategy. Work to refresh these strategies will be undertaken in the next 12 months. This time will also enable further conversations to take place with integrated care providers about how this service can fit with and support the wider integrated care structures in the local health and care system.


Recommended Decision

It is recommended that a decision is taken to vary the existing Health Improvement Service contract between Plymouth City Council and Livewell Southwest to 1) extend the Health Improvement Contract by 18 months from 1st October 2023 to 31st March 2025 and 2) increase the contract value by 3.2%, in line with the uplift in the Public Health Grant for the year 2023/24.

Reasons for decision:

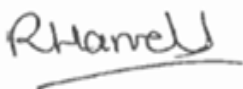
1. Plymouth City Council has a statutory obligation under the Health and Social Care Act 2012 and Local Authorities Regulations 2013 to take appropriate steps to improve the health of the local people by providing services to promote healthy living. The Health Improvement Service for Plymouth is commissioned to provide system leadership and delivery of health related prevention services. It is provided by Livewell Southwest Wellbeing Team and the support services for people who want to sustain and change their health related behaviours is called One YOU Plymouth. The aim of the service is to improve the health and wellbeing of the Plymouth population, reduce premature mortality and reduce health inequalities.
2. This is a key preventative service for the city to improve the health of the adult population and is a major delivery arm of two prevention initiatives: Thrive Plymouth, and Plymouth's Wellbeing Commissioning Strategy. Work to refresh both of these initiatives is taking place in the next year and so the contract extension will enable the new specification for the Health Improvement Service to strategically align.
3. To support the integration of the Health Improvement Service into the wider Plymouth integrated care structures.

Project Officer

Name:	Kamal Patel		
Job Title:	Acting Consultant in Public Health		
Additional Comments (Optional):			
Signature:		Date:	25/07/2023

Authorisation of Business Case


Head of Service / Service Director

Name:	Ruth Harrell		
Job Title:	Director of Public Health		
Additional Comments (Optional):			
Signature:		Date:	27/07/2023

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EQUALITY IMPACT ASSESSMENT – HEALTH IMPROVEMENT SERVICE CONTRACT EXTENSION

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): This is the person completing the EIA template.	Kamal Patel Acting Consultant in Public Health	Department and service:	Office of the Director of Public Health	Date of assessment:	26/07/2023
Lead Officer: Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.	Ruth Harrell Director of Public Health	Signature:		Approval date:	27/07/2023
Overview:	To vary the existing contract between Plymouth City Council and Livewell Southwest for the delivery of the Health Improvement Service. The current contract, awarded in 2017, has a value of £1,055,000 per annum and ends on 30 th September 2023. The contract variation is to extend the contract by 18 months until 31 st March 2025 and to increase the contract value by 3.2% in line with the uplift in the Public Health Grant for the year 2023/24. No changes to how the service is delivered is proposed at this stage				
Decision required:	To approve the contract variation as stated above				

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
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<p>Potential internal impacts: Does the proposal have the potential to negatively impact Plymouth City Council employees?</p>	<p>Yes</p>		<p>No</p>	<p>x</p>
<p>Is a full Equality Impact Assessment required? (if you have answered yes to either of the questions above then a full impact assessment is required and you must complete section 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>Contracts are already existing and this decision is only an extension, so no changes to current situation / no health service changes proposed.</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> <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 aged 21 to 24 who could return for support from services if they wished to.</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>			
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>			
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>			
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>			

<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>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>Sex</p>	<p>51 per cent of our population are women and 49 per cent are men (2021 Census).</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>			

SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

Human Rights	Implications	Mitigation Actions	Timescale and responsible department

SECTION FIVE: OUR EQUALITY OBJECTIVES

Equality objectives	Implications	Mitigation Actions	Timescale and responsible department
Celebrate diversity and ensure that Plymouth is a welcoming city.			
Pay equality for women, and staff with disabilities in our workforce.			
Supporting our workforce through the implementation of Our People Strategy 2020 – 2024			
Supporting victims of hate crime so they feel confident to report incidents, and working with, and through our partner organisations to achieve positive outcomes.			
Plymouth is a city where people from different backgrounds get along well.			

EXECUTIVE DECISION

made by a Cabinet Member



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

Executive Decision Reference Number – L 05 23/24

Decision				
1	Title of decision: Additional budget approval for new commercial development on PCC-owned land at Embankment Road			
2	Decision maker: Councillor Tudor Evans OBE, Leader of Plymouth City Council			
3	Report author and contact details: Sarah Partridge MRICS, Asset Manager, Land & Property sarah.partridge@plymouth.gov.uk			
4	Decision to be taken: 1. Approves the Part II Business Case Update. 2. Approves the allocation of £4.810 million to the Capital Programme as set out in the Part II Business Case Update to deliver the project approved under the July 2019 Executive Decision - L7 19/20 as amended by the Part II Business Case Update, funded by service borrowing as part of the Property and Regeneration Fund.			
5	Reasons for decision: Due to changes in the proposed development scheme, the budget has increased.			
6	Alternative options considered and rejected: 1. Do nothing – This would not create positive outputs and would lead to a loss of opportunity to promote economic and employment growth and other associated benefits. 2. Sale of land to 3rd party - fails to satisfy PCC's aspiration to promote economic and employment growth and other associated benefits.			
7	Financial implications and risks: The capital and revenue costs of the project are set out in the confidential Part II Business Case Update. The project will be funded by service borrowing which will be repaid from the net rental income generated from the development. An allowance for void and risk has been incorporated into the financial model.			
8	Is the decision a Key Decision? (please contact Democratic Support for further advice) Please type an X into the relevant boxes	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
		X		

			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	3 July 2023		
9	Please specify how this decision is linked to the Council's corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget:	The project will contribute towards the following Corporate Plan priority of Green investment, jobs, skills and better education. Under the Corporate Plan, this will be delivered by: Spending money wisely. The development will be in accordance with the Joint Local Plan site allocation.		
10	Please specify any direct environmental implications of the decision (carbon impact)	The development will incorporate sustainable technologies in accordance with current building regulations and planning requirements. These were set out in the first decision of July 2019 - L7 19/20.		


Urgent decisions

11	Is the decision urgent and to be implemented immediately in the interests of the Council or the public? Please type an X into the relevant box	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? Please type an X into the relevant box	Yes	X	
		No		(If no go to section 14)
13b	Which other Cabinet member's portfolio is affected by the decision?	Councillor Mark Lowry, Cabinet Member for Finance		

I3c	Date Cabinet member consulted	09/08/2023						
I4	Has any Cabinet member declared a conflict of interest in relation to the decision? Please type an X into the relevant box	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	10/08/2023					
Sign-off								
I6	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS 33 23/24					
		Finance (mandatory)	DJN.23.24.77					
		Legal (mandatory)	LS/00001312/AC/2/14/8/23					
		Human Resources (if applicable)						
		Corporate property (if applicable)						
		Procurement (if applicable)						
Appendices								
I7	Ref.	Title of appendix						
	A	Part I Briefing report for publication						
	B	Equalities Impact Assessment						
Confidential/exempt information								
I8a	Do you need to include any confidential/exempt information? Please type an X into the relevant box	Yes	X	If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in I8b below. (Keep as much information as possible in the briefing report that will be in the public domain)				
		No						
		Exemption Paragraph Number						
		1	2	3	4	5	6	7
I8b	Confidential/exempt briefing report title:							

	Part II Business Case Update			X				
Background Papers								
19	<p>Please list all unpublished, background papers relevant to the decision in the table below.</p> <p>Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.</p>							
Title of background paper(s)		Exemption Paragraph Number						
		1	2	3	4	5	6	7
Financial Analysis				X				
Cabinet Member Signature								
20	<p>I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act (2010) and those who do not. For further details please see the EIA attached.</p>							
Signature				Date of decision	30/08/23			
Print Name	Councillor Tudor Evans OBE, Leader of Plymouth City Council							

PART I BRIEFING REPORT

Additional budget approval for new commercial development on PCC-owned land at Embankment Road
Property and Regeneration Fund, Land & Property



Approval was given in July 2019 under Executive Decision - L7 19/20 to facilitate a new commercial development on PCC-owned land at Embankment Road, to be built and let to occupiers, as identified in the Part II report, by way of a Forward Funding Agreement.

Due to changes in the proposed development scheme the budget has increased.

Approval of the Part II Business Case Update is now required, together with approval for an allocation to the Capital Programme of an additional sum set out in the Part II Business Case Update for the project as amended, funded by service borrowing as part of the Property and Regeneration Fund.

The project will promote substantial economic and employment growth in Plymouth as well as other associated benefits.

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The following relates to exempt or confidential matters (Para(s) 2, 3, 4 of Part 1, Schedule 12A of the Local Govt Act 1972). A 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

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EQUALITY IMPACT ASSESSMENT – PLYMOUTH AND SOUTH DEVON FREEPORT DIRECT DEVELOPMENT

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): This is the person completing the EIA template.	Sarah Partridge MRICS, Asset Manager, Land & Property	Department and service:	Land & Property, Economic Development, Place Directorate	Date of assessment:	08/08/2023
Lead Officer: Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.	James Watt MRICS, Head of Land & Property	Signature:		Approval date:	08/08/2023
Overview:	This Environmental Impact Assessment assesses the decision to approve additional budget for new commercial development on PCC-owned land in Plymouth as part of the Council's Property and Regeneration Fund to promote economic and employment growth and secure other associated benefits.				
Decision required:	It is recommended that the Leader of the Council: 1. Approves the Part II Business Case Update. 2. Approves the allocation to the Capital Programme of the additional sum set out in the Part II Business Case Update to deliver the project approved under the July 2019 Executive Decision - L7 19/20 as amended by the Part II Business Case Update, funded by service borrowing as part of the Property and Regeneration Fund.				

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:	Yes		No	X

Does the proposal have the potential to negatively impact Plymouth City Council employees?				
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.	No anticipated adverse impacts due to the nature of the decision being taken – approval of additional budget for new commercial development on PCC-owned land.			

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> <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 aged 21 to 24 who could return for support from services if they wished to.</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>			
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>			
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>			
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>			

<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>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>Sex</p>	<p>51 per cent of our population are women and 49 per cent are men (2021 Census).</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>			

SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

Human Rights	Implications	Mitigation Actions	Timescale and responsible department
	No adverse impacts anticipated		

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 anticipated		
Pay equality for women, and staff with disabilities in our workforce.	No adverse impacts anticipated		
Supporting our workforce through the implementation of Our People Strategy 2020 – 2024	No adverse impacts anticipated		
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 anticipated		
Plymouth is a city where people from different backgrounds get along well.	No adverse impacts anticipated		

EXECUTIVE DECISION

made by a Cabinet Member



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

Executive Decision Reference Number – SPT06 23/24

Decision	
1	<p>Title of decisions: THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2023.2137305 TRO REVIEW 11) ORDER</p> <p>THE CITY OF PLYMOUTH (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) (AMENDMENT ORDER No. 2023.2137305 TRO REVIEW.11) ORDER</p>
2	<p>Decision maker: Councillor Mark Coker, Cabinet Member for Strategic Planning and Infrastructure</p>
3	<p>Report author and contact details: Holly Fitzgerald, Traffic Management Technician, email: trafficmanagementinbox@plymouth.gov.uk</p>
4	<p>Decision to be taken:</p> <p>To implement the following amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004</p> <p>The effect of the order shall be to:</p> <ol style="list-style-type: none"> 1. Add/Amend Parking Restrictions on lengths of the following roads: <p>Albert Road, Bellingham Crescent, Brest Road, Cambridge Road, Coleridge Road, Conrad Road, Efford Lane (admin only), Elburton Road, Estuary Way, Exmouth Road, Faringdon Road, Flamsteed Crescent, Haye Road, Hedingham Close, Hooe Hill, Hooksbury Avenue, Jinkin Avenue, Kings Tamerton Road, Lucas Lane, Maddock Drive, Meadow Park, Normandy Way, Portland Square Lane North, Radford Park Road, Segrave Road, Severn Place, St Peters Road, Underlane.</p> 2. Add a No U Turn to; Drake Circus 3. Add a No Right Turn to; Embankment Road/Elliott Road 4. Add Prohibition of Driving except for access to; Howard Road <p>As set out in the briefing report</p>
5	<p>Reasons for decision:</p> <p>Flamsteed Crescent & Kings Tamerton Road – Add double yellow lines for junction protection and to prevent obstruction to School access. Extend the School Keep Clear marking to provide further safety for School Children.</p>

Estuary Way – Add School Keep Clear marking to provide safety for School Children.

Normandy Way - Reduce double yellow lines to increase available parking on street.

Drake Circus/ Coburg Street – Add No U Turn to prohibit the manoeuvre.

Portland Square Lane – Remove parking bays and add double yellow lines to prevent obstruction of emergency service vehicles.

Radford Park Road – Reduce double yellow lines to increase available parking on street.

Hooe Hill (near Hooe Road) – Extend double yellow lines to allow bus access.

Meadow Park (near Hooe Road) - Add double yellow lines for junction protection and to allow bus access.

Howard Road – Admin only – Add Prohibition of Drive except access to be enforceable current signage in place to be enforceable.

Faringdon Road (near Salisbury Road) – Add double yellow lines for junction protection and to aid visibility.

Embankment Road/ Elliott Street – Add No Right Turn next to the signals to prohibit the manoeuvre.

Coleridge Road/ Jinkin Avenue – Add double yellow lines for junction protection and to prevent obstruction of emergency service vehicles.

Severn Place - Add double yellow lines for junction protection and extend the School Keep Clear marking to provide further safety for School Children.

Albert Road/ Exmouth Road – Add double yellow lines and change single yellow line on the junction for junction protection.

Underlane (at junction with Cot Hill) - Add double yellow lines for junction protection.

Hooksbury Avenue/ Maddock Drive - Add double yellow lines for junction protection.

Lucas Lane (at junction with Orchard Lane) - Add double yellow lines for junction protection.

Segrave Road – Extend the double yellow lines to prevent obstruction.

Bellingham Crescent/ Hedingham Close – Extend the double yellow lines to prevent obstruction of the pedestrian dropped kerb and protect the junction.

Conrad Road/ St Peters Road - Add double yellow lines for junction protection.

Cambridge Road – Extend School Keep Clear to prevent obstruction of School access and provide further safety for School Children.

Elburton Road (at junction with Haye Road) – Add double yellow lines to prevent vehicles parking in the slip road and causing obstruction and congestion, especially for large vehicles & buses.


Haye Road – Add double yellow lines to stop vehicles parking on the footway, causing visibility issues and obstruction.

Brest Road – Change double yellow lines to single yellow lines to allow School traffic to park at peak times.

All proposals are recommended to be implemented as advertised.

6	Alternative options considered and rejected:			
	The alternative option would be to do nothing. This option was discounted on the basis that the changes are needed for safety improvements.			
7	Financial implications and risks:			
	The Traffic Regulation Orders (TRO's) and associated works are being funded by the Traffic Management teams TRO review budget.			
8	Is the decision a Key Decision? (please contact Democratic Support for further advice)	Yes	No	Per the Constitution, a key decision is one which:
			x	in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total
			x	in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1million
			x	is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.
	If yes, date of publication of the notice in the Forward Plan of Key Decisions			
9	Please specify how this decision is linked to the Council's corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget:	The Local Transport Plan (LTP) details the transport strategies and policies that the City Council has adopted and will be key in helping the city meet its Corporate Plan priorities, and growth agenda.		
10	Please specify any direct environmental implications of the decision (carbon impact)	None.		
Urgent decisions				
11	Is the decision urgent and to be implemented immediately in the interests of the Council or the public?	Yes		(If yes, please contact Democratic Support (democraticsupport@plymouth.gov.uk) for advice)
		No	x	(If no, go to section 13a)
12a	Reason for urgency:			

I2b	Scrutiny Chair Signature:		Date	
	Scrutiny Committee name:			
	Print Name:			
Consultation				
I3a	Are any other Cabinet members' portfolios affected by the decision?	Yes		
		No	x	(If no go to section I4)
I3b	Which other Cabinet member's portfolio is affected by the decision?			
I3c	Date Cabinet member consulted			
I4	Has any Cabinet member declared a conflict of interest in relation to the decision?	Yes		If yes, please discuss with the Monitoring Officer
		No	x	
I5	Which Corporate Management Team member has been consulted?	Name	Anthony Payne	
		Job title	Strategic Director for Place	
		Date consulted	15/08/2023	
Sign-off				
I6	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS09 23/24	
		Finance (mandatory)	DNJ.23.24.79	
		Legal (mandatory)	LS/02157/JP/150 823.	
		Human Resources (if applicable)	N/A	
		Corporate property (if applicable)	N/A	
		Procurement (if applicable)	N/A	
Appendices				
I7	Ref.	Title of appendix		
	A	Briefing report for publication		
	B	Equalities Impact Assessment		

Confidential/exempt information								
18a	Do you need to include any confidential/exempt information?	Yes		If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in 18b below. (Keep as much information as possible in the briefing report that will be in the public domain)				
		No	x					
		Exemption Paragraph Number						
		1	2	3	4	5	6	7
18b	Confidential/exempt briefing report title:							
Background Papers								
19	Please list all unpublished, background papers relevant to the decision in the table below. Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.							
Title of background paper(s)		Exemption Paragraph Number						
		1	2	3	4	5	6	7
Cabinet Member Signature								
20	I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act and those who do not. For further details please see the EIA attached.							
Signature				Date of decision		29/08/2023		
Print Name		Councillor Mark Coker						

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TRO REVIEW 11

I. 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 (Moving traffic Regulation Orders) (Consolidation) Order 2014 in association with the TRO review 11.

2. TRAFFIC REGULATION ORDERS REQUIRED

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

No Waiting At Any Time

- (i) Albert Road, the south side from its junction with Exmouth Road for a distance of 39 metres in an easterly direction
- (ii) Bellingham Crescent, the west side from its junction with Glen Road to its junction with Hedingham Close
- (iii) Bellingham Crescent, the east side from its junction with Glen Road for a distance of 28 metres in a southerly direction
- (iv) Brest Road, both sides from its junction with Derriford Roundabout to its north west junction with William Prance Road
- (v) Brest Road, the north side from a point 250 metres north west of its junction with Peregrine Road to its north westerly junction with William Prance Road
- (vi) Brest Road, the north side from a point 207 metres north west of its junction with Peregrine Road for a distance of 13 metres in a north westerly direction
- (vii) Brest Road, the north-east side from its junction with Peregrine Road for a distance of 48 metres in a northerly direction
- (viii) Brest Road, the south side from its north west junction with William Prance Road to its south east junction with William Prance Road
- (ix) Coleridge Road, the north side from its junction with Prince Maurice Road for a distance of 89 metres in an easterly direction
- (x) Coleridge Road, the south side from its junction with Prince Maurice Road for a distance of 10 metres in an easterly direction

- (xi) Coleridge Road, the south side from its junction with Jinkin Avenue for a distance of 8 metres in an easterly direction
- (xii) Conrad Road, both sides from its junction with St Peters Road for a distance of 6 metres in a westerly direction
- (xiii) Efford Lane, the south side from its junction with Severn Place for a distance of 11 metres in a westerly direction
- (xiv) Elburton Road, the north side from its junction with Haye Road to its boundary of 181a & 183 Elburton Road
- (xv) Exmouth Road, the east side from its junction with Albert Road for a distance of 22 metres in a southerly direction
- (xvi) Exmouth Road, the west side from its junction with Albert Road for a distance of 14 metres in a southerly direction
- (xvii) Faringdon Road, both sides from its junction with Salisbury Road for a distance of 13 metres in a southerly direction
- (xviii) Flamsteed Crescent, both sides from its junction with Kings Tamerton Road for a distance of 10 metres in a north westerly direction
- (xix) Flamsteed Crescent, the north side from a point 4.5 metres west from the boundary of 83 & 85 for a distance of 10 metres in a westerly direction
- (xx) Flamsteed Crescent, the north side from a point 4 metres east of the boundary of numbers 65 & 67 for a distance of 12 metres in an easterly direction
- (xxi) Haye Road, the east side from its junction with King George Playing Fields to its junction with Hercules Road
- (xxii) Haye Road, the west side from its junction with Elburton Road to its junction with Hercules Road
- (xxiii) Hedingham Close, the north side from its junction with Bellingham Crescent for a distance of 7 metres in a westerly direction

- (xxiv) Hooe Hill, the west side from its junction with Hooe Road for a distance of 18 metres in a southerly direction
- (xxv) Hooksbury Avenue, the east side from its junction with Maddock Drive for a distance of 11 metres in a southerly direction
- (xxvi) Hooksbury Avenue, the west side from its junction with Maddock Drive for a distance of 10 metres in a southerly direction
- (xxvii) Jinkin Avenue, both sides from its junction with Coleridge Road for a distance of 10 metres in a southerly direction
- (xxviii) King's Tamerton Road, the north-west side from its junction with Flamsteed Crescent for a distance of 12 metres in a south westerly direction
- (xxix) Lucas Lane, the north side from its junction with Orchard Lane for a distance of 6 metres in a westerly direction and 6 metres in an easterly direction
- (xxx) Maddock Drive, the south side from its junction with Hooksbury Avenue for a distance of 12 metres in an easterly direction
- (xxxi) Meadow Park, both sides from the centre line at the junction with Hooe Road for a distance of 9 metres in a northerly direction
- (xxxii) Normandy Way, the north side from its junction with Daymond Road for a distance of 11 metres in a westerly direction and 12 metres in an easterly direction
- (xxxiii) Normandy Way, the south side from its junction with Seacroft Road for a distance of 12 metres in a westerly direction and 15 metres in an easterly direction
- (xxxiv) Portland Square Lane North, the north side for its entirety.
- (xxxv) Radford Park Road, the south-east side from a point 1 metre south west of the boundary of numbers 75 & 77 Radford Park Road for a distance of 33 metres in a north easterly direction
- (xxxvi) Segrave Road, the north-west side from its junction with Wolseley Road to a point 5 metres north east of its boundary of 79 & 77 Segrave Road
- (xxxvii) Severn Place, both sides from its junction with Severn Place (side of 120) for a distance of 12 metres in a southerly direction

- (xxxviii) Severn Place, the south side from its junction with Severn Place (by number 2) for a distance of 10 metres in an easterly direction
- (xxxix) Severn Place, the south side from its junction with Severn Place (by 120) to its junction with Efford Lane
- (xl) St Peters Road, the west side from its junction with Conrad Road for a distance of 10 metres in a north westerly direction and 10 metres in a south easterly direction
- (xli) Underlane, the north side from its junction with Cot Hill for a distance of 14 metres in an easterly direction
- (xlii) Underlane, the south side from its junction with Cot Hill to its boundary between 148 & 146 Underlane

No Waiting midnight-8.00am, 10am-3pm and 4pm-midnight

- (i) Brest Road, the north side from a point 220 metres north west of its junction with Peregrine Road for a distance of 30 metres in a north westerly direction
- (ii) Brest Road, the north-east side from a point 48 metres north of its junction with Peregrine

School Entrance Clearway At Any Time

Severn Place, the north side from the boundary of number 8 & 10 Severn Place for a distance of 43 metres in a westerly direction

School Entrance Clearway Mon-Fri 8am-5pm

- (i) Cambridge Road, the south side from a point 20 metres west of its junction with Melville Road for a distance of 43 metres in a westerly direction
- (ii) Estuary Way, the west side from a point 11 metres north of its junction with Morwellham Close for a distance of 43 metres in a northerly direction
- (iii) Flamsteed Crescent, the north side from the boundary of numbers 59 & 61 for a distance of 43 metres in a westerly direction

No U-Turn

Drake Circus, at the junction of Coburg Street

No Right Turn

Embankment Road, at the junction of Elliot Road

Prohibition of motor vehicles (except access)

Howard Road, from the boundary of number 67 and 69A, for a distance of 550 metres

REVOCATIONS**No Waiting At Any Time**

- (i) Bellingham Crescent, both sides, from its junction with Glen Road for a distance of 20 metres in a southerly direction
- (ii) Brest Road, both sides, For its entirety
- (iii) Coleridge Road, both sides, on both sides from the junction with Prince Maurice Road for a distance of 6 metres in an easterly direction
- (iv) Efford Lane, the south side, from a point 20 metres west of its junction with Severn Place to a point 54 metres west of its junction with Severn Place
- (v) Exmouth Road, the west side, from the junction with Albert Road for a distance of 10 metres
- (vi) Hooe Hill, the west side, from its junction with Hooe Road for a distance of 14 metres in a southerly direction
- (vii) (Normandy Way, the north side, from a point 11 metres west to a point 20 metres east of the junction with Daymond Road
- (viii) Normandy Way, the south side, from a point 19 metres west to a point 25 metres east of the junction with Seacroft Road
- (ix) Portland Square Lane North, the north side, from the junction with Kirkby Place to a point 32 metres west of the junction with Endsleigh Place
- (x) Portland Square Lane North, the north side, from its junction with Sherwell Lane for a distance of 10 metres in a westerly direction
- (xi) Segrave Road, the north-west side, from a point 23.5 metres north east of its boundary of 97 & 95 Segrave Road to its boundary of 81 & 79 Segrave Road

- (xii) Segrave Road, the north-west side, from a point 4 metres north east of its north boundary of 95 Segrave Road to its junction with Wolseley Road

No Waiting Mon-Sat 8am-6.30pm

- (i) Albert Road (keyham), the south side, from the junction with Exmouth Road for a distance of 34 metres in an easterly direction
- (ii) Exmouth Road, the east side, from the junction with Albert Road for a distance of 31 metres
- (iii) Exmouth Road, the west side, from a point 10 metres south of the junction with Albert Road for a distance of 21 metres in a southerly direction

Permit Parking Mon-Sat 10am-5pm

Portland Square Lane North, the north side, the north side from a point 10 metres west of its junction with Endsleigh Place for a distance of 22 metres

School Entrance Clearway At Any Time

- (i) Cambridge Road, the south side, from a point 20 metres west of its junction with Melville Road for a distance of 26 metres in a westerly direction
- (ii) Severn Place, the north side, from a point 53 metres east of its junction with Torridge Way for a distance of 37 metres in an easterly direction

3. STATUTORY CONSULTATION

Proposals

The proposals for the TRO review 11 were advertised on street, in the Herald and on the Plymouth City Council website on 21st July 2023. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 11th August 2023.

There have been 11 representations received relating to the proposals included in the Traffic Regulation Order.

There have been 2 representation received relating to Albert Road

Consultation	Comment
Good afternoon, I have read your proposals for double yellow lines at the junction of Albert Road and Exmouth	Response sent: Thank you for your recent comments towards the proposals – 2023.2137305.

<p>Road. One reason why parishioners sometimes park there is the lack of disabled parking spaces outside St Michael's Church. Is there any satisfactory way of resolving this issue?</p> <p>I look forward to hearing from you,</p>	<p>I have attached the plan of the proposal for you to view, the proposal is for the removal of No Waiting (single yellow line) and implementation of double yellow lines for junction protection and to protect the build out with pedestrian crossing.</p> <p>It may be helpful to inform you that blue badge holders can park on single or double yellow lines for three hour periods.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>Regard's Albert Road the location in front of St Michael's Church it has been brought to our attention by a member of said church that there is a proposal of new parking restrictions in the form of double yellow lines. Albert Road already has issues with parking availability especially as the road has seen the increase of apartments and bedsits in former single home conversions into HMOS plus the build of large</p> <p>Blocks of flats on the former site of the original church. The parking for which is at the rear but due to residents owning perhaps more than one vehicle plus the issues with the electric gates which seem each week to be needing fixing as they won't open / close means that visitors to and residents of the flats adjacent to the church use the parking spaces along the front of the building in Albert Road but also in front of the church itself.</p> <p>Additionally, other users of the parking spaces in front of St Michael's church are the parishioners themselves and staff who maintain the grounds and interior on a weekly basis. The owners of PREMIER KWIK SHOP located opposite the church is a busy successful contribution to the community but also to many passing trade who use the space's available for popping in to buy goods and then leave ... the introduction of these new proposals will therefore have a significant affect on these community places and on residents who maybe visiting or living in the area.</p>	<p>Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2023.2137305.</p> <p>I have attached the plan of the proposal for you to view, the proposal is for the removal of No Waiting (single yellow line) and implementation of double yellow lines for junction protection and to protect the build out with pedestrian crossing.</p> <p>It may be helpful to inform you that blue badge holders can park on single or double yellow lines for three hour periods. Angled parking that you mentions is rarely used on the Highway and would not be suitable on Albert Road, drivers tend to drive into the spaces and reverse out which would cause a safety concern.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>

<p>I am myself affected as I am a carer for an 83 year old retired teacher who can take 6 minutes just to cross the road to my minibus to take trips out. This is because for most days in the year it is impossible to find spaces to park in front of our own home. In the last week there was an evening where we arrived home late and I had to drop her off and leave her alone in the home whilst I spent 30 minutes driving around the local streets until I managed to find a space as a customer of the Railway Pub on Albert Road left as the establishment closed for the evening.</p> <p>I feel that these restrictions not only will have a negative impact upon the establishments in the community but restrict the use of the church's activities and creates impossible conditions for the likes of the elderly retirees like the teacher I care for. I there ask you please reconsider this plan to introduce double yellow lines as this particular section of Albert Road is already difficult.</p> <p>I feel there is a need for discussion on the layout of Albert Road that need to be covered to improve safety and community and would be very interested in suggestions for improvements especially the consideration of angled parking rather than end to end as is now as not only would this make parking easier and quicker (improving road traffic flow) but also could enable periodical planters for small Cherry Tree's along the length of Albert Road increasing green space commitments along the roads entire length but also to widen the side walk on the opposite side of the road to the church along the roads entire length which will enable the increase of greenery but also provide more opportunities for the traders for cafes and public houses to include outdoor seating and stalls for vegetables etc ...</p> <p>We are living in a community but at the moment there is little spaces for those within it to meet, socialise, and make friends.</p>	
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There has been 1 representation received relating to Coleridge Road

Consultation	Comment
<p>Hi just noticed that Coleridge Road maybe loosing 50% of its parking ? The whole of one side at the Prince Maurice Road end. Can you clarify if this is really happening as residents will literal have nowhere to park ? Is there anything being</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2023.2137305.</p> <p>Plymouth City Council are currently in the consultation period for this Traffic Regulation</p>

<p>done to provide more parking ie making the path at the other end (by the new pointless electric chargers) narrower to compensate ? I can't see how this isn't going to be a disaster for residents ? Please get back to me with how you see this working out and what can be done to make life better and not worse for residents</p>	<p>Order, comments can be received until 11th August 2023.</p> <p>The reasoning for this proposal is a safety requirement to prevent obstruction of emergency fire service vehicles.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
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There has been 1 representation received relating to Flamsteed Crescent

Consultation	Comment
<p>I write in regard to the proposed parking restrictions, as identified in the Herald on Thu 27th July 23, and the identification of parking restrictions to be applied to Flamsteed Crescent. I am a resident of the street but having served with Devon & Somerset Fire & Rescue Service for some 30 years, I am also very aware of the traffic dangers to children and I do not believe this restriction will achieve any improvement to their safety.</p> <p>This was first made aware to me by a circulatory letter from a Councillor earlier this year. I did respond but received no further communication.</p> <p>I would like to object to the proposed restrictions, albeit the Herald did not specify exactly what the restriction to the Crescent will be. I was originally informed the Councillor that this would be the provision of double yellow lines along the upper part of Flamsteed Crescent, and therefore assume that this is the implication identified in the Herald article.</p> <p>My understanding is that this is primarily due to the parking issues created by parents collecting their children from the school, MAP Academy. I could not see how this provision will stop these parents from parking whilst waiting for their children. Indeed, the parents do not get out of their cars, but park, half on the pavement, and half on the road, until their children arrive.</p>	<p>Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2023.2137305, I have attached the proposed plan for you to view.</p> <p>Unfortunately which entrance the School uses is out of Plymouth City Councils control.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>

<p>Yellow lines will not stop this activity unless there is an enforcement officer present, and which will cause the parents to just drive around the block until it is clear. I believe it is far too costly to provide a daily enforcement officer for this period of time.</p> <p>Therefore, the yellow lines will have a much greater restriction on the residents of Flamsteed Crescent, preventing them from parking near their homes, and subjecting them to the potential for fines and enforcement, when all they want to do is to park outside their houses. And this would certainly appear like another hidden tax on the poor drivers of the City who already struggle with ordinary parking issues, the same as residents across a great many streets within our City.</p> <p>In my response to the Councillor, I identified an issue of security, seen more and more with incidents across the national news, of people/criminals etc, being able to access the school grounds without challenge, for whatever the purpose they may have in mind. I suggested that the School itself has a responsibility for the security and safety of all the children and it would make sense to me that they control the school grounds more effectively. I believe there should only be one access point into the school, and that this should be the main entrance. There is an entrance road that leads into the School, adjacent to their car park, that passes across the main entrance and leads back out onto main road, Trevithick Road. This roadway can be controlled far better and reduce the need for an open gate leading onto Flamsteed Crescent. Security would be improved and there would be no need for more costly road works to Flamsteed Crescent, which actually would not achieve anything anyway.</p> <p>I would be happy to discuss this further and have the opportunity to make suggestions that would greatly improve road safety and the protection of the children within Flamsteed Crescent.</p>	
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There has been 1 representation received relating to Haye Road

Consultation	Comment
<p>I would like to state for the record, that the proposed scheme (No waiting at Any time (xxii) Haye Road, the west side from its junction with Elburton Road to its junction with Hercules</p>	<p>Standard response sent: Thank you for your recent comments towards the proposals – 2023.2137305.</p>

<p>Road) has my full support and I sincerely hope that this gets the go ahead.</p> <p>The level of traffic on Hays Road has (as I'm sure you're aware) dramatically increased over the recent years with the construction of Sherford and the A38 deep lane link road.</p> <p>During specific periodic times of the year, Elburton football ground have their football tournaments, (which is at least 5 or 6 weekends a year) where people will (irrespective of any safety cones put out) inconsiderately park on the pavement almost the length of Hays road, down to the traffic lights by Hercules Road. They cause disruption to heavy traffic flow, block the pedestrian footpath, making it extremely difficult for persons using wheelchairs, prams and mobility scooters and not to mention the large numbers of children going to and from the football games. Access to private driveways and to Ashtree Grove Private Road is forever being restricted or blocked and this in turn makes it very difficult to get out driveways safely as the cars parked block the view of oncoming traffic and pedestrians.</p> <p>I have photographic evidence that has been taken over years if required.</p>	<p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
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There has been 1 representation received relating to Hooksbury Avenue

Consultation	Comment
<p>I have noted the information left on the lamppost on Hooksbury Avenue about modifications under the Road Traffic Act and request for information to be submitted by the end of today, hence this email.</p> <p>I am pleased that double yellow lines have been considered for the junction between Hooksbury Avenue and Maddock Drive. Personally I feel these were needed, hence my previous correspondence.</p> <p>My only concerns with what has been submitted, is the length of the line on the opposite side to 6 and 8 Hooksbury Avenue, the line marked currently as 10m at the junction on the plans.</p> <p>I have submitted information and videos of the coaches moving up Hooksbury Avenue in previous correspondence to the council/traffic management department and you can see the difficulty they have at the junction, often being on the wrong side of the road.</p>	<p>Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2023.2137305.</p> <p>Once advertised we are unable to extend a restriction, we can only reduce or abandon a proposal at the reporting stage. Ten metres should be adequate for this junction, however this can be monitored if and when the restriction is implemented.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>

The coaches used are full length coaches to Chaddlewood School, which are 12m long, according to UK.Gov guidelines and company fleet information. With the line set at 10m, the coach coming up the hill of Hooksbury Avenue, will not have the space to pull onto the correct side of the road on approach to the junction, when a car is legally parked at the edge of the double yellow line and that creates its own problem of blocking the junction when set at 10m

At 10m length, this will also prevent refuse collection lorries from pulling onto the correct side of the road as well, as they are 10.4m in length.

My request is that this line is extended to 14m or ideally 15m from the junction itself, this just allows the longer vehicles accessing Hooksbury Avenue adequate manoeuvrability at the junction, without the rear of the vehicle protruding into the oncoming lane, or encroachment onto Maddock Drive to fit the 10m space, as they will not have the space to pull in past legally parked cars with the line set at 10m

If you consider a long estate vehicle is under 5m in length, this modification removes less than one long car parking space off the on road parking on Hooksbury Avenue, while guaranteeing the flow of traffic on the junction for ALL vehicles of all sizes, especially at the junction/travelling up hill, which is when I consider the road and pedestrian users to be most vulnerable.

The other line proposed on Hooksbury Avenue will work perfectly as will the line going up on Maddock Drive, giving much better line of site for cars coming down off The Ridgeway towards Hooksbury Avenue, which is great.

I am thankful that my previous application has been considered and after reflection by those in the department it has been decided that some action is required on the junction, I hope you see fit to make this minor modification to the plans as it will ensure the aims of the double yellow lines are done in one go and will therefore not require secondary action to ensure safety at this junction.

There has been 1 representation received relating to Howard Road

Consultation	Comment
<p>Howard Road has been Access Only for decades. How will the prohibition change things? Is it going to be enforced?</p> <p>Enforcement may make the road safer for my elderly mother who uses the lane as a pedestrian daily.</p>	<p>Response sent: Yes, we have added/ordered a new sign to ensure the signage is correct & The Traffic Order is being sorted to ensure this is enforceable going forward.</p> <p>Thank you for your recent comments towards the proposals – 2023.2137305.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>

There has been 1 representation received relating to Radford Park Road

Consultation	Comment
<p>I have read on Facebook from plym live. Taking away some of the yellow lines to add more parking.</p> <p>The road is a very fast moving road. More so at night. About 90+% of people in this street have a drive way or parking at the back of their home.</p> <p>I live on this street. We get boy/girl racers all night cars all most hitting each over. The road is very restricted. We need more yellow lines on the road speed bumps. You need to put cameras up to watch people's driving on this street. Plus nothing gets done about the lorry's delivering to the shops here blocking the road.</p>	<p>Standard response sent: Thank you for your recent comments towards the proposals – 2023.2137305.</p> <p>I have attached the location plan for this proposal.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>

There has been 1 representation received relating to Seagrave Road

Consultation	Comment
<p>As a resident of Seagrave Road I would like to object to the proposed removal of the double yellow lines between 77 and 79 Seagrave Road.</p> <p>My car is currently parked the over side of where the proposed change is going to take place. Cars are driving up to the back of mine having to wait</p>	<p>Standard response sent: Thank you for your recent comments towards the proposals – 2023.2137305.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation</p>

<p>to go through the gap. It's only moving the narrowing in the road further up the road achieving absolutely nothing other than hardship for local residents.</p> <p>For the volume of traffic that use this road is pretty quite most of the time. The problem is more parking is required here not less.</p> <p>IT'S PARKING HELL HERE!!!!</p> <p>Over the years many attempts have been made to do something about the parking, petitions with many signatures collected to no avail. We are prisoners in our homes when Argyle are home. We have a first class dog toilet which could be used for parking widening the road.</p> <p>There was a scheme to resolve parking here which was scrapped by an objection from a local environmentalist which no longer live here.</p> <p>We have a problem with vans as a resident has two vans, one a large long wheel base at least two family cars in length, we have a car from Bowers Road parking here leaving little parking for anyone else. It is toxic already as one resident thinks they own the parking here. We have a resident opposite with at least four cars room for all on their driveway and garage but often park's two or three on the road over night.</p> <p>What I'm asking for is a review and work with the resident, and local councillors not against us!</p> <p>This only BENEFITS one house who probably complained about accessing their property, selfish bad driver.</p> <p>This is bad for residents will achieve nothing just need a little give and take give way to couple cars.</p>	<p>period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
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There have been 2 representations received relating to Underlane

Consultation	Comment
<p>I am writing with reference to the proposed double yellow lines along side Underlane, Plympton.</p> <p>Firstly I would like to address the issue that this road is used by many residents which live along Cot Hill and Underlane itself. Also during busy seasonal times many visitors will park on nearby roads to visit Saltram House. With a few spaces that are would potentially be taken up by local and visitors this will intern make it extremely difficult for the residents which are elderly and</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2023.2137305, I have attached the proposed plan for you to view, the proposal is for junction protection only.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making</p>

young families and need the parking near their homes.

The drives along one side of Underlane are difficult to access for many vehicles as they are narrow and with family cars are tricky to fit into their own driveway without causing difficulties for their neighbour and to continuing to be courteous. These people most have a tendency to park on the road. Should parking be more restricted I'm worried that older residents won't be able to park outside their homes as spaces will be taken up.

I don't understand how this has come into place with only ONE complaint where no concerns have been made aware of beforehand. We have only been made aware of the problems when noticing the purposed noticed put up outside our home. As well as one neighbour coming out and shouting abuse at my husband then walking off, the same week as the notice going up. I have attached two photos at different times of the day. This particular neighbour over the years has also not let us cut our grass/hedge when my husband comes home from work. So we have been courteous and tried our best to fit in with her. Hence why it gets left due to our busy work schedule.

Secondly I believe that if residents cannot park along nearby roads this will cause more problems with parking up Cot Hill itself.

Also some of the vans park here as they are in close proximity to their home, which enables them to look out for them. As you may be aware there are frequent damage and thefts to vans. How are they able to protect their valuables if they are parked far away.? This could potentially cause a loss of many valuables items where people rely on for their work. Which is extremely important during these difficult times. Finally I would also like to make aware that there have been and still some ongoing works in some of residential houses along Cot Hill and previously ourselves which their vans have been parked on Underlane, which is temporary. This is something where I believe that we all have to be courteous at times.

Maybe not at the cost of everyone could not the double yellows be put out on the complaints side across there drive extending to 1 meter each side, so that they feel that they can have easy access at all times.

I hope that you can take my views into consideration.

recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.

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

I have logged your further comments.

<p>Should you need any other information please let me know.</p> <p>Yes I do understand that the proposal for the yellow lines are for the junction only. My concerns are that they will be coming down a long way on one of the sides of the road. Which will have an affect on parking along Underlane and could have implications on parking for elderly residents/ family's which park here. This will encourage more people to park along Cot Hill it's self.</p>	
<p>I fully support the double yellow lines being placed on the Junction</p> <p>There have been a number of large vans parking on the corners.</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2023.2137305.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>

4. RECOMMENDATION

It is recommended that all proposals are implemented as advertised.

5. LEGAL CONSIDERATIONS

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

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

EQUALITY IMPACT ASSESSMENT – [TRO REVIEW I I]

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): This is the person completing the EIA template.	Holly Fitzgerald	Department and service:	Plymouth Highways, Traffic Management	Date of assessment:	14/08/2023
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:	22/08/2023
Overview:	<p>Flamsteed Crescent & Kings Tamerton Road – Add double yellow lines for junction protection and to prevent obstruction to School access. Extend the School Keep Clear marking to provide further safety for School Children.</p> <p>Estuary Way – Add School Keep Clear marking to provide safety for School Children.</p> <p>Normandy Way - Reduce double yellow lines to increase available parking on street.</p> <p>Drake Circus/ Coburg Street – Add No U Turn to prohibit the manoeuvre.</p> <p>Portland Square Lane – Remove parking bays and add double yellow lines to prevent obstruction of emergency service vehicles.</p> <p>Radford Park Road – Reduce double yellow lines to increase available parking on street.</p> <p>Hooe Hill (near Hooe Road) – Extend double yellow lines to allow bus access.</p> <p>Meadow Park (near Hooe Road) - Add double yellow lines for junction protection and to allow bus access.</p> <p>Howard Road – Admin only – Add Prohibition of Drive except access to be enforceable current signage in place to be enforceable.</p> <p>Faringdon Road (near Salisbury Road) – Add double yellow lines for junction protection and to aid visibility.</p> <p>Embankment Road/ Elliott Street – Add No Right Turn next to the signals to prohibit the manoeuvre.</p> <p>Coleridge Road/ Jinkin Avenue – Add double yellow lines for junction protection and to prevent obstruction of emergency service vehicles.</p> <p>Severn Place - Add double yellow lines for junction protection and extend the School Keep Clear marking to provide further safety for School Children.</p> <p>Albert Road/ Exmouth Road – Add double yellow lines and change single yellow line on the junction for junction protection.</p>				

	<p>Underlane (at junction with Cot Hill) - Add double yellow lines for junction protection. Hooksbury Avenue/ Maddock Drive - Add double yellow lines for junction protection. Lucas Lane (at junction with Orchard Lane) - Add double yellow lines for junction protection. Segrave Road – Extend the double yellow lines to prevent obstruction. Bellingham Crescent/ Hedingham Close – Extend the double yellow lines to prevent obstruction of the pedestrian dropped kerb and protect the junction. Conrad Road/ St Peters Road - Add double yellow lines for junction protection. Cambridge Road – Extend School Keep Clear to prevent obstruction of School access and provide further safety for School Children. Elburton Road (at junction with Haye Road) – Add double yellow lines to prevent vehicles parking in the slip road and causing obstruction and congestion, especially for large vehicles & buses. Haye Road – Add double yellow lines to stop vehicles parking on the footway, causing visibility issues and obstruction. Brest Road – Change double yellow lines to single yellow lines to allow School traffic to park at peak times. All other proposals are recommended to be implemented as advertised.</p>
<p>Decision required:</p>	<p>THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2023.2137305 TRO REVIEW II) ORDER THE CITY OF PLYMOUTH (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) (AMENDMENT ORDER No. 2023.2137305 TRO REVIEW.II) ORDER</p> <p>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 (Moving traffic Regulation Orders) (Consolidation) Order 2014 in association with the TRO review II.</p> <p>The effect of the order shall be to;</p> <ol style="list-style-type: none"> 1. Add/Amend Parking Restrictions on lengths of the following roads: Albert Road, Bellingham Crescent, Brest Road, Cambridge Road, Coleridge Road, Conrad Road, Efford Lane (admin only), Elburton Road, Estuary Way, Exmouth Road, Faringdon Road, Flamsteed Crescent, Haye Road, Hedingham Close, Hooe Hill, Hooksbury Avenue, Jinkin Avenue, Kings Tamerton Road, Lucas Lane, Maddock Drive, Meadow Park, Normandy Way, Portland Square Lane North, Radford Park Road, Segrave Road, Severn Place, St Peters Road, Underlane. 2. Add a No U Turn to; Drake Circus 3. Add a No Right Turn to; Embankment Road/Elliott Road 4. Add Prohibition of Driving except for access to; Howard Road

	As set out in the briefing report.
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SECTION TWO: EQUALITY IMPACT ASSESSMENT SCREENING TOOL

Potential external impacts: Does the proposal have the potential to negatively impact service users, communities or residents with protected characteristics?	Yes		No	√
Potential internal impacts: Does the proposal have the potential to negatively impact Plymouth City Council employees?	Yes		No	√
Is a full Equality Impact Assessment required? (if you have answered yes to either of the questions above then a full impact assessment is required and you must complete section three)	Yes		No	√
If you do not agree that a full equality impact assessment is required, please set out your justification for why not.	No adverse impact anticipated.			

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	Plymouth <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. 	No adverse impact anticipated The introduction of No Waiting at Any Time will		

	<ul style="list-style-type: none"> • 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>(2021 Census)</p>	<p>designate where is safe and acceptable to park.</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</p>	<p>No adverse impact anticipated.</p>		

	<p>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 aged 21 to 24 who could return for support from services if they wished to.</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>	No adverse impact anticipated.		
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 impact anticipated.		
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>	No adverse impact anticipated.		
Pregnancy and maternity	The total fertility rate (TFR) for England was 1.62 children per woman in 2021. The total	No adverse impact anticipated.		

	fertility rate (TFR) for Plymouth in 2021 was 1.5.			
Race	<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>	No adverse impact anticipated.		
Religion or belief	<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>	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	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	No adverse impact anticipated.		

	residents describe their sexual orientation using a different term (2021 Census).			
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SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

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

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

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EXECUTIVE DECISION

made by a Cabinet Member




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

Executive Decision Reference Number – SPT07 23/24

Decision				
1	Title of decisions: THE CITY OF PLYMOUTH (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) (AMENDMENT ORDER No. 2023.2137304 – NORTH HILL) ORDER			
2	Decision maker: Councillor Mark Coker, Cabinet Member for Strategic Planning & Transport			
3	Report author and contact details: Amy Neale, Senior Traffic Management Technician, email: trafficmanagementinbox@plymouth.gov.uk			
4	<p>Decision to be taken:</p> <p>To implement the following amendments to The City of Plymouth (Traffic Movement and Speed Limit Regulations) (Consolidation) Order 2022</p> <p>The effect of the order shall be to;</p> <ul style="list-style-type: none"> Remove the left ban turn from North Road East onto North Hill 			
5	<p>Reasons for decision:</p> <p>The traffic signal junction is aging with limited pedestrian facilities on the site. The proposal is to have pedestrian facilities on every arm of the junction and combine this with the current left turn banned movement out of North Road East to be an allowed movement. The movement was banned as it ran at the same time as the pedestrian crossing across North Hill and would have caused a conflict. The site will now have an all-round pedestrian stage so there is no reason for this movement not to happen.</p>			
6	<p>Alternative options considered and rejected:</p> <p>There are no other options, the left ban turn can be removed as the timings of the pedestrian crossing has changed.</p>			
7	<p>Financial implications and risks:</p> <p>The costs for the Traffic Regulation Order (TRO) and associated works are being funded through the TCF (Transforming Cities Fund).</p>			
8	<p>Is the decision a Key Decision? (please contact Democratic Support for further advice)</p>	<p>Yes</p>	<p>No</p> <p>x</p>	<p>Per the Constitution, a key decision is one which:</p> <p>in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total</p>

			x	in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1 million
			x	is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.
	If yes, date of publication of the notice in the Forward Plan of Key Decisions			
9	Please specify how this decision is linked to the Council's corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget:		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?			

I3c	Date Cabinet member consulted		
I4	Has any Cabinet member declared a conflict of interest in relation to the decision?	Yes	If yes, please discuss with the Monitoring Officer
		No	
I5	Which Corporate Management Team member has been consulted?	Name	Anthony Payne
		Job title	Strategic Director for Place
		Date consulted	21/08/2023
Sign-off			
I6	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS35 23/24
		Finance (mandatory)	DJN.23.24.80
		Legal (mandatory)	LS/02235/JP/290 823.
		Human Resources (if applicable)	N/A
		Corporate property (if applicable)	N/A
		Procurement (if applicable)	N/A
Appendices			
I7	Ref.	Title of appendix	
	A	Briefing report for publication	
	B	Equalities Impact Assessment	
Confidential/exempt information			
I8a	Do you need to include any confidential/exempt information?	Yes	If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in I8b below. (Keep as much information as possible in the briefing report that will be in the public domain)
		No	
		Exemption Paragraph Number	

		1	2	3	4	5	6	7
I8b	Confidential/exempt briefing report title:							
Background Papers								
I9	<p>Please list all unpublished, background papers relevant to the decision in the table below.</p> <p>Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.</p>							
Title of background paper(s)		Exemption Paragraph Number						
		1	2	3	4	5	6	7
Cabinet Member Signature								
20	<p>I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act and those who do not. For further details please see the EIA attached.</p>							
Signature				Date of decision	29/08/2023			
Print Name	Councillor Mark Coker, Cabinet Member for Strategic Planning & Transport							



NORTH HILL

1. INTRODUCTION

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

2. TRAFFIC REGULATION ORDERS REQUIRED

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

- Revocation of the left ban turn from North Road East onto North Hill

3. STATUTORY CONSULTATION

Proposals

The proposals for the North Hill TRO were advertised on street, in the Herald and on the Plymouth City Council website on 21st July 2023. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 18th July 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.

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EQUALITY IMPACT ASSESSMENT – [NORTH HILL]

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): This is the person completing the EIA template.	Amy Neale	Department and service:	Plymouth Highways, Traffic Management	Date of assessment:	15/08/2023
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:	21/08/2023
Overview:	The traffic signal junction is aging with limited pedestrian facilities on the site. The proposal is to have pedestrian facilities on every arm of the junction and combine this with the current left turn banned movement out of North Road East to be an allowed movement. The movement was banned as it ran at the same time as the pedestrian crossing across North Hill and would have caused a conflict. The site will now have an all-round pedestrian stage so there is no reason for this movement not to happen.				
Decision required:	THE CITY OF PLYMOUTH (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) (AMENDMENT ORDER No. 2023.2137304 – NORTH HILL) ORDER To implement the following amendments to The City of Plymouth (Traffic Movement and Speed Limit Regulations) (Consolidation) Order 2022 The effect of the order shall be to; Remove the left ban turn from North Road East onto North Hill				

SECTION TWO: EQUALITY IMPACT ASSESSMENT SCREENING TOOL

Potential external impacts: Does the proposal have the potential to negatively impact service users, communities or residents with protected characteristics?	Yes		No	✓
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<p>Potential internal impacts: Does the proposal have the potential to negatively impact Plymouth City Council employees?</p>	<p>Yes</p>		<p>No</p>	<p>√</p>
<p>Is a full Equality Impact Assessment required? (if you have answered yes to either of the questions above then a full impact assessment is required and you must complete section two)</p>	<p>Yes</p>		<p>No</p>	<p>√</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>No comments were received in the consultation.</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> <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>	<p>No adverse impact anticipated</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</p> <p>(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 aged 21 to 24 who could return for support from services if they wished to.</p>	<p>No adverse impact anticipated</p>		
<p>Disability</p>	<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>No adverse impact anticipated</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)			
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 impact anticipated		
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 impact anticipated		
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 impact anticipated		
Race	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) 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)	No adverse impact anticipated		

	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).			
Religion or belief	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). 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).	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		

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

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