



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 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 Team by 4.30 pm on 31 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 01 February 2024 if they are not called-in.

Delegated Decisions

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

- 1.a. L41 23/24 - THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2023.2137313 - KEYHAM REFUSE SCHEME) ORDER **(Pages 1 - 34)**

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

- 2.a. SPT13 23/24 - THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2023.2137312 - BAMPTON ROAD) ORDER 2023 **(Pages 35 - 46)**

- 2.b. SPT14 23/24 - THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2023.2137311 - LIVING STREETS.6) ORDER 2023 **(Pages 47 - 60)**

3. Council Officer Decision - David Haley, Director of Children's Services:

- 3.b. COD 27 23/24 - Contract Award: Supplementary Health and Social Care Agency Services for Children and Young People **(Pages 61 - 88)**

EXECUTIVE DECISION

made by a Cabinet Member




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

Executive Decision Reference Number – L4I 23/24

Decision	
1	Title of decisions: THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2023.2137313 – KEYHAM REFUSE SCHEME) ORDER
2	Decision maker: Councillor Tudor Evans OBE, Leader of the Council
3	Report author and contact details: Amy Neale, Senior Traffic Management Technician, email: trafficmanagementinbox@plymouth.gov.uk & Darren Stoneman, Civil Enforcement Manager
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 Parking Restrictions on lengths of the following roads:</p> <p>Admiralty Street, Admiralty Street Lane East, Admiralty Street Ope North, Admiralty Street Ope South, Fleet Street, Fleet Street Lane East, Ocean Street, Renown Street, Renown Street Lane East, Renown Street Lane East Ope, Royal Navy Avenue, Royal Navy Avenue Lane, Vanguard Terrace Lane, Victory Street & Victory Street Lane East.</p> <p>As set out in the briefing report</p>
5	<p>Reasons for decision:</p> <p>Delivering improved access to rear lanes for our waste collection vehicles will reduce the amount of fuel required to revisit to collect domestic waste which was inaccessible on the first visit.</p> <p>Emissions from diesel RCVs are based on the litres of diesel consumed, the CO₂e emissions from burning a litre of diesel are relatively constant. It is currently 2.594 kg CO₂e per litre of diesel.</p> <p>23 x Domestic RCV's & 6 x Garden Waste RCV's using an average 60316.33 litres of diesel per month.</p> <p>It is estimated that blocked access results in the unnecessary use of approximately 460 litres of diesel per month, which equates to 1193.24 kg of CO₂e per month. Or 14,318.88 kg annually.</p> <p>There is currently a significant wastage of staff costings/fuel and poor efficiency, specifically caused by the need for crews and vehicles to revisit streets, sometimes on multiple occasions, to collect waste which has previously had access blocked due to inconsiderate parking by others. The project involves restricting parking in 34% of lanes in Plymouth where household waste is the collect point.</p> <p>160 lanes (34%) are regularly blocked by parked vehicles either in the lanes or on the entrances to the lanes on a weekly basis, making it impossible to collect resident's waste. On an annual basis, there is approximately 40,000 properties that are affected, most of which are regular repeated issues.</p>

6	Alternative options considered and rejected:			
	<p>1: No Action this would continue to impact negatively on all residents, the negative impact on the climate emergency plan and the financial obligations for the return to collect the missed bins</p> <p>2: Limited Time Restrictions, this would solve the problem as the bins are currently collected at set times, however should this change and particularly during the Christmas Periods or Bank Holidays we would have to consider a new traffic order and the expense / time this would take.</p>			
7	Financial implications and risks: The Traffic Regulation Orders (TRO's) and associated works are being funded by CEIF Revenue Projects			
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 £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:		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:			
12b	Scrutiny Chair Signature:		Date	

	Scrutiny Committee name:			
	Print Name:			
Consultation				
I3a	Are any other Cabinet members' portfolios affected by the decision?	Yes		
		No	<input checked="" type="checkbox"/>	(If no go to section I4)
I3b	Which other Cabinet member's portfolio is affected by the decision?			
I3c	Date Cabinet member consulted			
I4	Has any Cabinet member declared a conflict of interest in relation to the decision?	Yes		If yes, please discuss with the Monitoring Officer
		No	<input checked="" type="checkbox"/>	
I5	Which Corporate Management Team member has been consulted?	Name	Anthony Payne	
		Job title	Strategic Director for Place	
		Date consulted	20/12/2023	
Sign-off				
I6	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS94 23/24	
		Finance (mandatory)	DJN.23.24.174	
		Legal (mandatory)	LS/02834/JP/211223.	
		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

		No	x	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)				
		Exemption Paragraph Number						
		1	2	3	4	5	6	7
18b	Confidential/exempt briefing report title:							
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 1 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	22 January 2024				
Print Name	Councillor Tudor Evans OBE, Leader of Plymouth City Council							



KEYHAM REFUSE SCHEME

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 Keyham Refuse Scheme 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) Admiralty Street, the east side from its junction with Saltash Road to a point 4 metres south of its junction with Admiralty Street Lane East
- (ii) Admiralty Street Lane East, all sides for its entirety .
- (vi) Admiralty Street Ope North, the north side from its junction with Renown Street Lane East for a distance of 5 metres in an easterly & westerly direction
- (x) Admiralty Street Ope North, the north side from its junction with Victory Street Lane East for a distance of 3.5 metres in a westerly direction and 5 metres in an easterly direction
- (xiv) Admiralty Street Ope North, the north side from its junction with Admiralty Street Lane East for a distance of 5 metres in a westerly direction & 4 metres in an easterly direction
- (xviii) Admiralty Street Ope North, the north side from its junction with Fleet Street Lane East for a distance of 3 metres in a westerly direction & 5.5 metres in an easterly direction
- (xxii) Admiralty Street Ope North, the south side from its junction with Victory Street Lane East for a distance of 3.5 metres in a westerly direction and 5 metres in an easterly direction
- (xxvi) Admiralty Street Ope North, the south side from its junction with Admiralty Street Lane East for a distance of 5 metres in a westerly & easterly direction
- (xxx) Admiralty Street Ope North, the south side from its junction with Fleet Street Lane East for a distance of 3 metres in a westerly direction & 4 metres in an easterly direction
- (xxxiv) Admiralty Street Ope North, the south side from a point 21 metres west of its junction with Ocean Street for a distance of 10 metres in an easterly direction

- (xxxviii) Admiralty Street Ope South, both sides from its junction with Renown Street Lane East for a distance of 5 metres in a westerly & 5 metres in an easterly direction
- (xlii) Admiralty Street Ope South, the north side from its junction with Victory Street Lane East for a distance of 5 metres in a westerly & easterly direction
- (xlvi) Admiralty Street Ope South, the north side from its junction with Admiralty Street Lane East for a distance of 3 metres in a westerly direction & 5 metres in an easterly direction
- (l) Admiralty Street Ope South, the north side from its junction with Fleet Street Lane East for a distance of 4 metres in a westerly direction & 5 metres in an easterly direction
- (liv) Admiralty Street Ope South, the south side from its junction with Victory Street Lane East for a distance of 4 metres in a westerly direction & 5 metres in an easterly direction
- (lviii) Admiralty Street Ope South, the south side from its junction with Admiralty Street Lane East for a distance of 4.5 metres in a westerly direction & 5 metres in an easterly direction
- (lxii) Admiralty Street Ope South, the south side from its junction with Fleet Street Lane East for a distance of 3.5 metres in a westerly & easterly direction
- (lxvi) Fleet Street, both sides from its junction with Royal Navy Avenue for a distance of 8 metres in a northerly direction
- (lxx) Fleet Street, the east side from its junction with Fleet Street Lane East for a distance of 5 metres in a northerly & southerly direction
- (lxxiv) Fleet Street, the east side from its junction with Royal Navy Avenue Lane for a distance of 5 metres in a northerly & southerly direction
- (lxxviii) Fleet Street, the west side from its junction with Admiralty Street Lane East for a distance of 4 metres in a northerly direction & 5 metres in a southerly direction
- (lxxxii) Fleet Street Lane East, all sides for its entirety .
- (lxxxvi) Ocean Street, the east side from its junction with Royal Navy Avenue for a distance of 10 metres in a northerly direction
- (xc) Ocean Street, the west side from its junction with Renown Street Lane East Ope for a distance of 5 metres in a northerly & southerly direction

- (xciv) Ocean Street, the west side from its junction with Royal Navy Avenue Lane for a distance of 5 metres in a northerly direction & 3 metres in a southerly direction

- (xcviii) Ocean Street, the west side from its junction with Vanguard Terrace Lane for a distance of 7 metres in a northerly direction and 5 metres in a southerly direction

- (cii) Ocean Street, the west side from its junction with Royal Navy Avenue for a distance of 8 metres in a northerly direction

- (cvi) Renown Street, both sides from its junction with Royal Navy Avenue for a distance of 8 metres in a northerly direction

- (cx) Renown Street, the east side from its junction with Vanguard Terrace Lane for a distance of 5 metres in a northerly and southerly direction

- (cxiv) Renown Street, the east side from its junction with Royal Navy Avenue Lane for a distance of 5 metres in a northerly direction & 2.5 metres in a southerly direction

- (cxviii) Renown Street, the west side from its junction with Victory Street Lane East for a distance of 3 metres in a northerly direction & 5 metres in a southerly direction

- (cxxii) Renown Street, the west side from its junction with Royal Navy Avenue Lane for a distance of 5 metres in a northerly direction & 4 metres in a southerly direction

- (cxxvi) Renown Street Lane East, both sides for its entirety .

- (cxxx) Renown Street Lane East Ope, all sides for its entirety .

- (cxxxiv) Royal Navy Avenue, the north side from its junction with Admiralty Street to a point 29 metres east of its junction with North Down Crescent

- (cxxxviii) Royal Navy Avenue Lane, both sides for its entirety .

- (cxlvi) Vanguard Terrace Lane, both sides for its entirety .

- (cxlii) Vanguard Terrace Lane, both sides for its entirety .

- (cxlvi) Victory Street, both sides from its junction with Royal Navy Avenue for a distance of 8 metres in a northerly direction

- (cl) Victory Street, the east side from its junction with Victory Street Lane East for a distance of 6 metres in a northerly direction & 5.5 metres in a southerly direction

- (cliv) Victory Street, the east side from its junction with Royal Navy Avenue Lane for a distance of 5 metres in a northerly direction & 4 metres in a southerly direction
- (clviii) Victory Street, the west side from its junction with Fleet Street Lane East for a distance of 3 metres in a northerly direction & 5 metres in a southerly direction
- (clxii) Victory Street, the west side from its junction with Royal Navy Avenue Lane for a distance of 5 metres in a northerly & southerly direction
- (clxvi) Victory Street Lane East, all sides for its entirety.

No Waiting Mon-Sat 8am-6.30pm

- (i) Admiralty Street Ope North, both sides from its junction with Victory Street for a distance of 12 metres in an easterly direction
- (ii) Admiralty Street Ope North, the north side from its junction with Fleet Street for a distance of 12 metres in a westerly direction & 11 metres in an easterly direction
- (vi) Admiralty Street Ope North, the north side from its junction with Admiralty Street for a distance of 10 metres in an easterly direction
- (x) Admiralty Street Ope North, the north side from its junction with Victory Street for a distance of 10 metres in a westerly direction
- (xiv) Admiralty Street Ope North, the south side from its junction with Admiralty Street for a distance of 5 metres in an easterly direction
- (xviii) Admiralty Street Ope North, the south side from its junction with Victory Street for a distance of 6 metres in a westerly direction
- (xxii) Admiralty Street Ope North, the south side from its junction with Fleet Street for a distance of 8 metres in an easterly direction
- (xxvi) Admiralty Street Ope North, the south side from its junction with Fleet Street for a distance of 7 metres in a westerly direction
- (xxx) Admiralty Street Ope South, both sides from its junction with Victory Street for a distance of 10 metres in an easterly direction

- (xxxiv) Admiralty Street Ope South, the north side from its junction with Fleet Street for a distance of 5 metres in a westerly direction
- (xxxviii) Admiralty Street Ope South, the north side from its junction with Fleet Street for a distance of 6 metres in an easterly direction
- (xlii) Admiralty Street Ope South, the north side from its junction with Victory Street for a distance of 6 metres in a westerly direction
- (xlvi) Admiralty Street Ope South, the south side from its junction with Fleet Street for a distance of 5 metres in a westerly direction
- (l) Admiralty Street Ope South, the south side from its junction with Fleet Street for a distance of 10 metres in an easterly direction
- (liv) Admiralty Street Ope South, the south side from its junction with Victory Street for a distance of 10 metres in a westerly direction
- (lviii) Royal Navy Avenue, the north side from its junction with Admiralty Street for a distance of 88 metres in a westerly direction

Limited Waiting To 1 Hour No Return For 4 Hours Mon-Sat 8am-6.30pm

- (i) Admiralty Street Ope North, the south side from a point 5 metres east of its junction with Admiralty Street to a point 5 metres west of its junction with Admiralty Street Lane East
- (ii) Admiralty Street Ope North, the south side from a point 4 metres east of its junction with Fleet Street Lane East to a point 6 metres west of its junction with Victory Street
- (vi) Admiralty Street Ope North, the south side from a point 8 metres east of its junction with Fleet Street to a point 3 metres west of its junction with Fleet Street Lane East
- (x) Admiralty Street Ope North, the south side from a point 5 metres east of its junction with Admiralty Street Lane East to a point 7 metres west of its junction with Fleet Street
- (xiv) Admiralty Street Ope South, the north side from a point 15 metres east of its junction with Admiralty Street to a point 3 metres west of its junction with Admiralty Street Lane East
- (xviii) Admiralty Street Ope South, the north side from a point 5 metres west of its junction with Fleet Street to a point 5 metres east of its junction with Admiralty Street Lane East

- (xxii) Admiralty Street Ope South, the north side from a point 6 metres east of its junction with Fleet Street to a point 4 metres west of its junction with Fleet Street Lane East
- (xxvi) Admiralty Street Ope South, the north side from a point 6 metres west of its junction with Victory Street to a point 5 metres east of its junction with Fleet Street Lane East
- (xxx) Fleet Street, the west side from a point 5 metres south of its junction with Admiralty Street Lane East for a distance of 8 metres in a southerly direction

REVOCATIONS

Items to be revoked from:

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

No Waiting At Any Time

Royal Navy Avenue, the north & west side, from the junction with North Down Crescent for a distance of 19 metres in an easterly direction

No Waiting Mon-Sat 8am-6.30pm

- (i) Admiralty Street Ope North, both sides, from its junction with Admiralty Street for a distance of 10 metres in an easterly direction
- (ii) Admiralty Street Ope North, both sides, from a point 11 metres east to a point 12 metres west of its junction with Fleet Street
- (vi) Admiralty Street Ope North, both sides, from a point 10 metres west to a point 12 metres east of its junction with Victory Street
- (x) Admiralty Street Ope South, both sides, from a point 10 metres west to a point 10 metres east of its junction with Fleet Street
- (xiv) Admiralty Street Ope South, both sides, from a point 10 metres east to a point 10 metres west of its junction with Victory Street
- (xviii) Fleet Street, the east side, from a point 13 metres south of its junction with Saltash Road to a point 6 metres south of its junction with Fleet Street Lane East
- (xxii) Fleet Street, the east side, from its junction with Royal Navy Avenue for a distance of 13 metres in a northerly direction

- (xxvi) Fleet Street, the west side, from its junction with Royal Navy Avenue for a distance of 14 metres in a northerly direction
- (xxx) Ocean Street, both sides, from the junction with Royal Navy Avenue for a distance of 10 metres
- (xxxiv) Royal Navy Avenue, the north side, from a point 26 metres east of its junction with Ocean Street to a point 88 metres west of its junction with Admiralty Street
- (xxxviii) Victory Street, both sides, from its junction with Royal Navy Avenue for a distance of 11 metres in a northerly direction
- (xlii) Victory Street, the east side, from a point 13 metres south of its junction with Saltash Road to a point 5 metres south of the junction with Victory Street Lane East

Limited Waiting To 1 Hour No Return For 4 Hours Mon-Sat 8am-6.30pm

- (i) Admiralty Street Ope North, the south side, from a point 10 metres east of the junction with Admiralty Street for a distance of 14 metres in an easterly direction
- (ii) Admiralty Street Ope North, the south side, from a point 11 metres west of the junction with Fleet Street for a distance of 8 metres in a westerly direction
- (vi) Admiralty Street Ope North, the south side, from a point 10 metres east of its junction with Fleet Street for a distance of 9 metres in an easterly direction
- (x) Admiralty Street Ope North, the south side, from a point 9 metres west of its junction with Victory Street for a distance of 9 metres in a westerly direction
- (xiv) Admiralty Street Ope South, the north side, from a point 10 metres east of the junction with Fleet Street for a distance of 9 metres in an easterly direction
- (xviii) Admiralty Street Ope South, the north side, from a point 10 metres west of the junction with Victory Street for a distance of 9 metres in a westerly direction
- (xxii) Admiralty Street Ope South, the north side, from a point 15 metres east of the junction with Admiralty Street for a distance of 8 metres in an easterly direction
- (xxvi) Admiralty Street Ope South, the north side, from a point 10 metres west of the junction with Fleet Street for a distance of 8 metres in a westerly direction
- (xxx) Fleet Street, the west side, from the junction with Admiralty Street Lane East for a distance of 13 metres in a southerly direction

Items to be revoked from:**THE CITY OF PLYMOUTH (TRAFFIC REGULATION AND STREET PARKING PLACES) (AMENDMENT NO. 2004.06D - VARIOUS ROADS) ORDER 2006****No Waiting At Any Time**

- (i) Fleet Street Rear Lane West, both sides, from its junction with Saltash Road Rear Lane South (between Admiralty Street and Fleet Street) southwards for a distance of 20 metres.
- (ii) Saltash Road Rear Lane South, both sides, for the entire length

Items to be revoked from:**THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2021.2137256 TRO REVIEW .7) ORDER 2021****No Waiting At Any Time**

- (vi) Admiralty Street, the east side, from its junction with Saltash Road for a distance of 35 metres in a southerly direction

3. STATUTORY CONSULTATION**Proposals**

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

There have been 12 representations received relating to the proposals included in the Traffic Regulation Order.

Consultation responses	Comments
<p>I would still like to object as you will be extending the restricted parking to the side roads that means we will lose very valuable parking in the local area, we cannot afford to lose ANY parking as it is already disproportionate with some streets having longer yellow lines than others and not enough parking for residents that pay their council/road tax, we already battle daily with spaces being taken up by Babcock workers which means that when we come home we are struggling to park as it is, if you restrict this any further it would be grossly unfair particularly when you collect refuse once a week and we have to live there all year!</p> <p>I agree with making the lanes restricted but i am AGAINST extending this onto the roads around the lanes.</p>	<p>Thank you for your recent comments towards the proposals – 2023.2137313</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>With regard to the proposed restrictions around this area, I feel that you have not thought this through particularly well, considering that the dustbins are only emptied once a week on a Thursday. As residents who pay the Council Tax</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>

<p>and inevitably, your wages, and Vehicle Excise Duty, we have enough problems now with being able to park anywhere near our houses without further restrictions, particularly with the idea of 'No waiting at any time' from Monday to Saturday in the back lanes around Fleet Street. Restricted parking would be much more appropriate I feel.</p> <p>The other problem is with workers from the Dockyard not being able to use the under used car parks belonging to DML and HMS Drake, as they are not allowed parking permits if they live within 3 miles of the dockyard. These add to our parking problems. Until Plymouth has a decent Public Transport system that can be relied upon, these people will drive to work especially during poor weather conditions as will most of our residents who work, especially those who work shift patterns that do not coincide with public transport timings. We need our cars for work, various appointments, i.e. hospital, doctors, etc.</p> <p>I also understand that the local councillors do not live locally, but in areas with less parking problems and probably off-road parking on drives etc. so do not realise the real world problems we have already.</p>	<p>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>Back lanes people have to park in the lane because the van brigade park in the street clogging it up instead of taking their van to their depot if you put a sign at the top of each service lane no parking on Wednesday and Thursday this may help</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>As a resident in Fleet street , I'm objecting to your new proposed plans. The parking for residents is difficult enough as it is.</p> <p>Currently we have to fight for a space, just in our own street, let alone near our houses.</p> <p>I have a young autistic child, I have to carry to and from the car, to the house and vice versa.</p> <p>I cannot get a Blue badge and hence a parking space , because the child doesnt meet the criteria.</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>So to potentially have even more restrictions on parking, which aren't necessary, then this is ludicrous.</p> <p>There should be reduction in the right areas on corners only , to help the parking situation.</p> <p>Enforce parking permits if you must , with a maximum of 2 per household.</p> <p>Thus will reduce the amount of vehicles alone , plus get rid of those people, using our streets as a car park for work.</p> <p>I've had a number of years experience in waste management, myself, so I know there Canberra difficulties with collections. But that was in remote areas, like Cornwall and build up areas like Essex.</p> <p>I think , by reducing the size of the vehicles being used , could help , but you really would have to invest in electronic vehicles, to fully make this a viable option.</p> <p>This is a battle which needs to be addressed, as you will never solve it otherwise!</p> <p>I'm sure my Labour Party colleges will agree that this is a very volatile situation!</p>	
<p>After having looked at the proposed changes i was hoping to see some amendments made to Ocean street for permitted parking.</p> <p>There is a real issue for residents and business' who are situated in Ocean Street(Amongst others in Keyham too) with regards to parking, especially at the bottom of Ocean Street/Saltash Road, with Dockyard workers parking and leaving no place for residents to park their vehicles where they live.</p> <p>Can this be considered to change please?</p> <p>It seems to tie in with the issues regarding the Refuse trucks having space to carry out their work - Many of those Dockyard workers congest the daytime parking, also at a time when the refuse workers are active.</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>The commuters taking advantage of residential parking are already part of the problem which brought this situation to a head.</p> <p>I'm sure the changes already proposed will help for the refuse workers, yet I feel it will only squeeze the already limited parking areas in Keyham that are currently without permitted parking on street.</p> <p>Less parking spaces available for the benefit of the proposed changes will only put more pressure and add to competition for parking for actual residents, never mind the addition of workers who choose not to use public transport, or carshare at the very least.</p>	
<p>I would like to express my objections to this proposed parking permit scheme.</p> <p>I understand the problem with the refuse Lorry's having issues getting up the rear access lanes but I don't see how making everyone buy permits is going to stop the amount of vehicles parking in the streets.</p> <p>With the increase in the cost of living at the moment everyone is feeling the pinch and struggling to make ends meet. Having to buy a permit every year at £45 is abit excessive. And for someone to visit another £22 and once that book has gone another £22 with a limit of 3 a year.</p> <p>Some households have more than one vehicle meaning extra £45 a year to find. We all pay our council tax and road tax surely this is enough.</p> <p>There are vehicles where I live that are in excessive of the quoted 5.5m in length ie motor homes and large lorry's where are they to park if the whole area is permit parking.</p> <p>Having looked at the proposal map some residents will even be losing their parking space outside their house this is going to cause everyone to move down and could potentially cause issues with neighbours. As quoted in the proposal not everyone who has to buy a permit will be guaranteed a place and they could land up parking miles away. I would not be happy to pay £45 and have to park miles away.</p>	<p>Thank you for your email and comments towards the proposals 2023.2137313 – Keyham Refuse Scheme.</p> <p>I can confirm the proposals are to restrict the back lanes and around the junctions to help access for refuse vehicles.</p> <p>There are no plans within this scheme to add permit parking to this area.</p> <p>Please see attached deposit documents. Plans are at the back of this document.</p> <p>If you would still like to object/make comments to this scheme please do let me know.</p>

<p>I have a disabled parent who can not walk more than 3 metres yes they have a blue badge but if parking is not guaranteed where are they to park.</p> <p>One of the main issues with parking in Keyham is that every week day Babcock workers park up their cars between 0700 and 0800 and head into the dockyard, leaving their cars outside residents houses until 1700, causing residents to find else where to park. There is a multi storey built specifically for them to use but they don't.</p> <p>The schedules published and the relevant plans are also not clear. The plans only show the access lanes to be 'no waiting at any time' and the areas 5 or 10 m from junctions.</p> <p>On the controlled parking zones list found on Plymouth gov page I leave in zone EE which states hours will be mon to sat 2pm - 6pm. Again I can't see how these times will ease the situation.</p> <p>Surely a simpler solution would be to put double yellow lines down the access lanes and around the junctions.</p>	
<p>I wish as a resident of 2 Ocean Street Keyham to object to this scheme.</p> <p>I object on the basis of several reasons detailed below:</p> <p>1. That the notice provided is inadequate and poorly detailed</p> <p>Mentioned in the report in relation to Ocean Street are :</p> <p>Renown Street Lane East Ope</p> <p>Vanguard Terrace Lane</p> <p>Royal Navy Avenue Lane</p> <p>Are these a figment of the Councils imagination - I have lived in 2 Ocean Street for 38 years and do not recognise these. No search engine I can find recognises any of these, so it is impossible to identify where you are proposing changes.</p>	<p>I am sorry that you do not find the notices helpful. Our notices are produced in line with the requirements of the Road Traffic Act and Traffic Management Act and the on-street notices are designed to inform that we are consulting on some potential changes and directing residents to our website where the changes are outlined in detail, or where the proposals can be viewed in the council office.</p> <p>We use the National Street Gazetteer to ensure that we correctly name all streets and lanes in accordance with their registered designation, you can view this source on the following link:</p> <p>Map - FindMyStreet</p> <p>This is the approved website for all local authorities to use when undertaking any road related issues,</p> <p>The list of organisations which we have included as consultees are known as 'Statutory Consultees' and are written to separately for any highway or</p>

<p>Thus, it is impossible to note with confidence what is being proposed. You have a duty to make this clear?</p> <p>2. Consultation.</p> <p>A very impressive list of organisations has been published. Not one single resident of one single address that will actually be affected by these changes is in your consultation.</p> <p>Thus, a complete waste of time and inadequate. Note please your justification for this is Keyham refuse scheme. Why do the NHS care, why so Plymouth Cycling Care. Why 5 different coaching firms that do not ever enter Ocean Street.</p> <p>There is no bus route along Ocean street so why First Bus. In what way do these organisations have any consultative contribution on the subject of Keyham refuse scheme. Who does care - Rate payers and Road taxpayers of Keyham, but for some reason they do not warrant any inclusion.</p> <p>Thus your "consultation" is not a consultation at all but a whitewash of generally irrelevant people and ignoring in full the most important contributors. I believe you are obligated to carry out proper consultation - you have conspicuously failed to do this in any sort of adequate way.</p> <p>3. Councillors</p> <p>Mr Cotter, Ms Cree Mr Stevens - Ditto above. When, if and how did these councillors interact with the rate paying residents on these issues. Rhetorical question. The answer is never. Thus, their input or acceptance is of no relevance.</p> <p>4. "23 x Domestic RCV's & 6 x Garden Waste RCV's"</p> <p>But a few months ago I wished to apply for Garden waste collection and was informed that it was not available, I was informed that garden waste collections for the area were suspended. I could not have a black bin and I have never seen a garden collection vehicle in Ocean Street</p> <p>5. Claim 460 litres of diesel per month. How is this calculated? Not being able to enter a street does not use fuel - this argument is utterly spurious. If it is calculated using the same process applied to the non-existent 6 Garden waste vehicles it is a direct</p>	<p>planning related proposals. Whether the organisations have any local interest does not impact on whether we consult with them directly, we have to ensure that any plans we have do not impact on any future developments. We have very little control as to who we consult with on this list,</p> <p>As our notice outlines we are undertaking a consultation and invite anyone who has an interest, objection or in favour to write or contact us, this is a statutory consultation, during which time I will review any feedback from residents and once the consultation has been completed, make an informed recommendation to the Leader of the Council. It is at this time that I will formally propose as scheme which may include changes as proposed by residents or other consultees.</p> <p>This process is again following legislation laid out in the Road Traffic Act.</p> <p>The proposals put forward have emanated from a number of routes and the ward councillors have over past few years received numerous complaints regarding missed bin collections with the route cause being lorries unable to access the lanes.</p> <p>A site visit was undertaken with the ward councillors in early 2023 to allow me to fully understand the issues.</p> <p>I have also been provided with the data relating to missed collections in the affected streets and again the associated video images clearly showing restricted access.</p> <p>This not only means we are unable to provide a statutory service, but generates a significant revenue cost for repeat visits to collect the missed bins.</p> <p>Plymouth City Council operate a chargeable service for garden waste and residents can only sign up once a year and make the required payment, the 2024 scheme will be advertised early in 2024 and you should be able to book the service accordingly. Our website will be the best location to get updates on the following link Garden waste scheme PLYMOUTH.GOV.UK</p> <p>As I have outlined previously, when my teams cannot access the lanes, they have to return at a later time/date and this does then generate additional fuel use. This number is calculated using the data for missed bins and the mileage for the return visits.</p>
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<p>factual error and this claim should not be considered.</p> <p>6. Notification of the changes.</p> <p>The Non existing consultation and (I believe deliberate) exclusion of the Rate and Road tax paying residents of the area has meant, that the first I as a resident, become aware of these proposals was because a single non addressed letter was stuck on a lamp post.</p> <p>I know you have the full names and address of every resident on the voters and rate payers list and it would be extremely easy and cheap to create a correspondence and write to every resident. Any vaguely competent IT team would be able to do this. But no, it was not done. The only possible reasons are either complete ignorance and arrogance by Plymouth City Council or they simply know the people that will be affected don't want these changes so they try to not publish clearly what they are doing. PCC is a team of "civil servants" i.e. you serve the civility of which I and my neighbours are a part– not dictate and overrule them.</p> <p>7. No Waiting At Any Time Requirement?</p> <p>Why is no waiting at any time required for any waste collection requirements? When did refuse collection start running 24 hours per day ? The reason given exclusively for these changes is for refuse collection. There is NO justification whatsoever for this period to extend beyond working days and working hours.</p> <p>When outside working days and working hours have you ever had a refuse truck blocked. Please provide time and date.</p> <p>If there are other reasons, then the (flawed) consultation is further invalidated as the reason consulted over is incorrect, thus the process must restart?</p> <p>8. Incorrect detail in the Statement of reasons. You state, "<i>The project involves restricting parking in 34% of lanes in Plymouth where household waste is the collect point.</i>" Ocean Street (and the other Roads in the scheme) are NOT "lanes." They are the residential roads providing primary access and parking to residents.</p> <p>If this scheme was to say that there must be no parking in working hours on working days in the off-street service lanes of the area where the vast majority of bins are located this would be a sensible</p>	<p>As I have previously outlined, the notice on lamp columns, in the local press and our website are our legal requirements when undertaking a consultation.</p> <p>The notice was installed on the 23rd November and the consultation commenced on this date, I note this was the same date on your email and therefore indicates that the signage was visible and met our legal requirements.</p> <p>To date we have had 5 responses from residents.</p> <p>Due to the large numbers of consultations we undertake of this size, it would be impossible to send individual letters and hence the reason that the relevant legislation allows us to use on-street notices to make people aware and direct them to the location of the full details.</p> <p>Plymouth City Council employees are not civil servants, and we primarily are here to ensure that the relevant local government legislation is followed when providing statutory services.</p> <p>Plymouth City Council constantly review the operating hours of our waste service and that of our street cleaning team, therefore the prevent any requirements amend the traffic order in the future should I have to consider a change to the collection day or time, then a No Waiting restriction is the best solution.</p> <p>I will however consider your comments, when I am considering my formal recommendation at the end of the consultation period</p> <p>As is outlined in the consultation, there are no proposals to limit parking in any of the main residential streets, Ocean Street included, there will be no loss of any parking spaces In the residential road, I will be adding a small additional number in Renown Street as I rationalise some historic Double Yellow Lines which are no longer needed.</p> <p>There will some small changes on the access points to the rear lanes to protect the access to the junction, This is commonplace on most junction and follows the Highway Code that you should not park close to a junction. We have however minimised the impact by reducing the length from the recommended 10m to 5m where possible, we have extended the yellow lines outside of the commercial property at the lower end of Ocean Street as they have an approved dropped kerb and</p>
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<p>and viable option. This however is not what is being proposed. Perhaps if you consulted with the residents and not the NHS and a cycling club you would know this?</p> <p>I believe it possible that you plan to put permanent “No Waiting and any time” parking restriction directly outside my home to allow one dust cart a week in - this is overkill, unwarranted and deeply disruptive to me and my neighbours. This is an area where parking is at a permanent premium. I do not want this change and it will also not work. You can have Ocean street as clear as you like – the restrictions need to apply to the parking in the service lanes not the residential streets.</p> <p>If this was a process of proper consultation and partnership we would have clear and detailed maps, and information provided to us. The failure to do this shows lack of competence – it is not unreasonable to then feel the same level of incompetence would apply to the rest of the process.</p> <p>I believe I have raised a series of tangible issues. The scheme is flawed, the consultation is flawed the outcome will be flawed and very disruptive. Please think again and think of the people that are being affected for 460 ltrs of diesel.</p>	<p>therefore will benefit from having access to their property at all times.</p> <p>There will be a net gain of 5 spaces through this proposed scheme, however I will ensure that any restrictions on the corners are kept to a minimum to reduce any negative impact</p>
<p>Shame that the maps are outdated, 'Victory Hall' for example, long gone and replaced by housing.</p> <p>Would now be a good time to consider the re-introduction of residents only parking, and permits?</p> <p>The dockyardies race around the streets in the morning searching for a space. This scheme, though worthy, will only exacerbate this problem.</p>	<p>I am sorry that our map data is a little old, we use a national tool and this does take some time (many years in some cases) to update, particularly for small residential developments, I have however asked my team to escalate this to see if we can exacerbate the change.</p> <p>In terms of your comments regarding a residential parking scheme for Keyham, this was consulted on in 2019/20 however we did not get the required level of support from residents to progress the scheme, I do however note that a recent planning decision has required Babcock to increase onsite parking and also fund a potential residents scheme close to the Dockyard. Whilst this will be outside of these proposals I will ask the Traffic Management Team to seek an update from Councillor Coker as to whether this is being considered.</p> <p>I will endeavour to get an update for you as soon as possible.</p>

	<p>I again thank you for responding and apologise for the delay in my response.</p>
<p>I write regarding the changes you intend to make for the Keyham Refuse Scheme.(2137313) Where are you proposing that residents of these streets are supposed to park if the streets are full ? If you extend the current restrictions and impose no waiting at any time restrictions this will mean that there will be less parking in an already difficult area to park.</p> <p>I understand the reasons why you feel the need to impose the restrictions but the root of the parking issues needs to be resolved before the scheme is put into place.</p> <p>Dockyard workers are parking in these streets which is then causing parking issues which is resulting in people parking in the service lanes etc.</p> <p>This needs to be addressed so that it will free up some space for the residents to park.</p> <p>Speaking to the dockyard workers they have no where to park so they park in our streets so again another issue that you as a council will need to work on to resolve.</p> <p>I also have to ask why you have not written to the residents about these changes and only put up a small notice on a lamp post at the end of the street ?</p> <p>You wrote to us telling us about recent refuse changes do you not think parking is an important factor for the residents of these streets ?</p> <p>I look forward to hearing your response to my comments.</p>	<p>I note your concerns over the reduction in parking opportunities and will ensure that these are included within my final considerations.</p> <p>As I have outlined in the proposals, we are receiving a large number of complaints and service requests from householders in Keyham over missed bin collections, I have reviewed these over a number of months and the biggest cause is the inability for our wagons to access the rear lanes, this is either due to the access points being blocked or the lanes themselves being blocked by parked vehicles. This then requires a revisit on a later date which has significant impact on our resources.</p> <p>Therefore in order to alleviate these we have developed the proposals that you have responded to.</p> <p>I do understand the parking pressures in the area, indeed I undertook a formal survey in 2019/20 to seek support for an extension of the residents parking scheme currently in place in Admiralty Street to cover the whole area, however we received insufficient support from residents to allow us to proceed with that scheme, I have however promised ward councillors that they can request this be looked at again should they wish, however we would not normally revisit a scheme for 5 years.</p> <p>In relation to the loss of parking, we have made no reduction in the on-street parking, we have planned to make few amendments to the location of some of the limited waiting parking to provide protection at junctions, however we have ensured that there is a net gain of a small number of spaces in the affected area. Residents will still be able to load and unload in the rear lanes and wash cars etc, but parking will not be permissible under the plans,</p> <p>In relation to the method of consultation, any proposed changes to parking restrictions on the highway are governed by Highway legislation which dictates the manner in which we have to advertise, these limit this to Street Signage, website and the</p>

	<p>local press. The government are currently reviewing these and I will again ensure that I feedback your concerns.</p> <p>As this is a consultation, the next steps will be for me to review all comments and prepare a recommendation report for the Leader of the Council, this will include all comments received including yours and the Leader of the Council will then either agree or ask me to revisit.</p> <p>I hope that this email will reassure you that I am taking your concerns seriously and consider them in my report.</p>
<p>With regard to the attached, which I have read in detail. I think this is a long time coming, but I also feel that the Council already has some of the powers regarding parking and do not do anything about enforcement. I can only say this unless the council starts enforcing the parking restrictions it has this will make no difference and people will just do as they do now and park where they like.</p> <p>I do hope that you do enforce this and all other parking, such as pavement parking and outside schools</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>While I empathise with the challenges faced by the waste collection system, I am deeply concerned about the repercussions the current proposal may have on our community, particularly concerning parking constraints.</p> <p>Currently, our neighbourhood suffers from severe parking scarcity due to multiple factors, including commuters using residential streets for parking when accessing Keyham train station and Plymouth Dockyard. Additionally, the staff of Keyham Barton Catholic Primary School and Drake Primary School contribute to the parking congestion during specific hours.</p> <p>The proposed changes, as they stand, have not been adequately thought through and are poised to exacerbate the existing parking issues for residents of Admiralty St, Fleet St, Victory St, Renown St, and Ocean St. Removal of 40-60 parking spaces from an area already grappling with limited parking</p>	<p>Thank you for taking the time to respond and I am hopeful that my response will alleviate some of your concerns,</p> <p>The scheme I am proposing is purely to introduce parking restrictions in the rear lanes of Ocean Street, Fleet Street, Renown Street, Victory Street and Admiralty Street, there are no alterations to the general parking rules in these streets. There are a few small sections of double yellow lines to allow for large vehicles to access the lanes, however we have recognised that there is a parking pressure in this area and have therefore kept these to a minimum.</p> <p>We have calculated that there will be no net loss of parking in this scheme with a small section of single yellow line restrictions in Fleet Street and Victory Street removed generating additional space</p>

<p>begs the question: where will these displaced vehicles find parking?</p> <p>While we understand the importance of facilitating efficient waste collection, the potential disruption caused by the proposed changes would impact residents round the clock, every day of the year.</p> <p>Imposing fines on residents seeking parking near their homes seems unjust. Moreover, the proposed changes unfairly burden the elderly, who would be required to walk longer distances to access their vehicles and condone non-residents taking up limited residential parking.</p> <p>We strongly advocate exploring alternatives such as parking permits to mitigate non-resident parking in our area. The council must engage in a meaningful consultation with us, the council tax-paying residents, to address these concerns.</p> <p>We acknowledge the challenges posed by reduced council budgets, yet implementing these changes will only compound the frustration of already discontented residents. Solving one issue at the expense of creating a larger problem for many local people is counterproductive.</p> <p>We would like the council to consider the immediate and long-term impacts of the proposed changes and sincerely request an open dialogue with the affected residents before any decisions are finalized.</p>	<p>to compensate for any losses near the junctions of the rear lanes.</p> <p>In terms of the process for the development of a Residents Parking Scheme in the area, we were asked by your ward councillors to consider this in 2019, we undertook a consultation with residents in 2019 and unfortunately there was insufficient support from residents to allow us to complete the scheme. We would not normally review this for at least 5 years, however I have asked your Ward Councillors to consider requesting this be revisited in 2024.</p> <p>Again for clarity there is no proposed loss of on street parking spaces, we are purely considering the access arrangements for rear lanes. I can also confirm that the restrictions will not prevent loading and unloading in the rear lanes or hinder activities such as washing your car.</p> <p>I hope that this will provide reassurance, however as this is a formal process, I will add your feedback to the consultation document and ensure that your comments are considered in the final report.</p>
<p>Thank you for your recent email dated 11-12-2023. I acknowledge receipt and will provide a comprehensive response once I've had the opportunity to reflect fully on its contents.</p> <p>I wish to address the time allocated for considerations and objections raised. There is concern regarding the date stamping of notices on 24-11-2023, yet their placement on local lampposts occurred only from 24-11-2023 to 28-11-2023. The allotted time for objections until 15-12-2023—a mere three weeks—is notably brief, especially considering this busy time of the year for local residents. Such a timeframe appears unfair and lacks thorough consideration. It raises questions about a rushed process and the adequacy of incorporating feedback into a final report to address valid concerns or issues raised.</p> <p>I anticipate providing a comprehensive response to your email in the near future.</p>	<p>I can confirm that the time period for the consultation is set by legislation, we do not unfortunately have the ability to change this time period.</p>

<p>Thank you for your reply dated 11-12-2023, although I must note this response is crafted under considerable time constraints imposed on residents for making appropriate objections.</p> <p>I understand from your email that the consultation period is governed by legislation and may not be altered. Could you kindly provide a reference to this legislation for our reference?</p> <p>Regrettably, your email does not offer sufficient reassurance, and I seek further clarification on a few crucial points. Will the consultation document, or final report, be made accessible to the residents?</p> <p>Upon reviewing the proposed changes outlined on pages 8 to 16 and the marked alterations on pages 19 and 20 of the plan, it appears that the scheme significantly modifies the general parking rules across all streets. Could you confirm if this understanding is accurate?</p> <p>The delineated plans on pages 19 and 20 exhibit a considerable increase in double yellow lines and restricted parking zones across all streets, rather than limited sections. Could you share the calculated figures outlining the areas of parking loss and gain with the residents? The purple sections depicted on the plans seem inadequate in compensating for the substantial loss of parking spaces.</p> <p>Is the assumption/calculation that the few additional spaces highlighted in purple on Fleet St and Victory St's north end will compensate for the parking spaces lost in Admiralty St, Renown St, and Ocean St (as indicated in red, bright yellow, and blue)?</p> <p>Referring to the statement of reasons on page four, while acknowledging the council's concerns regarding costs and emissions, paragraph two seems misleading. Could you clarify whether the calculation of emissions is solely based on the Keyham area (Admiralty St to Ocean St) or encompasses the entirety of Plymouth?</p> <p>Moreover, the first paragraph indicates a significant reduction in CO2e, which is commendable for the council in terms of cost savings. Could this reduction be juxtaposed against the additional CO2e potentially produced by residents driving around multiple times a day, searching for parking</p>	<p>Any changes to traffic orders are governed by the following legislation, I have attached links to the relevant legislation to allow you to review at your convenience/</p> <p><u>Road Traffic Regulation Act 1984</u> (legislation.gov.uk)</p> <p><u>The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996</u> (legislation.gov.uk)</p> <p>Once the consultation has closed and I review all of the comments, I will then prepare a report for the Leader of the Council or their designated deputy,</p> <p>The decision to proceed, amend or abandon Traffic Regulation Orders lies with the Portfolio Holder for Transport. The decision can be viewed on the Plymouth City Council website</p> <p>This is not accurate, the majority of the Double Yellow Lines are being considered in Rear Lanes of the streets, there are no plans to impose large sections on Double Yellow Lines in the main streets,</p> <p>There are no net losses for on-street parking, rear lanes are not designed for parking and therefore have not been included in net loss or gains.</p> <p>There is no reduction in on-street parking with the exception of double yellow lines being installed to protect junction access points, these areas should always be kept clear for safety and unless protected by Double Yellow Lines are the responsibility of Devon & Cornwall Police, by installing small sections of Double Yellow Lines we are able to enforce these under the Traffic Management Act,</p> <p>Where I have added additional lines on some junctions I have simply moved the available parking along by the same distance by reducing some double yellow lines.</p> <p>The emissions are calculated purely on the impacted streets in Keyham.</p>
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<p>spaces, which might negate the purported environmental gains?</p> <p>I appreciate your attention to these concerns and eagerly await your comprehensive response.</p>	<p>As I have outlined we are not imposing a reduction in available parking, we have a statutory responsibility to collect household waste and the behaviour of some residents prevents our waste teams from doing this by blocking the rear lanes and preventing our waste wagons from accessing to undertake their statutory function and thus having to revisit on a number of occasions in order to fulfil our obligations.</p> <p>Residents of the streets were canvassed In 2019 by Plymouth City Council and your local Councillors (Councillor Stevens led on this scheme) to seek approval to implement a residents only parking scheme in the streets, this was also communicated by a small number of residents through the Keyham social media pages, unfortunately less that 20% of residents responded to the survey and therefore we were unable to progress, should this have been supported this would have negated the need for residents to drive around looking for spaces.</p>
<p>I am emailing with regards to the proposed amendment order 2023.2137313 Keyham Refuse Scheme and the associated parking restrictions. Whilst in principal I fully appreciate that vehicles should not be parking in such an inconsiderate manner as to cause an obstruction or block access to the entrances to the lanes, I believe the plan to introduce additional no waiting restrictions on the northerly and southerly entrances to the lanes in both directions and both ends will result in a reduction in the overall number of parking spaces available.</p> <p>It is not clear from the traffic order whether any loss of parking in these areas would be slightly offset by the revocation of no waiting along part of Fleet Street and Victory Street, but in my opinion this scheme should aim to strike a better balance between providing the required improved access and maximising the number of parking spaces available, as otherwise any saving in CO2 emission from the waste collection vehicles could be over shadowed by vehicles driving around searching for somewhere for a parking place which would further reduce local air quality.</p> <p>Firstly, on the basis that the vast majority of waste collections happen on a weekday, could the traffic order not be amended to just over Monday to Friday 8am to 6.30pm, thereby providing increased parking at the weekends when people are more</p>	<p>Thank you for your email dated 15th December, regarding the proposals for the Keyham Refuse Scheme Traffic Order.</p> <p>I can confirm that outside of the rear lanes, there will be no net loss of parking, as a part of the plan I am removing a number of parking restrictions and reducing the number and size of double yellow lines to ensure that for every space I remove for Yellow Lines, these will be replace.</p> <p>From my calculation we will be generating an additional 5 spaces through this scheme.</p> <p>I understand your comments on the placement of lines on both sides, however these will provide an adequate swing point for the large wagons and allow for line of sight for the anyone exiting the lane.</p> <p>Thank you for the suggestion to only implement the restrictions on weekdays, I will consider this as a part of the report, however it is good practice for safety and access for emergency vehicles to keep these clear. Residents will however still be able to load and unload in the lanes and undertake activities such as washing the car.</p>

<p>generally at home. Secondly, is it absolutely necessary to restrict the parking on both sides of the entrance to each lane at both ends. I would suggest that there would still be sufficient room and visibility for the waste collection vehicles to manoeuvre at the junctions if the parking restrictions were only introduced on one side at both ends, but carefully arranged as to optimise the waste collection route, making it as efficient as possible.</p>	<p>I again thank you for taking the time to respond and will ensure that your comments are included within the final report.</p>

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.

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EQUALITY IMPACT ASSESSMENT – KEYHAM REFUSE SCHEME PROPOSALS

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): This is the person completing the EIA template.	Darren Stoneman	Department and service:	Environmental Services	Date of assessment:	11/12/2023
Lead Officer: Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.	Andy Sharp	Signature:	<i>A Sharp</i>	Approval date:	19/12/2023
Overview:	<p>The Keyham Waste Scheme will be delivering improved access to rear lanes for our waste collection vehicles will reduce the amount of fuel required to revisit to collect domestic waste which was inaccessible on the first visit.</p> <p>Emissions from diesel RCVs are based on the litres of diesel consumed, the CO₂e emissions from burning a litre of diesel are relatively constant. It is currently 2.594 kg CO₂e per litre of diesel.</p> <p>23 x Domestic RCV's & 6 x Garden Waste RCV's using an average 60316.33 litres of diesel per month.</p> <p>It is estimated that blocked access results in the unnecessary use of approximately 460 litres of diesel per month, which equates to 1193.24 kg of CO₂e per month. Or 14,318.88 kg annually.</p> <p>There is currently a significant wastage of staff costings/fuel and poor efficiency, specifically caused by the need for crews and vehicles to revisit streets, sometimes on multiple occasions, to collect waste which has previously had access blocked due to inconsiderate parking by others. The project involves restricting parking in 34% of lanes in Plymouth where household waste is the collect point.</p> <p>160 lanes (34%) are regularly blocked by parked vehicles either in the lanes or on the entrances to the lanes on a weekly basis, making it impossible to collect resident's waste. On an annual basis, there is approximately 40,000 properties that are affected, most of which are regular repeated issues.</p>				

	The proposals will reduce highway obstructions using No Parking Restrictions which will allow improved access to the rear lanes in the Keyham area, and equally as important, provide the powers for Plymouth City Council to enforce or remove vehicles which may continue to block the access.
Decision required:	Decision required is for the Cabinet Member for Transport to approve the Traffic Regulation Order proposals to implement parking restrictions in the rear lanes of Keyham.

SECTION TWO: EQUALITY IMPACT ASSESSMENT SCREENING TOOL

Potential external impacts: Does the proposal have the potential to negatively impact service users, communities or residents with protected characteristics?	Yes		No	x
Potential internal impacts: Does the proposal have the potential to negatively impact Plymouth City Council employees?	Yes		No	x
Is a full Equality Impact Assessment required? (if you have answered yes to either of the questions above then a full impact assessment is required, and you must complete section three)	Yes		No	x
If you do not agree that a full equality impact assessment is required, please set out your justification for why not.	<p>The rear lanes in Keyham are not generally used for parking and a number are controlled through access gates, however vehicles parking in the lanes do restrict access for all residents who wish to access the rear of the property to load and unload and wash cars etc, the proposed restriction will allow for these activities to continue.</p> <p>This will be reflective across all sectors of the community.</p> <p>There will be a small net gain of parking spaces and therefore nobody will be disadvantaged based on any protected characteristics.</p>			

SECTION THREE: FULL EQUALITY IMPACT ASSESSMENT

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

<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>	No		
<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>	No		
<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</p>	No		

	non-binary and, 0.1 per cent identify as a trans women (2021 Census).			
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		
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		
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		
Religion or belief	48.9 per cent of the Plymouth population stated they had no religion. 42.5 per cent of	No		

	<p>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>			
Sex	<p>51 per cent of our population are women and 49 per cent are men (2021 Census).</p>	No		
Sexual orientation	<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>	No		

SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

Human Rights	Implications	Mitigation Actions	Timescale and responsible department
	Not Applicable		

SECTION FIVE: OUR EQUALITY OBJECTIVES

Equality objectives	Implications	Mitigation Actions	Timescale and responsible department
Celebrate diversity and ensure that Plymouth is a welcoming city.	Not Applicable		

Pay equality for women, and staff with disabilities in our workforce.	Not Applicable		
Supporting our workforce through the implementation of Our People Strategy 2020 – 2024	Not Applicable		
Supporting victims of hate crime so they feel confident to report incidents, and working with, and through our partner organisations to achieve positive outcomes.	Not Applicable		
Plymouth is a city where people from different backgrounds get along well.	Not Applicable		

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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 – SPT13 23/24

Decision				
1	Title of decision: THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2023.2137312 – BAMPTON ROAD) ORDER 2023			
2	Decision maker: Councillor Mark Coker, Cabinet Member for Strategic Planning and Transport			
3	Report author and contact details: Holly Fitzgerald, Traffic Management Technician, email: trafficmanagementinbox@plymouth.gov.uk			
4	<p>Decision to be taken:</p> <p>To implement the following amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004</p> <p>The effect of the order shall be to:</p> <p>Add Electric Vehicles Only At Any Time on lengths of the following road:</p> <p>Bampton Road.</p> <p>As set out in the briefing report.</p>			
5	Reasons for decision: All parking bays with electric vehicle charge points are required to be electric vehicle charging only bays. This means that the only cars that can park in these bays are electric vehicles that are charging. This solves the problem of car chargers being blocked by Internal Combustion Engine (ICE) cars and electric vehicles not charging. It is recommended that all proposals are 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 to ensure that EV drivers are not blocked by petrol and diesel cars when attempting to charge their cars.			
7	Financial implications and risks: The Traffic Regulation Orders (TRO's) and associated works are being funded by the mobility hubs 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: in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total in the case of revenue projects when the decision involves entering into new
			x	
			x	

				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:		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:			
12b	Scrutiny Chair Signature:		Date	
	Scrutiny Committee name:			
	Print Name:			
Consultation				
13a	Are any other Cabinet members' portfolios affected by the decision?		Yes	
			No	x (If no go to section 14)
13b	Which other Cabinet member's portfolio is affected by the decision?			

13c	Date Cabinet member consulted							
14	Has any Cabinet member declared a conflict of interest in relation to the decision?	Yes		If yes, please discuss with the Monitoring Officer				
		No	x					
15	Which Corporate Management Team member has been consulted?	Name	Anthony Payne					
		Job title	Strategic Director for Place					
		Date consulted	17/11/2023					
Sign-off								
16	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)					DS 87 23/24	
		Finance (mandatory)					CH 17.11.23 1503	
		Legal (mandatory)					LS/2699/JP/231123.	
		Human Resources (if applicable)					N/A	
		Corporate property (if applicable)					N/A	
		Procurement (if applicable)					N/A	
Appendices								
17	Ref.	Title of appendix						
	A	Briefing report for publication						
	B	Equalities Impact Assessment						
Confidential/exempt information								
18a	Do you need to include any confidential/exempt information?	Yes		If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in 18b below. (Keep as much information as possible in the briefing report that will be in the public domain)				
		No	x					
		Exemption Paragraph Number						
		1	2	3	4	5	6	7
18b	Confidential/exempt briefing report title:							

Background Papers

- 19** Please list all unpublished, background papers relevant to the decision in the table below.
- Background papers are unpublished works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part 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

18/01/2023

Print Name

Councillor Mark Coker, Cabinet member for Strategic Planning and Transport



BAMPTON ROAD

1. 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 Bampton Road TRO.

2. TRAFFIC REGULATION ORDERS REQUIRED

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

Electric Vehicle Recharging Point At Any Time

- i. Bampton Road (access road to numbers 2 - 34 Churchstow Walk), the south side from its most westerly point for a distance of 7.5m in an easterly direction.

NO REVOCATIONS

3. STATUTORY CONSULTATION

Proposals

The proposals for the Bampton Road TRO were advertised on street, in the Herald and on the Plymouth City Council website on 27th October 2023. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 20th October 2023.

There have not been any representations received relating to the proposals included in the Traffic Regulation Order.

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.

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EQUALITY IMPACT ASSESSMENT – [BAMPTON ROAD]

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:	17/11/2023
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:	27/11/2023
Overview:	All parking bays with electric vehicle charge points are required to be electric vehicle charging only bays. This means that the only cars that can park in these bays are electric vehicles that are charging. This solves the problem of car chargers being blocked by Internal Combustion Engine (ICE) cars and electric vehicles not charging. It is recommended that all proposals are implemented as advertised.				
Decision required:	THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2023.2137312 – BAMPTON ROAD) 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 Bampton Road TRO. The effect of the order shall be to; Add Electric Vehicles Only At Any Time on lengths of the following road: Bampton Road. As set out in the briefing report.				

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>√</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>√</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>√</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 impact anticipated; no comments were received in the consultation period.</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. 	<p>No adverse impact anticipated</p> <p>The introduction of No Waiting at Any Time will designate where is safe and acceptable to park.</p>		

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

<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 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.		

EXECUTIVE DECISION

made by a Cabinet Member



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

Executive Decision Reference Number – SPT14 23/24


Decision	
1	Title of decision: THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2023.2137311 – LIVING STREETS.6) ORDER 2023
2	Decision maker: Councillor Mark Coker, Cabinet Member for Strategic Planning and Transport
3	Report author and contact details: Holly Fitzgerald, Traffic Management Technician, email: trafficmanagementinbox@plymouth.gov.uk
4	<p>Decision to be taken:</p> <p>To implement the following amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004</p> <p>The effect of the order shall be to:</p> <p>Add/Amend No Waiting At Any Time, Permit Parking and Limited Waiting on lengths of the following roads:</p> <p>Armada Street, Campbell Road, Dunnet Road, Roborough Avenue, Roborough Close, St Peters Road, Wellington Street.</p> <p>As set out in the briefing report.</p>
5	<p>Reasons for decision:</p> <p>Roborough Close – Add double yellow lines for junction protection and to aid visibility.</p> <p>Armada Street – Extend double yellow lines to allow refuse collection. Permit parking will be extended on Armada Street and Wellington Street.</p> <p>St Peters Road/ Ruskin Crescent - Add double yellow lines for junction protection and to aid visibility.</p> <p>Campbell Road – Extend double yellow lines for further junction protection on the bend.</p> <p>Dunnet Road - Add double yellow lines for junction protection and to aid visibility.</p> <p>It is recommended that all proposals are implemented as advertised.</p>
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 Living Streets 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:			
12b	Scrutiny Chair Signature:		Date	
	Scrutiny Committee name:			
	Print Name:			

Consultation			
13a	Are any other Cabinet members' portfolios affected by the decision?	Yes	
		No	x
		(If no go to section 14)	
13b	Which other Cabinet member's portfolio is affected by the decision?		
13c	Date Cabinet member consulted		
14	Has any Cabinet member declared a conflict of interest in relation to the decision?	Yes	
		No	x
		If yes, please discuss with the Monitoring Officer	
15	Which Corporate Management Team member has been consulted?	Name	Anthony Payne
		Job title	Strategic Director for Place
		Date consulted	17/11/2023
Sign-off			
16	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS 88 23/24
		Finance (mandatory)	CH 24.11.23 0907
		Legal (mandatory)	LS/2698/JP/23 123.
		Human Resources (if applicable)	N/A
		Corporate property (if applicable)	N/A
		Procurement (if applicable)	N/A
Appendices			
17	Ref.	Title of appendix	
	A	Briefing report for publication	
	B	Equalities Impact Assessment	
Confidential/exempt information			
18a	Do you need to include any confidential/exempt information?	Yes	
		No	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 18b below.	

				(Keep as much information as possible in the briefing report that will be in the public domain)				
		Exemption Paragraph Number						
		1	2	3	4	5	6	7
18b	Confidential/exempt briefing report title:							
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 1 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	18/01/2024				
Print Name	Councillor Mark Coker, Cabinet member for Strategic Planning and Transport							



LIVING STREETS.6

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 Living Streets.6 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) Armada Street, the south side from a point 21 metres west of its junction with Prospect Street to its junction with Mount Street
- (ii) Armada Street, the south side from its junction with Mount Street for a distance of 10 metres in a westerly direction
- (vi) Armada Street, the south side from its junction with Prospect Street for a distance of 5 metres in a westerly direction
- (x) Campbell Road, the south side from its junction with Stentaway Road for a distance of 16 metres in an easterly direction
- (xiv) Dunnet Road, the east side from a point 13 metres south to a point 7.5 metres north of its junction with Hornbrook Gardens
- (xviii) Roborough Avenue, the south side from its junction with Roborough Close for a distance of 10 metres in a westerly direction
- (xxii) Roborough Close, the north-east side from its junction with Roborough Avenue for a distance of 16 metres in an south easterly direction
- (xxvi) Roborough Close, the south-west side from its junction with Roborough Avenue for a distance of 18 metres in an south easterly direction
- (xxx) St Peters Road, the north side from its junction with Ruskin Crescent for a distance of 16 metres in a westerly direction

(xxxiv) Wellington Street, the east side from its junction with Armada Street for a distance of 4 metres in a northerly direction

**Limited Waiting To 2 Hours No Return For 2 Hours Mon-Sat 9am-5pm Exemption
For Permit And Ticket Holders**

Armada Street, the south side from a point 5 metres west of its junction with Prospect Street for a distance of 16 metres in a westerly direction

Permit Parking Mon-Sat 9am-7pm

Wellington Street, the east side from a point 11 metres south of its junction with Deptford Place to a point 4 metres north of its junction with Armada Street

REVOCATIONS

No Waiting At Any Time

- I. Armada Street, the south side, from a point 10 metres west to a point 17 metres east of the junction with Mount Street
- II. Armada Street, the south side, from its junction with Prospect Street for a distance of 8 metres in a westerly direction
- III. Wellington Street (north Hill), the east side, from the junction with Armada Street for a distance of 9 metres

Permit Parking Mon-Sat 9am-7pm

Wellington Street, the east side, from a point 11 metres south of the junction with Deptford Place to a point 9 metres north of the junction with Armada Street

Limited Waiting To 2 Hours No Return For 2 Hours Mon-Sat 9am-5pm Exemption For Permit And Ticket Holders

Armada Street, the south side, from a point 8 metres west of the junction with Prospect Street for a distance of 19 metres in a westerly direction

3. STATUTORY CONSULTATION

Proposals

The proposals for the Living Streets.6 TRO were advertised on street, in the Herald and on the Plymouth City Council website on 26th October 2023. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 19th October 2023.

There have not been any representations received relating to the proposals included in the Traffic Regulation Order.

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 – [LIVING STREETS.6]

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

<p>Author(s): This is the person completing the EIA template.</p>	<p>Holly Fitzgerald</p>	<p>Department and service:</p>	<p>Plymouth Highways, Traffic Management</p>	<p>Date of assessment:</p>	<p>17/11/2023</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>27/11/2023</p>
<p>Overview:</p>	<p>Roborough Close – Add double yellow lines for junction protection and to aid visibility. Armada Street – Extend double yellow lines to allow refuse collection. Permit parking will be extended on Armada Street and Wellington Street. St Peters Road/ Ruskin Crescent - Add double yellow lines for junction protection and to aid visibility. Campbell Road – Extend double yellow lines for further junction protection on the bend. Dunnet Road - Add double yellow lines for junction protection and to aid visibility. It is recommended that all proposals are implemented as advertised.</p>				
<p>Decision required:</p>	<p>THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2023.2137311 – Living Streets.6) 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 Living Streets TRO. The effect of the order shall be to; Add/Amend No Waiting At Any Time, Permit Parking and Limited Waiting on lengths of the following roads: Armada Street, Campbell Road, Dunnet Road, Roborough Avenue, Roborough Close, St Peters Road, Wellington Street. 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>√</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>√</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>√</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 impact anticipated, no comments were received in the consultation period.</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. 	<p>No adverse impact anticipated</p> <p>The introduction of No Waiting at Any Time will designate where is safe and acceptable to park.</p>		

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

<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 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.		

EXECUTIVE DECISION

made by a Council Officer




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

Executive Decision Reference Number – COD 27 23/24

Decision	
1	Title of decision: Contract Award: Supplementary Health and Social Care Agency Services for Children and Young People.
2	Decision maker: David Haley, Director of Children's Services.
3	Report author and contact details: Andrea Langman, Commissioning Officer: andrea.langman@plymouth.gov.uk
4a	<p>Decision to be taken:</p> <p>To agree the award of contracts under a new framework agreement (procurement ref: PEO/22035) for supplementary health and social care agency services for children and young people.</p> <p>The decision is to award contracts under the new framework agreement to the following three organisations whose Tenders have met the Council's value for money requirements:</p> <ol style="list-style-type: none"> 1. Frontline Health Professionals Ltd 2. Newcross Healthcare Solutions 3. Promoting Independent Care Ltd <p>The duration of the new framework agreement is 5 years, with an optional extension of a further 2 years. Based on existing patterns of expenditure, the Council anticipates 'calling-off' services through the framework to the overall value of approximately £3 million annually.</p>
4b	<p>Reference number of original executive decision or date of original committee meeting where delegation was made:</p> <p>Cabinet 8 March 2022 (minute reference 255)</p>
5	<p>Reasons for decision:</p> <p>The new framework agreement will enable the Council to commission supplementary care/support services from health and social care staffing agencies which have met its quality and commercial requirements at tender, on a 'call off' basis as and when required to meet the needs of children and young people.</p> <p>During the tenure of the contracts, Commissioners will undertake annual reviews to determine whether the framework agreement is providing sufficient choice and capacity to consistently meet need. Subject to the outcome of each annual review the Council may run further procurement exercise(s) to give additional providers the opportunity to submit a tender to join the framework.</p>
6	<p>Alternative options considered and rejected:</p> <p>To continue to commission supplementary care/support services from health and social care staffing</p>

	agencies, without establishing a framework agreement and selecting providers to join the framework through a formal procurement process. This option is rejected as it does not ensure that providers commissioned to deliver supplementary services to meet the needs of children and young people have met the Council's quality and commercial requirements.			
7	<p>Financial implications and risks:</p> <p>The duration of the new framework agreement is 5 years, with an optional extension of a further 2 years. Based on existing patterns of expenditure, the Council anticipates 'calling-off' services through the framework to the value of approximately £3 million annually. The framework agreement will provide transparency for the Council on the pricing of services within scope of the Specification, which will support the Council's medium term financial planning and the achievement of best value for public money.</p> <p>Torbay Council are also exercising the opportunity to become an additional contracting body within the new framework agreement, and anticipates 'calling-off' services to the value of approximately £2.1 million annually.</p>			
8	<p>Is the decision a Key Decision? (please contact Democratic Support for further advice)</p>	Yes	No	Per the Constitution, a key decision is one which:
				in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total
		✓		in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1 million
				is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.
8b	If yes, date of publication of the notice in the Forward Plan of Key Decisions	22 December 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 decision will support delivery of the Council's corporate plan priority to keep children, adults and communities safe.		
10	Please specify any direct environmental implications of the decision (carbon impact)	The social value selection criteria for the procurement process used to establish this framework agreement included a requirement for providers to demonstrate their organisational programme to reduce carbon emissions through energy efficiency measures or renewables.		
Urgent decisions				
11	<p>Is the decision urgent and to be implemented immediately in the interests of the Council or the public?</p>	Yes		(If yes, please contact Democratic Support for advice)
		No	✓	(If no, go to section 13a)

I2a	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	(If no go to section I4)
I3b	Which other Cabinet member's portfolio is affected by the decision?	Councillor Laing (Deputy Leader and Cabinet Member for Children's Social Care, Culture, Events and Communications)	
I3c	Date Cabinet member consulted	14 October 2023	
I4	Has any Cabinet member declared a conflict of interest in relation to the decision?	Yes	If yes, please discuss with the Monitoring Officer
		No	✓
I5	Which Corporate Management Team member has been consulted?	Name	Gary Walbridge
		Job title	Interim Strategic Director for People
		Date consulted	12 January 2024
Sign-off			
I6	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS 95 23/24
		Finance (mandatory)	CH 17.01.24 0944
		Legal (mandatory)	LS/2110/9124
		Human Resources (if applicable)	N/A
		Corporate property (if applicable)	N/A
		Procurement (if applicable)	SS/SC/043/ED/CA/0124
Appendices			
I7	Ref.	Title of appendix	
	A	Supplementary health and social care agency services for children and young people contract award report – Part I	

	B	Equalities Impact Assessment						
	C	Climate Impact Assessment						
Confidential/exempt information								
18a	Do you need to include any confidential/exempt information?	Yes	<input checked="" type="checkbox"/>	If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in 18b below.				
		No	<input type="checkbox"/>					
		Exemption Paragraph Number						
		1	2	3	4	5	6	7
18b	Confidential/exempt briefing report title: Supplementary health and social care agency services for children and young people contract award report – Part II			<input checked="" type="checkbox"/>				
Background Papers								
19	Please list all unpublished, background papers relevant to the decision in the table below. Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.							
Title of background paper(s)		Exemption Paragraph Number						
		1	2	3	4	5	6	7
Council Officer Signature								
20	I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act (2010) and those who do not. For further details please see the EIA attached.							
Signature					Date of decision		19 January 2024	
Print Name		David Haley						

PROCUREMENT GATEWAY 3 - CONTRACT AWARD REPORT PART I

PEO/22035 - Supplementary health and social care agency services for children and young people



1. INTRODUCTION

This contract award report is in relation to the procurement of supplementary health and social care services to meet the needs of children and young people. The scope of the requirement includes the provision of safe, effective care, support or supervision for children and young people with a range of health and/or social care needs, in a range of circumstances, as detailed in the background to this report, below.

Contract Duration: five years, with an optional extension period of a further two years.

2. BACKGROUND

The requirement is to create a framework agreement through which the Council can commission health and social care staffing agencies to deliver supplementary services on a 'call-off' basis as and when required to meet the needs of children and young people in a range of circumstances, including but not limited to:

- Bespoke 'short break' care/support in the community for children and young people with special educational needs and/or disabilities, or in the family home of a child or young person with profound and complex physical or mental disabilities;
- 'edge of care' support, to avoid a child or young person becoming 'looked after' by the local authority;
- Short term care/support for a child or young person entering local authority care in response to an 'emergency' or 'crisis', whilst arrangements are made for an appropriate matched placement to meet their assessed needs;
- supporting stability and continuity where the placement of a looked after child or young person is at risk of breaking down, or supporting a transition between placements as a result of changing needs;
- Supporting the process of reunification between a child or young person with their family, following a period of being looked after by the local authority.

The key purpose of the new framework is to ensure delivery of services for children and young people which are effective in:

- preventing health and/or social care needs escalating - and managing and de-escalating crises - to ensure that children and young people experience feeling safe and cared for, in stable and nurturing living arrangements;
- ensuring that children and young people's voices are heard - including appropriate involvement in planning how their needs will be met.

Ultimately, the services in scope will make a key contribution to enabling children and young people to live safely and happily - within their family home wherever possible, or in the care of the local authority -to maximize their life opportunities and participation and to achieve their full potential.

3. PROCUREMENT PROCESS

The procurement was conducted as a one stage Open Procedure in accordance with the Public Contracts Regulations 2015 ('the Regulations') and Plymouth City Council Contract Standing Orders.

The Invitation to Tender (ITT) was advertised on the Find a Tender Service (FTS) via the Supplying the South West Proactis procurement portal on 22 May 2023. As an Open Procedure, the number of suppliers invited to participate in the procurement opportunity was not limited and any interested organisation could express an interest to access the procurement documents and submit a bid.

The indicative timetable published for the Tender was as follows:

Activity	Date/Target Date
FTS Contract Notice Published	22/05/2023
Contracts Finder Notice Published	22/05/2023
Dispatch of ITT	22/05/2023
Deadline for Tenderer ITT Clarifications	08/06/2023
Deadline for Council Responses to Clarifications	14/06/2023
Return of ITT	8am 21/06/2023
Notification of successful Tenderer	20/09/2023
Regulation 87 standstill period (10 calendar days)	21/09/23 to 02/10/2023
Contract Award	03/10/2023
Estimated Service Commencement	01/11/2023

4. TENDER EVALUATION CRITERIA

The selection criteria used to appoint suppliers to the framework agreement was as follows:

Part I: Suitability Assessment - Evaluation Criteria and Methodology

This section assessed the Tenderers' suitability to undertake the contract requirement.

Each section within the Tender Return Document was identified as being evaluated on a pass/fail basis, or as being 'for information only'.

Each of the pass/fail questions indicated what response would constitute a pass, or a fail.

The following pass/fail sections were included in the Suitability Assessment:

SA Section 2	Grounds for Mandatory Exclusion
SA Section 3	Grounds for Discretionary Exclusion
SA Section 4	Economic and Financial Standing*
SA Section 5	Parent Company
SA Section 6	Technical and Professional Ability
SA Section 7	Modern Slavery Act 2015
SA Section 8.1	Insurance
SA Section 8.2	Schedule 1 Health & Safety
SA Section 8.3	Equality & Diversity
SA Section 8.4	Business Capability
SA Section 8.5	Safeguarding

SA Section 8.6	Data Protection
SA Section 8.7	Behaviour Management policy including Restraint
SA Section 8.8	Food Hygiene
SA Section 8.9	Infection Prevention and Control
SA Section 8.10	Lone Working Policy
SA Section 8.11	Medication Administration

* Tenderers' economic and financial standing was evaluated in accordance with the 'Assessing and Monitoring the Economic and Financial Standing of Bidders and Suppliers Guidance Note' published by the Government Commercial Function:

[Assessing and monitoring the economic and financial standing of suppliers guidance note May 2021.pdf](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/90121/assessing_and_monitoring_the_economic_and_financial_standing_of_suppliers_guidance_note_may_2021.pdf) ([publishing.service.gov.uk](https://www.publishing.service.gov.uk)). The procurement was assessed as 'SILVER' using the 'Tiering Tool' recommended in the guidance.

In accordance with the Regulations, wherever possible the Council permitted Tenderers to self-certify that they met the minimum PASS/FAIL requirements of the Suitability Assessment without the need to attach evidence or supporting information with their tender submission.

However, where Tenderers were permitted to self-certify, evidence will be sought from the successful Tenderers on publication of this contract award report. **Therefore the contract awards set out in this report are subject to Tenderers being able to provide all requested evidence to the satisfaction of the Council within a reasonable period. If the successful Tenderers are unable to do this, the Council reserves the right to amend the contract award decision accordingly.**

Part 2: Contract Award - Evaluation Criteria and Methodology

This section assessed how the Tenderers proposed to deliver the required service as detailed in the Specification.

The high level award criteria is as follows:

Criteria	Weighting
Commercial	20%
Quality	75%
Social Value	5%
TOTAL	100%

Weightings for individual sub-criteria contained under each of the above are detailed below.

Commercial:

The notice period which Tenderers required in order to end a service package was evaluated using the following comparative scoring methodology:

Lowest notice period (in calendar days) allocated full marks (20%). All other Tenderers' scores were determined as follows:

$$\left(\frac{\text{Lowest Tenderer notice period (in calendar days)}}{\text{Tenderer's notice period (in calendar days)}} \right) \times 20 = \text{Weighted score (\%)}$$

Pass/Fail Threshold - The maximum acceptable notice period was 28 days.

Quality:

Scored questions were evaluated in accordance with the following sub-criteria and weightings:

25%	Method Statement 3: Delivery Model	Description of the practice models and interventions to be utilised to meet the needs of children and young people (20%) Description of approach to achieving continual service improvement (5%)
25%	Method Statement 4: Workforce Development and Engagement	Approach to Recruitment and Induction (5%) Approach to Management guidance & support and Supervision model (5%) Performance appraisal & development and Review of Workforce Development plans (5%) Formal Learning programme and other CPD opportunities provided (5%) Engagement, commitment and retention of a competent workforce (5%)
25%	Method Statement 5: Supporting a Young Person with Complex Needs	Description of steps to be taken, additional information sought from the Local Authority. Matching of staff, relationship building and structure of young person's time
5%	Social Value Commitment	More local people in employment (1%) More opportunities for disadvantaged people (1%) Improving staff wellbeing (2%) Carbon emissions are reduced (1%)

Evaluation Approach

The scoring system below was used for the Quality criteria questions evaluated on a scored basis:

Response	Score	Definition
Excellent	5	Response is completely relevant and excellent overall. The response is comprehensive, unambiguous and demonstrates a broad depth of relevant experience and excellent level of expertise with all areas covered to a very high standard.
Very good	4	Response is very relevant and very good. The response is precisely detailed to demonstrate a very good amount of experience and expertise covering all aspects.
Good	3	Response is relevant and good. The response is sufficiently detailed to demonstrate a good amount of experience and expertise covering all aspects.
Satisfactory	2	Response is relevant and acceptable. Demonstrates a reasonable amount of experience and adequate level of expertise but lacks detail in certain areas or with some aspects missing.
Poor	1	Response is partially relevant and poor. Provides little or limited evidence of experience and competence in the required field.
Unacceptable	0	No response, an unacceptable or irrelevant response provided.

Minimum Threshold Scores

Tenderers were required to achieve at least the minimum scores detailed below for each scored section. Any section receiving less than these minimum threshold scores resulted in the Tender being rejected and the Tenderer being disqualified from the process.

Section Ref.	Section	Section details	Min threshold (SCORED-STANDARD Score)
CI	Commercial	Notice Period	N/A
MS3	Delivery Model A	Practice Models and Interventions	3
	Delivery Model B	Continual Service Improvement	2
MS4	Workforce Development A	Recruitment & Induction	3
	Workforce Development B	Management Guidance & Support	2
	Workforce Development C	Performance Appraisal	2
	Workforce Development D	Formal Learning	2
	Workforce Development E	Engagement, Commitment & Retention	2
MS5	Supporting a Young Person with Complex Needs	Case study	3
SVI	Social Value A	Local People	2
	Social Value B	Opportunities for disadvantaged people	2
	Social Value C	Improving Staff Wellbeing	2
	Social Value D	Carbon Emissions - programme	2

5. SUMMARY OF EVALUATION

Following advertisement of the Procurement opportunity as set out in Section 3 above, fifteen submissions were received by the deadline of 8am on 21/06/2023, of which seven were incomplete and were therefore disqualified from the procurement process. The remaining eight submissions constituted complete Tenders.

Part I: Suitability Assessment

The eight complete Tenders were assessed using the Suitability Assessment evaluation criteria and methodology set out in Section 4 above. Of those eight, two Tenders were assessed to have not met the Council's requirements and were therefore disqualified from the procurement process. The remaining six Tenders passed the Suitability Assessment.

Part 2: Contract Award

The six Tenders which passed the Suitability Assessment were then assessed using the Contract Award evaluation criteria and methodology set out in Section 4 above.

All six Tenders were assessed to have met the Council's Commercial and Social Value requirements. However, three of the Tenders were assessed to have not met the Council's Quality requirements and were therefore disqualified from the procurement process.

The remaining three Tenders met Council requirements across all evaluation criteria.

Details of the tendering organisations and their scores are provided in Supplementary Health and Social Care Agency Services for Children and Young People Contract Award Report Part 2.

6. FINANCIAL IMPLICATIONS

The services which will be purchased through this framework agreement on a 'call off' basis are intended to be used 'as and when required' and for the shortest period of time necessary to meet the needs of children and young people who are in care or who might otherwise need to become 'looked after' by the local authority.

Whilst the level of annual expenditure will vary according to the unique needs of children and young people, based on historical patterns of expenditure it is anticipated that the total value of services to be 'called off' through the framework agreement by the Council will be approximately £3 million per annum. Provision for this expenditure will come from the revenue budgets of the Council's departments for Children, Young People and Families and Education, Participation and Skills.

The duration of contracts awarded to join the framework agreement will be 5 years, and the Council will then have an option to offer an extension for a further 2 years.

The Council has undertaken this procurement to ensure that the services commissioned are of good quality and offer value for money in the use of public funds. The establishment of a new framework agreement aims to ensure the Council is able to call on a range of good quality agencies to provide care and support for children and young people as and when needed, whether to help them remain safe and well at home, or support them as part of a placement in the care of the local authority. The framework agreement also provides the Council with a transparent schedule of prices charged by each agency for supplementary services, and removes the risk of cancellation fees being charged by agencies, thereby supporting value for money and budget planning.

Torbay Council is also exercising an opportunity to join the new framework agreement as an additional contracting body and anticipates commission services through the framework with an anticipated value of approximately £2.1 million per annum.

7. RECOMMENDATIONS

It is recommended that contracts to join the new framework agreement be awarded to the following three suppliers whose Tenders met the Council's requirements across all evaluation criteria set out in this report:

1	Frontline Health Professionals Ltd
2	Newcross Healthcare Solutions
3	Promoting Independent Care Ltd



The contracts will be let under PCC Framework Agreement Terms & Conditions and PCC Standard Services Terms and Conditions for call-offs.

These awards will be provisional and subject to receipt from each supplier of the satisfactory self-certification documents detailed in the suitability assessment questionnaire. These awards are also subject to completion of a Regulation 87 standstill period (10 calendar days).

It is also recommended that following this initial procurement process to establish the new framework agreement, the Council will undertake an annual review to determine whether the framework is providing sufficient choice and capacity of high quality services to consistently meet the needs of children and young people. Subject to the outcome of this annual review the Council may carry out a further procurement process to give additional suppliers the opportunity to submit a tender to join the framework.

8. APPROVAL

Authorisation of Contract Award Report

Author (Responsible Officer / Project Lead)			
Name:	Andrea Langman		
Job Title:	Commissioning Officer		
Additional Comments (Optional):			
Signature:		Date:	5 January 2024
Head of Service / Service Director [Signature provides authorisation to this award report and award of Contract]			
Name:	David Haley		
Job Title:	Director for Children's Services		
Additional Comments (Optional):			
Signature:		Date:	19 January 2024

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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 – PEO/22035 SUPPLEMENTARY HEALTH AND SOCIAL CARE AGENCY SERVICES FOR CHILDREN AND YOUNG PEOPLE

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

<p>Author(s): This is the person completing the EIA template.</p>	<p>Andrea Langman</p>	<p>Department and service:</p>	<p>Strategic Commissioning</p>	<p>Date of assessment:</p>	<p>05/01/2024</p>
<p>Lead Officer: Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.</p>	<p>Emma Crowther</p>	<p>Signature:</p>		<p>Approval date:</p>	<p>09/01/2024</p>
<p>Overview:</p>	<p>The proposal is to commission a framework agreement through which the Council can ‘call-off’ health and social care staffing agencies to deliver safe and effective supplementary care or support as and when required to meet the needs of children and young people in a range of circumstances, including but not limited to:</p> <ul style="list-style-type: none"> • Bespoke ‘short break’ care/support in the community for children and young people with special educational needs and/or disabilities, or in the family home of a child or young person with profound and complex physical or mental disabilities; • ‘edge of care’ support, to avoid a child or young person becoming ‘looked after’ by the local authority; • Short term care/support for a child or young person entering local authority care in response to an ‘emergency’ or ‘crisis’, whilst arrangements are made for an appropriate matched placement to meet their assessed needs; • supporting stability and continuity where the placement of a looked after child or young person is at risk of breaking down, or supporting a transition between placements as a result of changing needs; • Supporting the process of reunification between a child or young person with their family, following a period of being looked after by the local authority. <p>The key purpose of the new framework is to ensure delivery of services for children and young people which are effective in:</p>				

	<ul style="list-style-type: none"> • preventing health and/or social care needs escalating - and managing and de-escalating crises - to ensure that children and young people experience feeling safe and cared for, in stable and nurturing living arrangements; • ensuring that children and young people’s voices are heard - including appropriate involvement in planning how their needs will be met. <p>Ultimately, the services in scope will make a key contribution to enabling children and young people to live safely and happily (within their family home wherever possible, or in the care of the local authority), to maximize their life opportunities and participation and to achieve their full potential.</p>
Decision required:	Following agreement of the business case by Cabinet in March 2022 (minute reference 255) and subsequent procurement (tendering) process, a decision will be sought from the Director for Children’s Services (DCS) to award contracts to join the framework agreement referenced above to organisations which have met the Council’s value for money requirements. Delegation of contract award to the DCS was agreed by Cabinet in March 2022.

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.	The proposal is part of a range of linked activity intended to increase the availability and quality of placements for children and young people in the care of Plymouth City Council, for which a full equality impact assessment was completed as part of the business case agreed by Cabinet in March 2022. The evaluation criteria used to assess the quality of tenders submitted in the procurement of the new			

	<p>framework agreement included a requirement for organisations to demonstrate ways in which their models of working with children and young people will be ‘inclusive’ (of those with protected characteristics as set out in the Equality Act 2010).</p> <p>In terms of care experienced individuals, the procurement process required organisations wishing to join the new framework to demonstrate their commitment to and effective implementation of continual service improvement, informed by the voices of children, young people and families, many of whom will be care experienced. Examples would include ensuring that the lived experience of care leavers informs the organisation’s approach to workforce induction and training.</p>
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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. 			

	<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

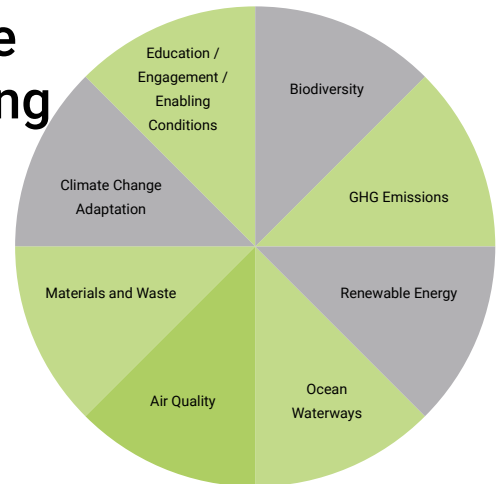
Human Rights	Implications	Mitigation Actions	Timescale and responsible department
	No adverse implications anticipated.		

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

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Supplementary health and social care agency services for children and young people FINAL



Assessment ID: SUP365

Assessment Author: Andrea Langman

Assessment Initial Summary:

The procurement project is to create a framework agreement through which the Council can commission health and social care staffing agencies to deliver supplementary services on a 'call-off' basis as and when required to meet the needs of children and young people in a range of circumstances, including but not limited to:

- Bespoke 'short break' care/support in the community for children and young people with special educational needs and/or disabilities, or in the family home of a child or young person with profound and complex physical or mental disabilities;
- 'edge of care' support, to avoid a child or young person becoming 'looked after' by the local authority;
- Short term care/support for a child or young person entering local authority care in response to an 'emergency' or 'crisis', whilst arrangements are made for an appropriate matched placement to meet their assessed needs;
- supporting stability and continuity where the placement of a looked after child or young person is at risk of breaking down, or supporting a transition between placements as a result of changing needs;
- Supporting the process of reunification between a child or young person with their family, following a period of being looked after by the local authority.

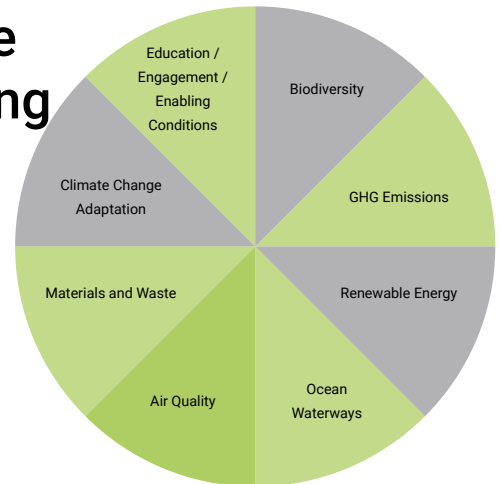
Assessment Final Summary:

The tool demonstrates that the project will have limited positive impact in the following areas: Air Quality, Ocean & Waterways, GHG Emissions, Education / Engagement / Enabling Conditions and Materials and Waste, and will have a neutral / no impact in the following areas: Biodiversity, Renewable Energy and Climate Change Adaptation. There are no areas where the Climate Impact Assessment Tool indicates the project will have a negative impact, therefore mitigating measures have not been identified.

Biodiversity Score: 3

Biodiversity Score Justification: The project is to procure health and social care services (personal care / support / supervision) for children and young people in existing premises,

Supplementary health and social care agency services for children and young people FINAL



therefore there will be no direct impact on biodiversity arising directly from the project.

Biodiversity Score Mitigate: No

GHG Emissions Score: 4

GHG Emissions Score Justification: The social value contract award evaluation criteria used for this project includes asking tenderers to describe their organisation's programme to reduce carbon emissions through energy efficiency measures or renewables and also to describe the recruitment activity they will undertake to encourage local employment in the Plymouth area (PL post codes). The project will ensure that the Council is purchasing services from suppliers who have met the Council's requirements in this area, and will therefore have a limited positive impact on levels of GHG Emissions during the lifetime of the framework contracts awarded.

GHG Emissions Score Mitigate: No

Renewable Energy Score: 3

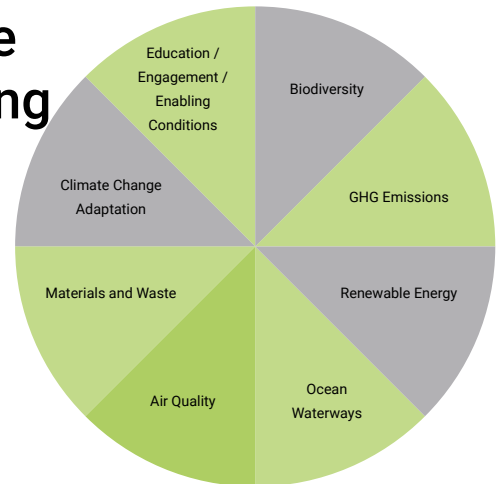
Renewable Energy Score Justification: Whilst the social value contract award evaluation criteria used in this procurement project does ask tenderers to describe their organisation's programme to reduce carbon emissions through energy efficiency measures or renewables, this will not necessarily increase the use of renewable energy in Plymouth specifically (it will depend on the location of the premises used by suppliers who are successful in joining the framework agreement).

Renewable Energy Score Mitigate: No

Ocean and Waterways Score: 4

Ocean and Waterways Score Justification: The social value contract award evaluation criteria used for this project includes asking tenderers to describe their organisation's programme to reduce carbon emissions through energy efficiency measures or renewables, which could include reducing or eliminating the consumption of single use plastics in the workplace (for example by issuing staff with refillable water bottles for use at work), and/or migrating fleet vehicles to

Supplementary health and social care agency services for children and young people FINAL



electric or hybrid, and/or car share or subsidised EV or cycle purchase schemes for staff - which will have a limited positive impact on level of pollutants in the environment.

Ocean and Waterways Score Mitigate: No

Ocean and Waterways Revised Score Justification: The social value contract award evaluation criteria used for this project includes asking tenderers to describe their organisation's programme to reduce carbon emissions through energy efficiency measures or renewables, which could include reducing or eliminating the consumption of single use plastics in the workplace (for example by issuing staff with refillable water bottles for use at work), and/or migrating fleet vehicles to electric or hybrid, and/or car share or subsidised EV or cycle purchase schemes for staff - which will have a limited positive impact on level of pollutants in the environment.

Air Quality Score: 4

Air Quality Score Justification: Please cross reference with response on Ocean & Waterways

Air Quality Score Mitigate: No

Materials and Waste Score: 4

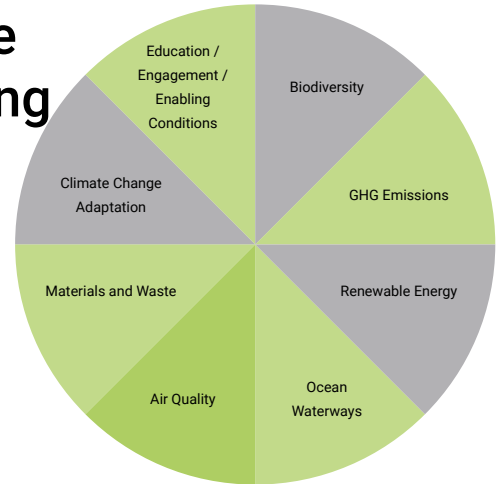
Materials and Waste Score Justification: The social value contract award criteria used for this project includes asking tenderers to describe their organisational programme to reduce carbon emissions through energy efficiency measures or renewables. This could include tenderers having policies to only source goods used in the delivery of the services in scope of the project from suppliers who use sustainable sources, and also through measures to reduce or eliminate the use of single use plastics across their organisation.

Materials and Waste Score Mitigate: No

Climate Change Adaptation Score: 3

Climate Change Adaptation Score Justification: No impact anticipated from this project in terms

Supplementary health and social care agency services for children and young people FINAL



of Climate Change Adaptation as described in the guidance for this section.

Climate Change Adaptation Score Mitigate: No

Climate Change Adaptation Revised Score Justification: No impact anticipated from this project in terms of Climate Change Adaptation as described in the guidance for this section.

Education / Engagement / Enabling Conditions Score: 4

Education / Engagement / Enabling Conditions Score Justification: The social value contract award evaluation criteria used for this project include asking tenderers to describe their organisational programme to reduce carbon emissions through energy efficiency measures or renewables and also to describe the recruitment activity they will undertake to encourage local employment in the Plymouth area (PL post codes). Therefore, the project will have a limited positive impact in this area, as referenced in the guidance "Commissioning or procuring services on behalf of residents that lock in fossil-fuel dependent practices such as car dependency, the use of buildings that are not energy efficient, the need for refrigeration or increase volumes of waste from single-use products or high carbon food menus."

Education / Engagement / Enabling Conditions Score Mitigate: No

Wheel Key

- Long lasting or severe negative impact
- Short term or limited negative impact
- No impact or neutral impact
- Short term or limited positive impact
- Long lasting or extensive positive impact