



Oversight and Governance

Chief Executive's Department

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Delegated Decisions

Delegated Executive/Officer Decisions

Delegated Executive and Officer decisions are published every week 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 Thursday 19 October 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 decision detailed below may be implemented on Friday 20 October 2023 if it is not called-in.

Delegated Decisions

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

I.a. L26 23/24 Charlton Road Junction Scheme Phase Two

(Pages 1 - 20)

EXECUTIVE DECISION

made by a Cabinet Member




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

Executive Decision Reference Number – L26 23/24

Decision	
1	Title of decision: Charlton Road Junction Scheme Phase Two
2	Decision maker: Councillor Tudor Evans OBE, Leader of the Council
3	Report author and contact details: Sally Farley, Strategic Transport Manager Tel. 01752 307652 Email. sally.farley@plymouth.gov.uk
4	Decision to be taken: <ol style="list-style-type: none"> 1. Approves the new updated business case; 2. Allocates £850,051 to the Capital Programme funded by corporate borrowing; 3. Delegates to the Service Director for Strategic Planning & Infrastructure approval of all subsequent design amendments, Scheme approval submissions, procurement and contract awards associated with developing and delivering the Charlton Road Scheme through to construction and completion in consultation with the Cabinet Member for Transport where they would otherwise not have authority to do so.
5	Reasons for decision: <p>The scheme costs have increased since the development of the previous business case in February 2022 and additional funding is therefore required to enable delivery of the scheme.</p> <p>The first phase of the scheme was delivered in March 2021 with the visibility improved for cars entering and exiting Charlton Road, the bus lane was reduced in length to allow more time for cars to get in lane to turn left, and the necessary land for phase two has been purchased.</p>
6	Alternative options considered and rejected: <p>Option 1: Permanently close the right turn gap into Charlton Road Public consultation showed this option was not supported by the local community. North bound traffic on the A386 Tavistock Road wishing to access Charlton Road would be required to continue north bound to Derriford Roundabout, and then travel southbound on the A386 to access Charlton Road via the existing left hand turn.</p> <p>Option 2: Close the right turn gap into Charlton Road and open up Colbourne Road In order to minimise the impact of permanently closing the right turn gap, an additional option was developed which would re-open Colbourne Road. This option would allow access to Charlton Road from William Prance Road. This was rejected by residents due to concerns from residents regarding introducing rat-running traffic. Furthermore whilst revisiting this option in 2022 the landowner confirmed that they do not wish to sell the land that would be required to deliver this option on a permanent basis.</p>
7	Financial implications:

Scheme Costs: The total updated capital cost to deliver the Charlton Road Junction scheme is estimated to be £2,579,702 £793,463 was originally approved and allocated in the capital programme. (L66 17/18) £315,405 additional funding was approved in March 2020. (L35 19/20) £620,783 additional funding was approved in February 2022. (L36 21/22) £850,051 is therefore requested to be allocated for the project to enable scheme delivery.				
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		N/A		
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:	Improvements for pedestrians and cyclists will be maximised within the scheme in order to encourage more sustainable journeys. Good connectivity and a resilient transport network supports the effective functioning of our economy, enabling residents to access employment opportunities and linking businesses to skill, customers and supply chain markets.		
10	Please specify any direct environmental implications of the decision (carbon impact)	There are no direct implications as a result of this proposal.		
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: N/A			
12b	Scrutiny Chair Signature:		Date	
	Scrutiny			

	Committee name:			
	Print Name:			
Consultation				
I3a	Are any other Cabinet members' portfolios affected by the decision?	Yes	<input checked="" type="checkbox"/>	
		No	<input type="checkbox"/>	(If no go to section I4)
I3b	Which other Cabinet member's portfolio is affected by the decision?	Councillor Mark Coker, Cabinet Member for Strategic Planning and Transport Councillor Mark Lowry, Cabinet Member for Finance		
I3c	Date Cabinet member consulted	03 October 2023		
I4	Has any Cabinet member declared a conflict of interest in relation to the decision?	Yes	<input type="checkbox"/>	If yes, please discuss with the Monitoring Officer
		No	<input checked="" type="checkbox"/>	
I5	Which Corporate Management Team member has been consulted?	Name	Paul Barnard	
		Job title	Service Director for Strategic Planning and Infrastructure	
		Date consulted	03 October 2023	
Sign-off				
I6	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS 54 23/24	
		Finance (mandatory)	DJN.23.24.122	
		Legal (mandatory)	LS/00001312/AC/12/10/23.	
		Human Resources (if applicable)		
		Corporate property (if applicable)		
		Procurement (if applicable)		
Appendices				
I7	Ref.	Title of appendix		
	A	Charlton Road Junction Scheme - Business Case Update Part I Briefing Paper		
	B	Charlton Road Equalities Impact Assessment		
Confidential/exempt information				
I8a	Do you need to include any	Yes	<input checked="" type="checkbox"/>	If yes, prepare a second, confidential ('Part II')

	confidential/exempt information?			briefing report and indicate why it is not for publication by virtue of Part 1 of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in 18b 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
18b	Confidential/exempt briefing report title: Charlton Road Junction Scheme - Business Case Update Part 2 Briefing Paper				X					
Background Papers										
19	Please list all unpublished, background papers relevant to the decision in the table below. Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part 1 of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.									
Title of background paper(s)				Exemption Paragraph Number						
				1	2	3	4	5	6	7
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	12/10/23					
Print Name	Councillor Tudor Evans OBE									

APPENDIX A CHARLTON ROAD JUNCTION SCHEME

Part I Briefing Note - Business Case Update



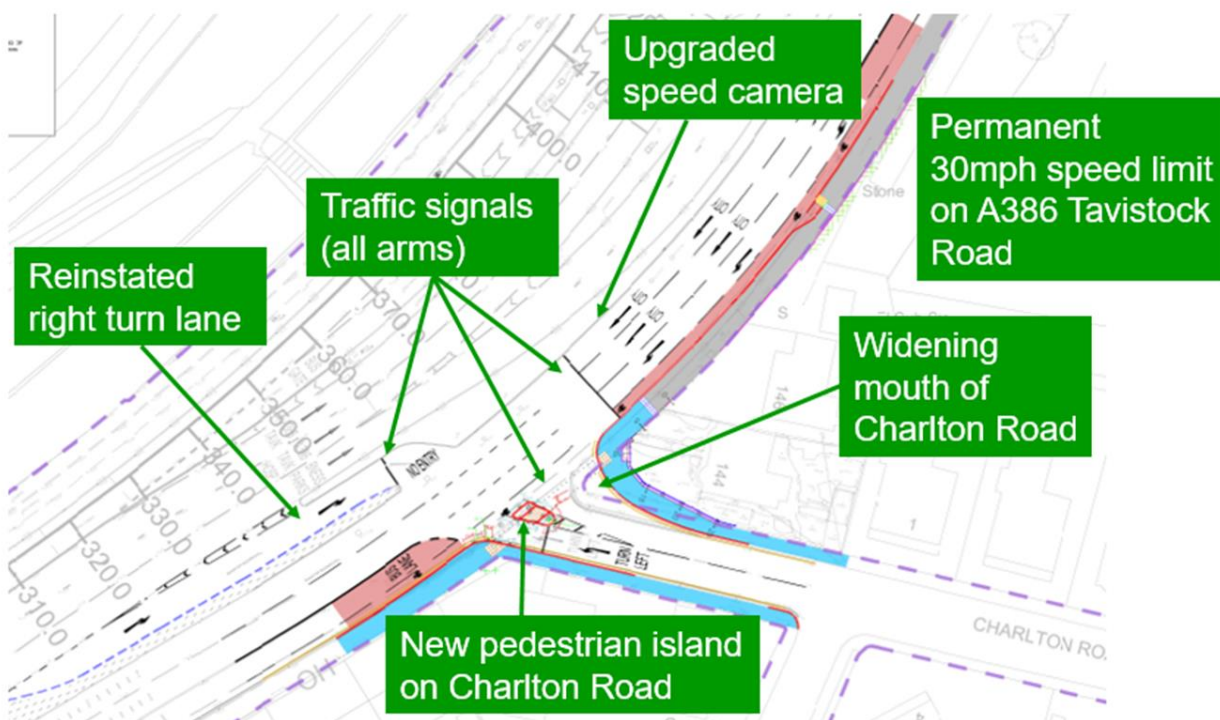
1. RECOMMENDATIONS

It is recommended that the Leader of the Council:

- Approves the business case update
- Allocates £850,051 to the Capital Programme.
- Delegates to the Service Director for Strategic Planning & Infrastructure approval of all subsequent design amendments, Scheme approval submissions, procurement and contract awards associated with developing and delivering the Charlton Road Scheme through to construction and completion in consultation with the Cabinet Member for Transport where they would otherwise not have authority to do so.

2. SCHEME SUMMARY

Concerns surrounding traffic turning right into Charlton Road from the northbound side of Tavistock Road and the exit out of Charlton Road are being addressed as part of the Charlton Road junction upgrade scheme. The scheme includes installing traffic signals on each arm of the Charlton Road/Tavistock Road junction, as well as widening access into Charlton Road and introducing a traffic island to improve safety for pedestrians and cyclists.



The scheme will allow the re-opening of the right hand turn northbound on the A386 into Charlton Road, allowing access for the local community.

3. BACKGROUND

A Business Case was approved in 2017 through Executive Decision L66 17/18 for the Charlton Road Junction Scheme. This approved the scheme and the funding package.

A Business Case Update was produced in March 2020 and was approved through Executive Decision L35 19/20.

A Business Case was produced in February 2022 and was approved through Executive Decision L36 21/22

4. SCHEME UPDATE

The cost estimate and programme have been reviewed and the overall scheme budget estimate has increased. The delay on the scheme being constructed is the main cause of the cost increase, the scheme was delayed due to adherence to the Government advice to not construct on a major route to a hospital during the height of the Covid pandemic.

Further to this a decision was made to not construct this scheme at the same time as the Morlaix Drive Access Improvement scheme, as to not put further pressure on the network in such close proximity to Derriford Hospital, and to further impact the A386.

We have also seen inflationary pressures and increases in costs with third parties due to global economic pressures. The programme is now longer as a result of needing to accommodate the complex utilities on the A386, including the lowering of a gas pipe in the central reservation in the proposed location of the new right hand turn slip lane. Additional funding is therefore required to deliver this scheme.

Phase I was completed in March 2021. This part of the scheme involved the acquisition of third party land, which has now been transferred to PCC ownership, and physical works to reinstate the boundary and secure the land ready for the main scheme.

5. BUDGET UPDATE

The capital cost estimate for the scheme including development costs at the time the original business case was submitted was £793,463, funded by Corporate Borrowing from the approved priority list for Northern & Eastern Corridor transport schemes (Executive Decision – L66 17/18).

The total capital cost estimate for the scheme including development costs as of March 2020 was £1,108,868. With an additional £315,405 of funding approved. (Executive Decision – L35 19/20)

The total capital cost estimate for the scheme including development costs as of February 2022 was £1,729,651. With an additional £620,783 of funding approved. (Executive Decision – L36 21/22)

The updated total capital cost estimate for the scheme including development costs at this stage is £2,579,702.

The scheme therefore requires an additional £850,051.

The additional cost of the scheme is requested to be allocated within the 2023/24 Capital Programme, to be funded through corporate borrowing.


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

Document is Restricted

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EQUALITY IMPACT ASSESSMENT – CHARLTON ROAD

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): This is the person completing the EIA template.	Jack Pope	Department and service:	Strategic Planning & Infrastructure	Date of assessment:	12/10/2023
Lead Officer: Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.	Philip Heseltine	Signature:		Approval date:	12/10/2023
Overview:	<p>The junction of Charlton Road and Tavistock Road is a known accident hotspot, with 12 collisions, including one fatality, recorded between 2006 and 2016.</p> <p>The Derriford Transport Scheme public consultation events held in both 2014 and 2015 and feedback from the Council's regular 'Meet the Team' sessions had highlighted the concerns about safety and the difficulties this causes for users of this junction. In addition, the road safety audit for the DTS also found the junction to be unsafe and recommended that we either introduce traffic signals (the proposed scheme) or close the gap in the central reserve and prohibit the right turn into Charlton Road. At the time of the DTS scheme the junction was closed to ensure this safety requirement was met.</p> <p>The proposed Charlton Road scheme will deliver safety improvements to this known accident hot spot whilst ensuring that local residents are still able to access their properties avoiding lengthy diversion routes due to the nature of the A386 in this area.</p> <p>The scheme seeks to optimise the existing transport network maintain access to local communities whilst minimising the impact on the A386.</p> <p>The key objectives for this scheme are:</p> <ul style="list-style-type: none"> To improve safety at a known accident hot-spot including the site of a fatality. 				

	<ul style="list-style-type: none"> • Improve pedestrian and cycle facilities along Tavistock Road • Maintain access to existing community
Decision required:	<ol style="list-style-type: none"> 1. Approves the new updated business case; 2. Allocates £850,051 to the Capital Programme funded by corporate borrowing; 3. Delegates to the Service Director for Strategic Planning & Infrastructure approval of all subsequent design amendments, Scheme approval submissions, procurement and contract awards associated with developing and delivering the Charlton Road Scheme through to construction and completion in consultation with the Cabinet Member for Transport where they would otherwise not have authority to do so.

SECTION TWO: EQUALITY IMPACT ASSESSMENT SCREENING TOOL

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

SECTION THREE: FULL EQUALITY IMPACT ASSESSMENT

Protected characteristics	Evidence and information (e.g. data and consultation feedback)	Adverse impact	Mitigation activities	Timescale and responsible department
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(Equality Act, 2010)				
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>	The scheme is not anticipated to have any adverse impact on specific age groups.	N/A	N/A
Care experienced individuals (Note that as per the Independent	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	The scheme is not anticipated to have any adverse impact on care experienced individuals.	N/A	N/A

<p>Review of Children's Social Care recommendations, Plymouth City Council is treating care experience as though it is a protected characteristic).</p>	<p>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>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>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>	<p>During the period of construction there is potential for disruption to those requiring access to Derriford Hospital.</p>	<p>Traffic Management will be put in place to mitigate potential disruption.</p> <p>Overall crossing and other facilities will be upgraded to support the visually and mobility impaired.</p>	<p>N/A</p>
<p>Gender reassignment</p>	<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>	<p>The scheme is not anticipated have any adverse impact on this group.</p>	<p>N/A</p>	<p>N/A</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>	The scheme is not anticipated have any adverse impact on this group.	N/A	N/A
Pregnancy and maternity	The total fertility rate (TFR) for England was 1.62 children per woman in 2021. The total fertility rate (TFR) for Plymouth in 2021 was 1.5.	During the period of construction there is potential for disruption to those requiring access to Derriford Hospital.	<p>Traffic Management will be put in place to mitigate potential disruption.</p> <p>Overall crossing and other facilities will be upgraded to support the visually and mobility impaired.</p>	N/A
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>	The scheme is not anticipated have any adverse impact on any race.	N/A	N/A

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).	The scheme is not anticipated have any adverse impact on any religious groups.	N/A	N/A
Sex	51 per cent of our population are women and 49 per cent are men (2021 Census).	The scheme is not anticipated have any adverse impact on this group.	N/A	N/A
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 residents describe their sexual orientation using a different term (2021 Census).	The scheme is not anticipated have any adverse impact on this group.	N/A	N/A

SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

Human Rights	Implications	Mitigation Actions	Timescale and responsible department
	It is not anticipated that there will be any implications involving human rights as a result of this scheme.	N/A	N/A

SECTION FIVE: OUR EQUALITY OBJECTIVES

Equality objectives	Implications	Mitigation Actions	Timescale and responsible department

Celebrate diversity and ensure that Plymouth is a welcoming city.	It is not anticipated that there will be any implications on diversity as a result of this scheme.	N/A	N/A
Pay equality for women, and staff with disabilities in our workforce.	It is not anticipated that there will be any implications on equality in the workforce as a result of this scheme.	N/A	N/A
Supporting our workforce through the implementation of Our People Strategy 2020 – 2024	It is not anticipated that there will be any implications on supporting the workforce as a result of this scheme.	N/A	N/A
Supporting victims of hate crime so they feel confident to report incidents, and working with, and through our partner organisations to achieve positive outcomes.	It is not anticipated that there will be any implications involving hate crimes as a result of this scheme.	N/A	N/A
Plymouth is a city where people from different backgrounds get along well.	It is not anticipated that there will be any implications on people from different backgrounds as a result of this scheme.	N/A	N/A

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