



Oversight and Governance

Chief Executive's Department

Plymouth City Council

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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 03 January 2024. 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 04 January 2024 if they are not called-in.

Delegated Decisions

I. Councillor Mark Coker - Cabinet Member for Strategic Planning and Transport:

- I.I. SPT12 23/24 - THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2023.2137310 - BRENTOR ROAD) ORDER

(Pages 1 - 14)

EXECUTIVE DECISION

made by a Cabinet Member




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

Executive Decision Reference Number – SPT12 23/24

Decision	
1	Title of decisions: THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2023.2137310 – BRENTOR ROAD) ORDER
2	Decision maker: Councillor Mark Coker (Cabinet Member for Strategic Planning and Transport)
3	Report author and contact details: Amy Neale, Senior Traffic Management Technician, E: trafficmanagementinbox@plymouth.gov.uk
4	<p>Decision to be taken:</p> <p>To implement the following amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004</p> <p>The effect of the order shall be to;</p> <p>Add/Amend No Waiting restrictions on lengths of the following roads: Brentor Road & Cathcart Avenue</p> <p>As set out in the briefing report</p>
5	<p>Reasons for decision:</p> <p>There will be a demolition of existing former Social Club and construction of new building to provide 10 self-contained 1-bed apartments for elderly independent living with associated ancillary and communal accommodation.</p> <p>The reason for the TRO changes is to comply with Highway Authority Consultation Response, and subsequent planning condition (6), to allow for 3 parking spaces on Brentor Road within the development.</p> <p>The proposal is to change 23 metres of single lines to doubles to allow for the 3 off street parking bays. We propose to remove the rest of the single lines on Brentor Road to increase the parking. We also propose to remove the single line on Cathcart Avenue on one side, to allow for parking in the day as well as the evening. We will be adding double yellow lines to the corners for junction protection.</p>
6	<p>Alternative options considered and rejected:</p> <p>The alternative option would be to do nothing. This option was discounted on the basis that the changes are needed to support the new development – it will also increase evening parking along this stretch.</p>

7	Financial implications and risks: The Traffic Regulation Orders (TRO's) and associated works are being funded by Plymouth Charity Trust. The net cost of the Traffic Order is £2,511.			
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	
	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: 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. This decision links to the Corporate Plan priorities of 'Keeping children, adults and communities safe' and 'Providing quality public services'.			
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:			

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?	N/A		
I3c	Date Cabinet member consulted	N/A		
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	04/12/2023	
Sign-off				
I6	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS 77 23/24	
		Finance (mandatory)	DJN.23.24.163	
		Legal (mandatory)	LS/2748/JP/041223.	
		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	19/12/2023				
Print Name	Councillor Mark Coker (Cabinet Member for Strategic Planning and Transport)							



BRENTOR ROAD & CATHCART AVENUE

I. INTRODUCTION

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

2. TRAFFIC REGULATION ORDERS REQUIRED

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

No Waiting At Any Time

- (i) Brentor Road, the south side from its junction with Cathcart Avenue for a distance of 5 metres in an easterly direction
- (ii) Brentor Road, the south side from its junction with Cathcart Avenue for a distance of 23 metres in a westerly direction
- (vi) Cathcart Avenue, both sides from its junction with Brentor Road for a distance of 5 metres in a southerly direction

No Waiting Mon-Sat 8am-5pm

- (i) Cathcart Avenue, the east side from a point 5 metres south of its junction with Brentor Road to a point 3 metres north of its junction with Grenville Road

REVOCATIONS

Items to be revoked from:

THE CITY OF PLYMOUTH (TRAFFIC REGULATION AND STREET PARKING PLACES) (CONSOLIDATION) ORDER 2004

No Waiting Mon-Sat 8am-5pm

- (i) Brentor Road, the south side, from a point 41 metres west to a point 3 metres east of the junction with Cathcart Avenue

Items to be revoked from:

THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT NO. 2009.409822 (3) - EAST END TRANSPORT SCHEME) ORDER 2012

No Waiting Mon-Sat 8am-5pm

- (ii) Cathcart Avenue, both sides, from a point 3 metres north of its junction with Grenville Road to its junction with Brentor Road

3. STATUTORY CONSULTATION

Proposals

The proposals for the Brentor Road & Cathcart Avenue TRO were advertised on street, in the Herald and on the Plymouth City Council website on 10th November 2023. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 7th November 2023.

There has been no representation received relating to the proposals included in the Traffic Regulation Order.

4. RECOMMENDATION

It is recommended to proceed 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 – [BRENTOR ROAD & CATHCART AVENUE]

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

<p>Author(s): This is the person completing the EIA template.</p>	<p>Amy Neale</p>	<p>Department and service:</p>	<p>Plymouth Highways, Traffic Management</p>	<p>Date of assessment:</p>	<p>04/12/2023</p>
<p>Lead Officer: Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.</p>	<p>Mike Artherton</p>	<p>Signature:</p>	<p><i>M. Artherton</i></p>	<p>Approval date:</p>	<p>08/12/2023</p>
<p>Overview:</p>	<p>There will be a demolition of existing former Social Club and construction of new building to provide 10no self-contained 1-bed apartments for elderly independent living with associated ancillary and communal accommodation.</p> <p>The reason for the TRO changes is to comply with Highway Authority Consultation Response, and subsequent planning condition (6), to allow for 3 parking spaces on Brentor Road within the development.</p> <p>The proposal is to change 23 metres of single lines to doubles to allow for the 3 off street parking bays. We propose to remove the rest of the single lines on Brentor Road to increase the parking. We also propose to remove the single line on Cathcart Avenue on one side, to allow for parking in the day as well as the evening. We will be adding double yellow lines to the corners for junction protection.</p> <p>It is recommended to proceed as advertised</p>				
<p>Decision required:</p>	<p>THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2023.2137310 – BRENTOR ROAD) ORDER</p> <p>To implement the following amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004.</p> <p>The effect of the order shall be to;</p> <p>Add/Amend No Waiting restrictions on lengths of the following roads: Brentor Road & Cathcart Avenue</p> <p>As set out in the briefing report.</p>				

SECTION TWO: EQUALITY IMPACT ASSESSMENT SCREENING TOOL

<p>Potential external impacts: Does the proposal have the potential to negatively impact service users, communities or residents with protected characteristics?</p>	<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 two)</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>No adverse impacts will take place if these proposals go ahead. No objections have been received during the proposals.</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>No adverse impact anticipated</p>		

	<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</p>	<p>No adverse impact anticipated</p>		

	(extended offer). There are more care leavers aged 21 to 24 who could return for support from services if they wished to.			
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 fertility rate (TFR) for Plymouth in 2021 was 1.5.	No adverse impact anticipated		

<p>Race</p>	<p>In 2021, 94.9 per cent of Plymouth’s population identified their ethnicity as White, 2.3 per cent as Asian and 1.1 per cent as Black (2021 Census)</p> <p>People with a mixed ethnic background comprised 1.8 per cent of the population. 1 per cent of the population use a different term to describe their ethnicity (2021 Census)</p> <p>92.7 per cent of residents speak English as their main language. 2021 Census data shows that after English, Polish, Romanian, Chinese, Portuguese, and Arabic are the most spoken languages in Plymouth (2021 Census).</p>	<p>No adverse impact anticipated</p>		
<p>Religion or belief</p>	<p>48.9 per cent of the Plymouth population stated they had no religion. 42.5 per cent of the population identified as Christian (2021 Census).</p> <p>Those who identified as Muslim account for 1.3 per cent of Plymouth’s population while Hindu, Buddhist, Jewish or Sikh combined totalled less than 1 per cent (2021 Census).</p>	<p>No adverse impact anticipated</p>		
<p>Sex</p>	<p>51 per cent of our population are women and 49 per cent are men (2021 Census).</p>	<p>No adverse impact anticipated</p>		
<p>Sexual orientation</p>	<p>88.95 per cent of residents aged 16 years and over in Plymouth describe their sexual orientation as straight or heterosexual. 2.06 per cent describe their sexuality as bisexual, 1.97 per cent of people describe their sexual orientation as gay or lesbian. 0.42 per cent of residents describe their sexual orientation using a different term (2021 Census).</p>	<p>No adverse impact anticipated</p>		

SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

Human Rights	Implications	Mitigation Actions	Timescale and responsible department
	No adverse impact has been identified.		

SECTION FIVE: OUR EQUALITY OBJECTIVES

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

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