

**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 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/yddrqll6>

Notice of call-in for non-urgent decisions must be given to the Democratic Support Team by 4.30 pm on Thursday 21 March 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 Friday 22 March 2024 if they are not called-in.

Delegated Decisions

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

Ia. L39 23/24 - Guildhall Condition Works	(Pages 1 - 12)
Ib. L45 23/24 - Plymouth and South Devon Freeport Business Case Spine Road Langage	(Pages 13 - 56)
Ic. L46 23/24 - Plymouth and South Devon Freeport Business Case: Sherford Business Park	(Pages 57 - 98)
Id. L47 23/24 - Plymouth and South Devon Freeport Business Case: Holland/Sandy Road Roundabout Improvements	(Pages 99 - 140)
Ie. L53 23/24 - UK Shared Prosperity Fund Project: Real Ideas Organisation	(Pages 141 - 158)
If. L54 23/24 - UK Shared Prosperity Fund Project: City College Plymouth	(Pages 159 - 176)
Ig. L55 23/24 - UK Shared Prosperity Fund Project: Plymouth City Council, in partnership with YMCA Plymouth	(Pages 177 - 192)
Ih. L56 23/24 - Asbestos Claims by Plymouth Community Homes (PCH)	(Pages 193 - 204)
Ii. L57 23/24 - Plymouth Community Diagnostic Centre	(Pages 205 - 232)
Ij. L58 23/24 - Security Services Contract, Procurement Authorisation	(Pages 233 - 256)
Ik. L59 23/24 - Brickfields: Relocation of a hockey pitch to Stoke Damerel Community College and budget update	(Pages 257 - 280)
Il. L60 23/24 - Border Control Post – Service Level Agreement with London Port Health Authority	(Pages 281 - 292)
Im. L61 23/24 - THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2024.2137315 TRO REVIEW.12) ORDER (Richmond Walk section)	(Pages 293 - 306)

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

- 2a. SPT18 23/24 -THE CITY OF PLYMOUTH (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) (AMENDMENT ORDER No. 2024.2137315 TRO REVIEW.12) ORDER & THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2024.2137315 TRO REVIEW.12) ORDER **(Pages 307 - 334)**
- 2b. SPT19 23/24 - THE CITY OF PLYMOUTH (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) (AMENDMENT ORDER No. 2024.2137316 BARRIER REMOVAL PROJECT) ORDER **(Pages 335 - 348)**
- 3. Council Officer Decision - David Northey, Service Director for Finance (Section 151 Officer):**
- 3a. COD36 23/24 - Increase of Fees and Charges for 1 April 2024 **(Pages 349 - 400)**

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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 – L 39 23/24

Decision				
1	Title of decision: Guildhall Condition Works			
2	Decision maker: Councillor Tudor Evans OBE, Leader of the Council			
3	Report author and contact details: Giles Perritt (Assistant Chief executive) E. democraticsupport@plymouth.gov.uk			
4	Decision to be taken: It is recommended that the Leader of the Council: <ul style="list-style-type: none"> Notes the attached briefing note Allocates £291,500 for the project into the Capital Programme funded from Improvements to Corporate Estate. 			
5	Reasons for decision: 1. To enable repairs to a significant building within Plymouth's historic estate (Plymouth Guildhall) 2. Continuation of water tightness works ensures longevity of the building and prevents negative impact on the upcoming refurbishment project, as approved in executive decision L31 22/23.			
6	Alternative options considered and rejected: Do Nothing – the guildhall works are 75% complete; this business case addresses the final 25% which was still under investigation until recently. To do nothing would leave the works in an unfinished state. Doing nothing would also put at risk the upcoming refurbishment project.			
7	Financial implications and risks: £291,500 for the project into the Capital Programme funded from Improvements to Corporate Estate. Increased financial risk to R&M budgets if works are not undertaken, as deterioration of materials continues.			
8	Is the decision a Key Decision? (please contact Democratic Support for further advice) Please type an X into the relevant boxes	Yes	No	Per the Constitution, a key decision is one which:
			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 <u>Forward Plan of Key Decisions</u>	N/A		
9	Please specify how this decision is linked to the Council's corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget:	Completing the Guildhall conditions aligns to the Corporate Plan by spending wisely in so much that if left unaddressed the cost of enhancements will increase significantly.		
10	Please specify any direct environmental implications of the decision (carbon impact)	Repairs to roof coverings will improved the overall energy efficiency of Plymouth Guildhall. There are no adverse environmental implications anticipated.		
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)
	Please type an X into the relevant box	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	X	
	Please type an X into the relevant box	No		(If no go to section 14)

13b	Which other Cabinet member's portfolio is affected by the decision?		Councillor Chris Penberthy (Cabinet Member for Housing, Cooperative Development and Communities)	
13c	Date Cabinet member consulted		28 November 2023	
14	Has any Cabinet member declared a conflict of interest in relation to the decision? Please type an X into the relevant box	Yes		If yes, please discuss with the Monitoring Officer
		No	X	
15	Which Corporate Management Team member has been consulted?	Name		Giles Perritt
		Job title		Assistant Chief Executive
		Date consulted		23 November 2023
Sign-off				
16	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)		DS 128 23/24
		Finance (mandatory)		DJN.23.24.170
		Legal (mandatory)		LS/00001312/3/AC/15/12/23
		Human Resources (if applicable)		N/A
		Corporate property (if applicable)		Authors
		Procurement (if applicable)		N/A
Appendices				
17	Ref.	Title of appendix		
	A	Briefing Note		
	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

	Please type an X into the relevant box	No	X	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	Please list all unpublished, background papers relevant to the decision in the table below. Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.							
Title of background paper(s)		Exemption Paragraph Number						
		1	2	3	4	5	6	7
Cabinet Member Signature								
20	I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act (2010) and those who do not. For further details please see the EIA attached.							
Signature				Date of decision		14 March 2024		
Print Name		Councillor Tudor Evans OBE, Leader of the Council						

CAPITAL INVESTMENT BRIEFING NOTE

Guildhall Water Tightness



The purpose of this briefing note is to provide an update on the Guildhall Water Tightness works and to request approval of £291,500 of additional funding into the capital programme to enable delivery of the project.

Original decision number: L31 22/23

SCHEME SUMMARY: *(Provide a brief outline of what has happened to date. Explain the details of the proposal and how the proposal will address the issue)*

Following a Quadrennial inspection, multiple areas of water ingress and structural disrepair, were identified as high priority items. These include water ingress to the north (Royal Parade) elevation and disrepair to the north west (Guildhall Carpark) tower. Immediate making safe works have been ongoing with some water ingress remedial works taking place to half of the northern elevation.

Phase two of the programme was presented in March 2023 to complete the northern elevation which also included repairs to the northern tower. These works are largely complete and have been successful.

The third and final phase (this request) is to undertake works to the Western (front) elevation to undertake repairs to the wave structure above the doors, water tightness works to the exterior walls, further repairs to both the north and south towers and to undertake the final roof repair works.

Cost Summary:

£185,000 – Western Elevation repairs and cleansing

£65,000 – Bellcote repairs (Northern Tower)

£15,000 – Roof Repairs

£26,500 – Contingency at 10%

Total: £291,500

STRATEGIC CASE: *(How will this proposal meet corporate priorities? Explain how the project delivers or supports delivery of Plymouth Plan / Joint Local Plan Policies (including policy references))*

The programme was developed on the back of a 4 year historic condition survey and ensures heritage assets are maintained in a legal sense but also a moral sense ensuring their longevity for the public into the future. The repairs also mean any works undertaken by the Future Highstreets project, due to commence in December 2023, will not be compromised by disrepair of the building.

OUTCOMES AND BENEFITS: <i>(List the outcomes and benefits expected from this project)</i>	
Financial outcomes and benefits:	Non-financial outcomes and benefits:
-	To ensure that facilities are able to be continued to be used and services continue to be delivered. Prevent reputational damage and potential loss of income, current and future, if the Guildhall repairs are not undertaken, which would also restrict wider initiatives to maximise the use of the building.

KEY RISKS: <i>(Identify the risks, level of risks and measures in place to mitigate the risks)</i>
The key risks are still as identified by the original business case; if works are not undertaken it is likely the future highstreets project to refurb the Guildhall would be compromised.
MILESTONES AND DATES: <i>(delivery timescales)</i>
Business Case Approval – End Nov 2023 Works commence – Mid Dec 2023 Works complete – May 2024


FUNDING: <i>(Funding proposals / names and amounts from each funding proposal)</i>
Funding is recommended from the 'Improvements to Corporate Estate' (ICE) corporate borrowing budget.

Revenue Implications: <i>(ongoing PCC revenue implications / Budget implications)</i>
None – Funded by corporate borrowing.

RECOMMENDATION
It is recommended that the Leader of the Council: <ol style="list-style-type: none"> 1. Notes this briefing note 2. Allocates £291,500 for the project into the Capital Programme funded from Improvements to Corporate Estate Corporate Borrowing

EQUALITY IMPACT ASSESSMENT – GUILDHALL CONDITION WORKS

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): This is the person completing the EIA template.	Sam Barker Statutory Compliance Team leader	Department and service:	Corporate and Customer - FM	Date of assessment:	14/12/2023
Lead Officer: Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.	Giles Perritt (Assistant Chief Executive)	Signature:		Approval date:	13/03/2024
Overview:	Condition works continuing at Plymouth Guildhall ensuring the building is water/wind tight, ready for refurbishment.				
Decision required:	It is recommended that the Leader of the Council: <ul style="list-style-type: none"> Notes the briefing note Allocates £291,500 for the project into the Capital Programme funded from Improvements to Corporate Estate Corporate Borrowing 				

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.	Condition works as part of a cyclical maintenance programme seek only to repair or improve the building and would not adversely affect any communities.			

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>	None anticipated		

	<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>			
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>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>	None anticipated		
Disability	9.4 per cent of residents in Plymouth have their activities limited 'a lot' because of a physical or mental health problem.	None anticipated		

	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).	None 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).	None 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.	None anticipated		
Race	In 2021, 94.9 per cent of Plymouth's population identified their ethnicity as White, 2.3 per cent as Asian and 1.1 per cent as Black (2021 Census) People with a mixed ethnic background comprised 1.8 per cent of the population. 1 per cent of the population use a different term to describe their ethnicity (2021 Census)	None anticipated		

	92.7 per cent of residents speak English as their main language. 2021 Census data shows that after English, Polish, Romanian, Chinese, Portuguese, and Arabic are the most spoken languages in Plymouth (2021 Census).			
Religion or belief	48.9 per cent of the Plymouth population stated they had no religion. 42.5 per cent of the population identified as Christian (2021 Census). Those who identified as Muslim account for 1.3 per cent of Plymouth's population while Hindu, Buddhist, Jewish or Sikh combined totalled less than 1 per cent (2021 Census).	None anticipated		
Sex	51 per cent of our population are women and 49 per cent are men (2021 Census).	None anticipated		
Sexual orientation	88.95 per cent of residents aged 16 years and over in Plymouth describe their sexual orientation as straight or heterosexual. 2.06 per cent describe their sexuality as bisexual, 1.97 per cent of people describe their sexual orientation as gay or lesbian. 0.42 per cent of residents describe their sexual orientation using a different term (2021 Census).	None anticipated		

SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

Human Rights	Implications	Mitigation Actions	Timescale and responsible department

SECTION FIVE: OUR EQUALITY OBJECTIVES

Equality objectives	Implications	Mitigation Actions	Timescale and responsible department
Celebrate diversity and ensure that Plymouth is a welcoming city.	None anticipated		
Pay equality for women, and staff with disabilities in our workforce.	None anticipated		
Supporting our workforce through the implementation of Our People Strategy 2020 – 2024	None 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.	None anticipated		
Plymouth is a city where people from different backgrounds get along well.	None anticipated		

EXECUTIVE DECISION

made by a Cabinet Member



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

Executive Decision Reference Number – L45 23/24

Decision	
1	Title of decision: Plymouth and South Devon Freeport Business Case Spine Road Langage
2	Decision maker: Councillor Tudor Evans OBE, Leader of the Council
3	Report author and contact details: Catherine Parnall, Catherine.parnall@plymouth.gov.uk Victoria Glennon, Victoria.glennon@plymouth.gov.uk
4	Decision to be taken: <ol style="list-style-type: none"> 1. Approves the briefing note; 2. Allocates £2,457,000 of Freeport Seed Capital Funding into the Capital Programme for the detailed design, procurement and construction of the PASDF Spine Road extension which will unlock Phase 1a of the Tax site at Langage.
5	Reasons for decision: <p>Plymouth City Council is the Accountable Body which will receive and allocate the seed capital to support the delivery of the Freeport Annual Plan.</p> <p>The Accountable Body is responsible for the effective programme management of the Seed capital programme pipeline; which includes the technical appraisal of individual business cases for Seed Capital projects,</p> <p>The decision is necessary in order to meet timeframes set by Department for Levelling Up, Housing & Communities (DLUHC) in order to deliver the proposed activities and spend the funds accordingly and in time.</p> <p>Design and delivery of the Langage Spine Road to unlock the Langage Freeport site. The proposed new section of road is an extension of the existing spine road (Holland Road) which currently ends adjacent to the Carlton Power plant.</p>
6	Alternative options considered and rejected: <ol style="list-style-type: none"> 1. Do nothing - This would severely impact on the ability to spend the allocated amount for this financial year but also to submit the required planning permission to ensure the project remains on track.
7	Financial implications and risks: The funding is received from Government for the purpose of delivering the Seed Capital Freeport funding and is underpinned by a Memorandum of Understanding and further funding agreements that binds Plymouth City Council and Partners within the Freeport delivery governance into an agreement with the Department for Levelling Up, Housing & Communities (DLUHC) and further funding agreements between the Accountable Body and projects outlining that the funds are shouldered by the applicant as such is contractually obliged to deliver and spend according to the Fund parameters and

	<p>requirements.</p> <p>Projects are subject to Accountable Body processes involving but not limited to procurement regulations, monitoring and governance, as such, failure to follow requirements from either the Accountable Body or DLUHC runs the risk of remedial action. We will maintain robust programme management protocols through regular monitoring and review to ensure that the projects are delivered within the grant terms and conditions. Remedial action will be taken where necessary.</p>			
8	<p>Is the decision a Key Decision? (please contact Democratic Support for further advice)</p> <p>Please type an X into the relevant boxes</p>	Yes	No	<p>Per the Constitution, a key decision is one which:</p>
			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.
	<p>If yes, date of publication of the notice in the Forward Plan of Key Decisions</p>			
9	<p>Please specify how this decision is linked to the Council's corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget:</p>	<p>This decision can be linked to the Plymouth Plan Growing City and International City as well as other frameworks including the Climate Emergency Action Plan. This decision would be directly linked to the capital budget and will be managed and monitored in accordance with Plymouth City Council processes.</p>		
10	<p>Please specify any direct environmental implications of the decision (carbon impact)</p>	<p>The design of the spine road should include dedicated cycle and pedestrian facilities in order to allow and encourage more walking and cycling.</p> <p>There is a shared footway/ cycleway along the existing Langage spine road. Continuation of such provision along the spine road is consistent with the Freeport net zero objective, and with the provision of the shared cycle/pedestrian bridge at the Deep Lane junction.</p>		
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 (democraticsupport@plymouth.gov.uk) for advice)
		No	x	(If no, go to section 13a)
12a	Reason for urgency:			

I2b	Scrutiny Chair Signature:		Date	
	Scrutiny Committee name:			
	Print Name:			
Consultation				
I3a	Are any other Cabinet members' portfolios affected by the decision?	Yes		
		No	x	(If no go to section I4)
I3b	Which other Cabinet member's portfolio is affected by the decision?			
I3c	Date Cabinet member consulted			
I4	Has any Cabinet member declared a conflict of interest in relation to the decision?	Yes		If yes, please discuss with the Monitoring Officer
		No	x	
I5	Which Corporate Management Team member has been consulted?	Name	Anthony Payne	
		Job title	Strategic Director for Place	
		Date consulted	20 February 2024	
Sign-off				
I6	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS110 23/24	
		Finance (mandatory)	DJN.23.24.202	
		Legal (mandatory)	2333/190224	
		Human Resources (if applicable)		
		Corporate property (if applicable)		
		Procurement (if applicable)		
Appendices				
I7	Ref.	Title of appendix		
	A	Part I Supporting Summary Report		
	B	Equalities Impact Assessment		
	C	Climate 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					
		Exemption Paragraph Number					
		1	2	3	4	5	6
18b	Confidential/exempt briefing report title: Part II Business Case (Exempt)			x			
Background Papers							
19	Please list all unpublished, background papers relevant to the decision in the table below. Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part 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
Cabinet Member Signature							
20	I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act (2010) and those who do not. For further details please see the EIA attached.						
Signature				Date of decision			
Print Name							

BRIEFING PAPER FOR PASD FREEPORT PROJECT DECISION

Overview of project



BACKGROUND

A spine road extension project was included within the PASD Full Business Case (FBC) with an allocation of £2.7M of seed Langage Tax Site to be developed. Approval of a previous business case released funds for the preliminary design works for this project which is being undertaken.

This business case covers the detailed design and procurement as well as the actual construction of the Spine Road extension which will unlock Phase 1a of the Tax site at Langage.

This request is for the design and procurement element of the business case, a sum of £254,000.

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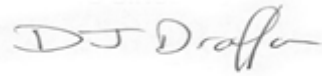
The following relates to exempt or confidential matters (Para(s) 3 of Part 1, Schedule 12A of the Local Govt Act 1972). Any breach of confidentiality could prejudice the Council/person/body concerned & might amount to a breach of the councillors /employees codes of conduct.

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EQUALITY IMPACT ASSESSMENT – [FREEPORT PROJECT BUSINESS CASE]

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): This is the person completing the EIA template.	Cath Parnall	Department and service:	Economic Development	Date of assessment:	04/03/2024
Lead Officer: Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.	David Draffan	Signature:		Approval date:	5 March 2024
Overview:	<p>Plymouth City Council is the Accountable Body for the Freeport and will receive and allocate the Seed Capital to support the delivery of the Freeport Annual Plan.</p> <p>The Accountable Body is responsible for the effective programme management of the Seed capital programme pipeline, including appraisal of individual business cases for Seed Capital projects.</p> <p>This decision is necessary in order to meet timeframes set by Department for Levelling Up, Housing & Communities (DLUHC) in order to deliver the proposed activities as set out in the Business Case and spend the funds accordingly and in time.</p> <p>Business Case Summary</p> <p>The decision is to agree the use of the Seed Capital Funds to carry out the proposed project and activities outlined below:</p> <p>The aim of the project is for Devon County Council (DCC) to carry out the detailed design, procurement and construction of the PASDF Langage Spine Road extension which will unlock Phase 1a of the Tax Site at Langage. 2</p> <p>The project primarily supports two Freeport policy objectives:</p> <ul style="list-style-type: none">• Establishing a national hub for global trade and investment – by accelerating the development of employment land with the aim of enabling a key local employer to create a new Logistics Facility onsite.				

	<ul style="list-style-type: none"> • Promoting regeneration and job creation – by creating the conditions to support the development of new jobs. <p>It also, less directly, supports the long-term sustainability of the Freeport's hotbed for innovation because the end user of the site will have a significant supply chain, creating demand and opportunity for collaboration and development.</p> <p>The project itself is a straightforward transaction. It will use the seed capital allocation of £2,457,000, in order to a) fund the detailed design and b) fund the construction of the Spine Road extension which will unlock Phase I of the Tax Site at Langage</p> <p>The proposed new section of road is an extension of the existing spine road (Holland Road) which currently ends adjacent to the Carlton Power plant.</p>
Decision required:	<ol style="list-style-type: none"> 1. To agree to allocate £2,457,000 of Freeport Seed Capital Funding into the Capital Programme to be used for land acquisition at Sherford. 2. To authorise the Section 151 Officer to approve relevant funding claims up the total Seed Capital amount of £2,457,000 as listed above.

SECTION TWO: EQUALITY IMPACT ASSESSMENT SCREENING TOOL

Potential external impacts: Does the proposal have the potential to negatively impact service users, communities or residents with protected characteristics?	Yes		No	x
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.	A full EIA has been completed below despite the answers above.			

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. 	<p>Noise and disturbance – impacts</p> <p>Evidence has shown that both younger and older people are likely to have their physical and mental wellbeing negatively impacted by increased noise. For young people, for example, increased noise may impact on their wellbeing and ability to meet their educational potential. For older people noise disturbances can cause increased anxiety and exacerbate conditions such as dementia and tinnitus.</p> <p>Noise and disturbance – Plymouth Port</p> <p>The Freeport may increase the number of ships using the Plymouth Port and it is likely that this will increase noise and disturbance.</p> <p>Noise and disturbance – Increased traffic</p> <p>The Freeport will increase the amount of traffic on Plymouth roads, especially on roads near to the Freeport and within the Freeport itself.</p> <p>A new road link is planned in response to increased demand - spine roads are going to connect to the A38 to improve connectivity.</p> <p>Noise and disturbance – construction</p>	<p>Noise and disturbance – Plymouth Port</p> <p>As the Port needs to operate at the time that the tide allows, it is not possible to mitigate against this impact given its nature.</p> <p>Although there is the potential for the increase in freight traffic to increase noise and disturbance for local residents, the parts of the Port that will be used are largely away from residential areas. The additional tax/customs sites will be on under-developed land, thus minimising impact to the extent that is possible. South Yard is in close proximity to a local school and the Sherford employment zone is part of the wider Sherford village development. Langan, the largest site where most of the construction is going to take place, is greenfield and is not directly adjacent to residential area.</p>	March 2025 Economic Development

	<ul style="list-style-type: none">18.4 per cent of people are aged 65 and over. <p>(2021 Census)</p>	<p>It is likely that the Freeport will result in an increase in noise from both construction and business as usual. Increases in noise have been linked to poorer health outcomes including negatively effecting both mental and physical health.</p> <p>Emissions</p> <p>Poor air quality and pollution has negative consequences for health and the local environment. In particular, a high quantity of particulate matter is linked to poorer health outcomes including negatively effecting both mental and physical health. This negative impact is more likely to affect young people as their lungs are still developing.</p> <p>Emissions – Plymouth Port</p> <p>The Freeport aims to significantly increase the volume of freight through the Port of Plymouth. Increasing the volume of freight brought in through the Port of Plymouth, rather than more distant UK ports, will reduce national emissions from the transport sector, as well as reducing congestion on trunk roads elsewhere.</p> <p>Emissions – Freeport (onsite)</p> <p>The increase in freight traffic and associated traffic within the Freeport will likely increase local traffic and thus local emissions.</p>	<p>Noise and disturbance – Increased traffic</p> <p>We will consider the possibility to explore noise monitoring and reduction initiatives in the vicinity if required. Any noise complaints will be monitored for trends.</p> <p>Our approach will require buildings to be built using sustainable materials, be well insulated and have renewables (such as solar or heat pumps) integrated.</p> <p>All construction will be delivered in line with local guidance to ensure minimal disruption to the local area.</p> <p>Within the Freeport we will use a combination of electric and hydrogen powered vehicles to move cargo between the Port and customs sites. There is already an EV charge point at Oceansgate and by 2025, all support vehicles will be low carbon. Charging infrastructure will also be put in place to encourage wider port users (including RORO traffic) to use low carbon fuels. Emissions from commuter transport will be minimised through green transport initiatives, which will include public transport options (including park and ride) as well</p>	
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			as walking and cycling, which build on existing infrastructure such as cycle ways.	
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>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 adverse impact anticipated.	Not applicable.	March 2025 Economic Development
Disability	9.4 per cent of residents in Plymouth have their activities limited 'a lot' because of a physical or mental health problem.	Noise and disturbance Evidence has shown that people with disabilities and underlying health conditions are more likely to have their physical and mental wellbeing negatively impacted by increased noise. For example, one study found that people living in	Noise and disturbance – Plymouth Port As the port needs to operate at the time that the tide allows, it is	March 2025 Economic Development

	<p>12.2 per cent of residents in Plymouth have their activities limited ‘a little’ because of a physical or mental health problem (2021 Census)</p>	<p>areas with high levels of traffic noise were 25 per cent more likely than those living in quieter areas to develop depression.</p> <p>Noise and disturbance – Plymouth Port The Freeport will increase the number of ships using the Plymouth Port and it is likely that this will increase noise and disturbance.</p> <p>Noise and disturbance – Increased traffic The Freeport will increase the amount of traffic on Plymouth roads, especially on roads near to the Freeport and within the Freeport itself. A new road link is planned in response to increased demand - spine roads are going to connect to the A38 to improve connectivity.</p> <p>Noise and disturbance – construction It is likely that the Freeport will result in an increase in noise from both construction and business as usual. Increases in noise have been linked to poorer health outcomes including negatively effecting both mental and physical health. This negative impact is more likely to be felt by people with disabilities, however this is not limited to this cohort</p> <p>Emissions Poor air quality and pollution has negative consequences for health and the local environment. In particularly, a high quantity of particulate matter is linked to poorer health outcomes including negatively effecting both mental and physical health. This negative impact is more likely for people with disabilities due to the increased likelihood that they may have an</p>	<p>not possible to mitigate against this impact given its nature. Although there is the potential for the increase in freight traffic to increase noise and disturbance for local residents, the parts of the Port that will be used are largely away from residential areas. The additional tax/customs sites will be on under-developed land, thus minimising impact to the extent that is possible. South Yard is in close proximity to a local school and the Sherford employment zone is part of the wider Sherford village development. Langage, the largest site where most of the construction is going to take place, is greenfield and is not directly adjacent to residential area.</p> <p>Noise and disturbance – Increased traffic We will consider the possibility to explore noise monitoring and reduction initiatives in the vicinity if required. Any noise complaints will be monitored for trends.</p> <p>Our approach will require buildings to be built using sustainable materials, be well insulated and have renewables</p>	
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		<p>underlying health condition related to their breathing or lungs.</p> <p>Emissions – Plymouth Port</p> <p>The Freeport aims to significantly increase the volume of freight through the Port of Plymouth. Increasing the volume of freight brought in through the Port of Plymouth, rather than more distant UK Ports, will reduce national emissions from the transport sector, as well as reducing congestion on trunk roads elsewhere.</p> <p>Emissions – Freeport (onsite)</p> <p>The increase in freight traffic and associated traffic within the Freeport will likely increase local traffic and thus local emissions.</p> <p>Accessibility</p> <p>The large majority of buildings within the Freeport will be closed to members of the public, however we recognise that accessibility is still important. Where buildings are older, guidance will be taken from the appropriate colleagues and heritage organisation when appropriate</p>	<p>(such as solar or heat pumps) integrated.</p> <p>All construction will be delivered in line with local guidance to ensure minimal disruption to the local area.</p> <p>Within the Freeport we will use a combination of electric and hydrogen powered vehicles to move cargo between the Port and customs sites. There is already an EV charge point at Oceansgate and by 2025, all support vehicles will be low carbon. Charging infrastructure will also be put in place to encourage wider port users (including RORO traffic) to use low carbon fuels. Emissions from commuter transport will be minimised through green transport initiatives, which will include public transport options (including park and ride) as well as walking and cycling, which build on existing infrastructure such as cycle ways.</p>	
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 woman (2021 Census).	No adverse impacts are anticipated.	Not applicable.	March 2025 Economic Development

Marriage and civil partnership	<p>40.1 per cent of residents have never married and never registered a civil partnership. 10 per cent are divorced, 6 percent are widowed, with 2.5 per cent are separated but still married.</p> <p>0.49 per cent of residents are, or were, married or in a civil partnerships of the same sex. 0.06 per cent of residents are in a civil partnerships with the opposite sex (2021 Census).</p>	No adverse impacts are anticipated.	<p>The employment and skills plan will include engagement with the Department for Work and Pensions, universities, schools and other partners working with young women and girls to promote STEM career and education pathways.</p> <p>Engagement will also take place with local voluntary and community sector partners working with women and girls to raise awareness of the employment and education offer available and communication materials will be shared.</p>	March 2025 Economic Development
Pregnancy and maternity	<p>The total fertility rate (TFR) for England was 1.62 children per woman in 2021. The total fertility rate (TFR) for Plymouth in 2021 was 1.5.</p>	No adverse impacts are anticipated.	<p>The employment and skills plan will include engagement with the Department for Work and Pensions, universities, schools and other partners working with young women and girls to promote STEM career and education pathways.</p> <p>Engagement will also take place with local voluntary and community sector partners working with women and girls to raise awareness of the employment and education offer available and communication materials will be shared.</p>	March 2025 Economic Development

Race	<p>In 2021, 94.9 per cent of Plymouth's population identified their ethnicity as White, 2.3 per cent as Asian and 1.1 per cent as Black (2021 Census)</p> <p>People with a mixed ethnic background comprised 1.8 per cent of the population. 1 per cent of the population use a different term to describe their ethnicity (2021 Census)</p> <p>92.7 per cent of residents speak English as their main language. 2021 Census data shows that after English, Polish, Romanian, Chinese, Portuguese, and Arabic are the most spoken languages in Plymouth (2021 Census).</p>	No adverse impacts are anticipated.	<p>The employment and skills plan will include engagement with the Department for Work and Pensions, universities, schools and other partners working with people from Black, Asian and minority ethnic backgrounds to promote career and education pathways.</p> <p>Engagement will also take place with local voluntary and community sector partners working with this cohort and in particular refugees and asylum seekers to raise awareness of the employment and education offer available.</p> <p>Key information within the Freeport will be available in different languages, recognising the diversity of people using and passing through the Freeport.</p> <p>Staff employed by the Freeport will be trained in cultural awareness and cultural accessibility.</p>	March 2025 Economic Development
Religion or belief	<p>48.9 per cent of the Plymouth population stated they had no religion. 42.5 per cent of the population identified as Christian (2021 Census).</p> <p>Those who identified as Muslim account for 1.3 per cent of Plymouth's population while Hindu, Buddhist,</p>	Not applicable	Not applicable	March 2025 Economic Development

	Jewish or Sikh combined totalled less than 1 per cent (2021 Census).			
Sex	51 per cent of our population are women and 49 per cent are men (2021 Census).	No adverse impacts are anticipated.	<p>The employment and skills plan will include engagement with the Department for Work and Pensions, universities, schools and other partners working with young women and girls to promote STEM career and education pathways.</p> <p>Engagement will also take place with local voluntary and community sector partners working with women and girls to raise awareness of the employment and education offer available and communication materials will be shared.</p>	March 2025 Economic Development
Sexual orientation	88.95 per cent of residents aged 16 years and over in Plymouth describe their sexual orientation as straight or heterosexual. 2.06 per cent describe their sexuality as bisexual, 1.97 per cent of people describe their sexual orientation as gay or lesbian. 0.42 per cent of residents describe their sexual orientation using a different term (2021 Census).	No adverse impacts are anticipated.	Not applicable	March 2025 Economic Development

SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

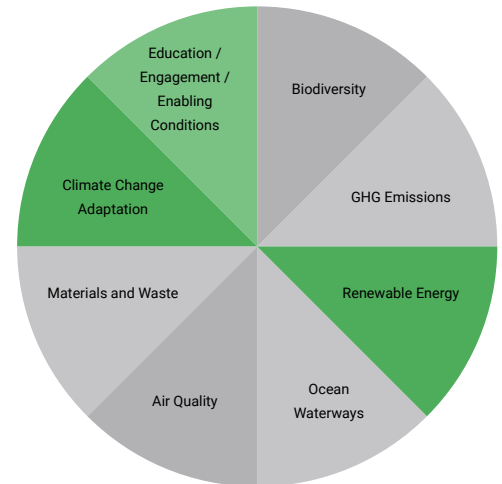
Human Rights	Implications	Mitigation Actions	Timescale and responsible department
	No adverse human rights implications are anticipated.	Not applicable. This will be reviewed and updated if or when any adverse impacts arise as a result of the project.	Not applicable.

SECTION FIVE: OUR EQUALITY OBJECTIVES

Equality objectives	Implications	Mitigation Actions	Timescale and responsible department
Celebrate diversity and ensure that Plymouth is a welcoming city.	There are no anticipated direct negative implications to this objective.	Not applicable. This will be reviewed if in the case that any adverse impacts should arise during delivery.	March 2025. Economic Development
Pay equality for women, and staff with disabilities in our workforce.	There are no anticipated direct negative implications to this objective.	Not applicable. This will be reviewed if in the case that any adverse impacts should arise during delivery.	March 2025. Economic Development
Supporting our workforce through the implementation of Our People Strategy 2020 – 2024	There are no anticipated direct negative implications to this objective.	Not applicable. This will be reviewed if in the case that any adverse impacts should arise during delivery.	March 2025. Economic Development
Supporting victims of hate crime so they feel confident to report incidents, and working with, and through our partner organisations to achieve positive outcomes.	There are no anticipated direct negative implications to this objective.	Not applicable. This will be reviewed if in the case that any adverse impacts should arise during delivery.	March 2025. Economic Development

Plymouth is a city where people from different backgrounds get along well.	There are no anticipated direct negative implications to this objective.	Not applicable. This will be reviewed if in the case that any adverse impacts should arise during delivery.	March 2025. Economic Development
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Assessment ID: PLY444

Assessment Author: Polly Frost

Assessment Initial Summary:

copy summary of project ; why, outcomes, impact ...

Assessment Final Summary:

Biodiversity Score: 2

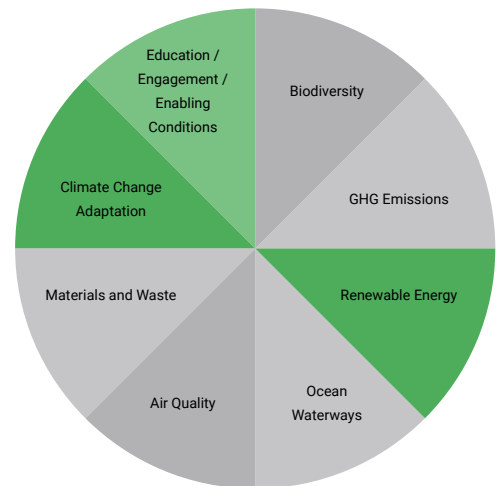
Biodiversity Score Justification: Potential Impact and Risk; - Loss of protected species through development operation of tax/customs sites - Damage to National Marine Park through increased shipping/port activity. The presence of protected species and Priority Habitats and Species and consideration of impacts of a proposed development upon them is a material consideration. Protected species receive levels of protection according to their designation (European, National and Priority Species), and of particular relevance to the JLP area are: ☐ European Protected Species that are most likely to be encountered within the Plan Area are bats (17 species), dormice, otters and great crested newts; ☐ Nationally protected species most likely to be encountered within the Plan Area are reptiles, Barn Owls and badgers; ☐ Priority Species/Species of Principal Importance are identified at a UK scale, a shortlist of which have been identified locally as particularly important and for which Devon has a key responsibility for looking after the species and their supporting habitats, for example, Cirl Bunting; ☐ Priority Habitats/Habitats of Principal Importance of which there should be no net loss (otherwise an application may be refused). The vast majority of hedgerows in Devon are Priority Habitats, please see guidance at 'Trees, woodlands and hedgerows (DEV28)' for specific considerations and requirements relating to hedgerows. Supplementary Planning Guidance DEV 26.5 states that net gains in biodiversity will be sought from all major development proposals. The LPAs will consider a 10 per cent increase in biodiversity units when applying the Defra Biodiversity Metric to be policy compliant. Mandatory biodiversity net gain is part of the planning process and applications are required to meet BNG requirements.

Biodiversity Score Mitigate: Yes

Biodiversity Revised Score: 3

Biodiversity Revised Score Justification: Mitigation by freeport: Conduct an Environmental Impact assessment to identify specific risks for protected sites and species, including those offshore. If required, new surveys to be undertaken during correct window to observe wildlife. Work with stakeholders such as the National Marine Park and Local Nature

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Partnership to mitigate risks outside the tax sites (including offshore) as well as identify opportunities for Biodiversity Net Gain and sites that can be enjoyed by people working and living in the sites. Mitigation by landlords and tenants: If it is found that there was an impact on protected species through development of the Freeport tax/customs sites, statutory obligations will need to be satisfied.

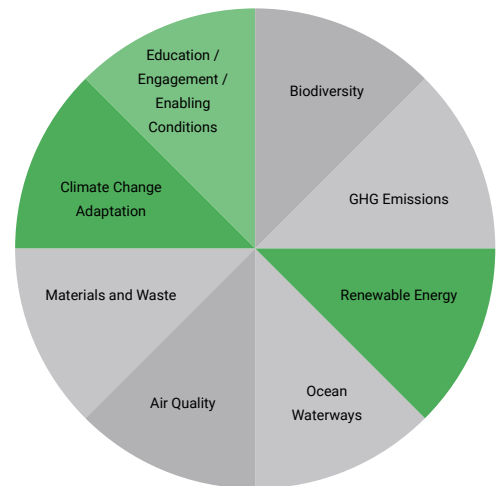
GHG Emissions Score: 2

GHG Emissions Score Justification: Delivery of the tax sites will be co-ordinated by the Freeport Delivery Team which will comprise representatives from Plymouth City Council, Devon County Council and South Hams District Council, in direct collaboration with the responsible planning and transport authorities, landowners, tenants / occupiers and key stakeholders. This is underpinned by robust governance structures which include landowner representation and backed up by our Gateway Policy and landowner agreements, thus enabling Freeport benefits to be realised. Our Gateway Policy and site specific agreements will support us to realise benefits :- South Yard is a 31.9 hectare site located along the waterfront, near to the Port of Plymouth and adjacent to the existing Oceansgate Enterprise Zone. It will form the centrepiece of the Innovation Hotbed. This is a brownfield site and remediation and retrofit works will enhance the energy performance of existing buildings and operations. 48.5 hectares, Langage is our largest tax site which also incorporates a customs site. The site will provide Industrial and Manufacturing as well as Light Industrial units for high value manufacturing/ engineering companies, focusing primarily but not exclusively on the marine, defence and space sectors, with low carbon applications, enabling us to support business expansion, investment and clustering to support the Freeport vision. As part of our value proposition, the site will also be home to a Green Hydrogen Electrolyser. 7.9 hectare Sherford tax site which occupies part of a larger greenfield site owned by the Sherford Consortium with a view to it being developed as warehousing, storage and engineering space. Development of greenfield sites is governed by Freeport commitment to PAS2080 and Planning regulations to minimise GHG emissions throughout construction, operation and end of life. The freeport has conducted a GHG emissions baseline that will be monitored throughout the project.

GHG Emissions Score Mitigate: Yes

GHG Emissions Revised Score: 3

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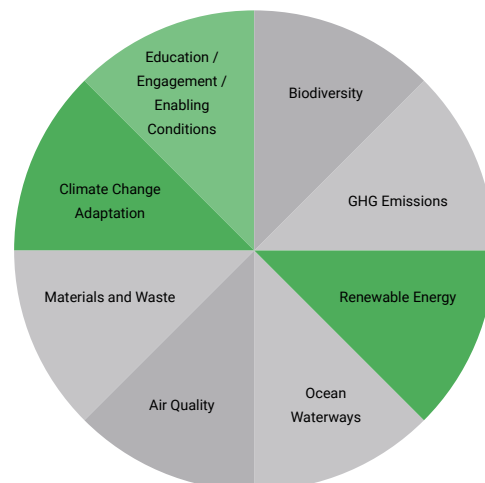


GHG Emissions Revised Score Justification: The freeport's Gateway Policy forms the basis for agreements between the PASD Freeport Board, private sector landowners and tenants who will ultimately be the beneficiaries of the tax site levers including Business Rates Retention (BRR). Compliance with the gateway policy will be the trigger for the consideration of discretionary Business Rates Relief by the relevant Council. The purpose of the Gateway Policy will be to ensure that the PASD Freeport supports the clustering of businesses with a focus on the target sectors; advanced manufacturing and engineering with a particular focus on marine, defence and space with low carbon applications. Our carbon and climate monitoring will identify any residual carbon emissions that have not been mitigated during the construction, operation of the freeport. The freeport business plan declares that 1/3 of retained business rate income to the freeport (once local authority loans have been repaid) will be spent on Net Zero projects, this is likely to include offsetting residual carbon. The Freeport NZ lead works closely with Plymouth Net Zero Action Group and is actively engaged in developing local insetting projects to ensure that any offsets are validated, authentic and provide an income source for local carbon sequestering projects, like seagrass and aqua culture as well as retrofit. Retained business rate policy states that once the borrowing costs of Plymouth City Council, Devon County Council and South Hams District Council have been met, any surplus receipts will be allocated to priorities mutually agreed between the partners at the Freeport Members Steering Group. It is forecast that 33% will be spent on Carbon net zero projects; Developing and delivering a range of low carbon solutions to decrease carbon emissions against our baseline in accordance with our net zero strategy. This includes opportunities from FLOW, expanding Hydrogen Hubs and other green technology opportunities.

Renewable Energy Score: 5

Renewable Energy Score Justification: PASDF Seed capital funded Infrastructure projects include: A Green hydrogen generation plant, which is being developed by landowner Carlton Power. The scheme is a major part of the Freeport's net zero strategy. Renewable energy will be used to produce green hydrogen fuel which will decarbonise industry both within the freeport and in surrounding areas. In the future the upscaled Langage Green Hydrogen plant will also provide energy for transport and heating. Initial (2025) capacity of 10MW, enough to heat 14,000 homes. The plant is a modular build so can expand as the business case becomes viable and grid connections are available. Carlton Power has signed partnership agreements to supply Sibelco and Imerys. The Green Hydrogen plant will become operational in 2025. PASD Freeport Full

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Business Case and Net Zero Opportunities Assessment has conducted a full options analysis for renewable energy opportunities. This is aligned to the commitment to building, operating and end of life plans for the sites to meet PAS 2080 guidelines. These criteria identify additional Opportunities for onsite renewable energy generation, notably solar PV and wind. This is alongside PAS2080 guidance on energy efficiency in buildings operation and construction. Embedded and operational carbon emissions will be monitored by the Freeport company on a quarterly basis. Conditions to do this are included in seed capital business cases and After care plans. Additionally the innovation and operations within the freeport also focus on renewable energy, i.e. being in the supply chain for Celtic sea FLOW. Innovation strands in freeport key sectors; marine, defence and space also prioritise innovations like increase short sea shipping, autonomous shipping, and working with University and innovation partners to clean green industry and advanced manufacturing supply chain and business operations.

Renewable Energy Score Mitigate: Yes

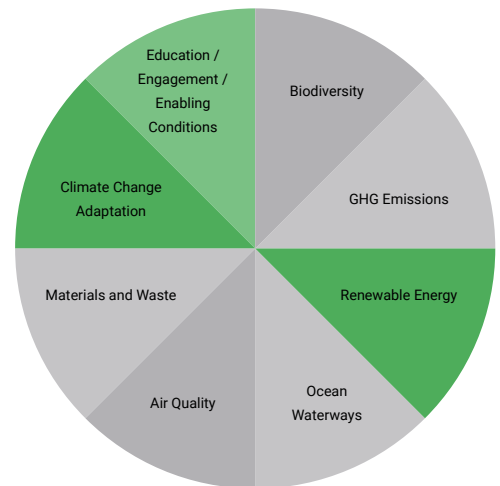
Renewable Energy Revised Score: 5

Renewable Energy Revised Score Justification: Our carbon and climate monitoring will identify any residual carbon emissions that have not been mitigated. The freeport business plan declares that 1/3 of retained business rate income to the freeport (once local authority loans have been repaid) will be spent on Net Zero projects, this is likely to be additional renewable energy generation.

Ocean and Waterways Score: 2

Ocean and Waterways Score Justification: Any Freeport related planning applications will need to comply with the Plymouth and SW Devon Supplementary Planning Document, which contains a section titled 'DEV2.1 and DEV2.3 – Water. This states: DEV2.3 ensures development will not result in an unacceptable harm to the water environment through the deterioration of water quality, and will look to improve water quality. This is required in line with the objectives of the Water Framework Directive (WFD), and to meet requirements under The Habitat Regulations (2017). The WFD sets out objectives to ensure the protection and improvement of the water environment, this includes achieving “good status” of all water bodies and groundwater bodies by set deadlines. Relevant information on water bodies is available via the Environment Agency’s Catchment Data Explorer, whilst the River Basin Management Plan sets out objectives for how

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water quality will be improved. It is expected that all developments will comply with the aforementioned documents. All developments should consider potential impacts, direct, indirect or cumulative, to water quality during construction or operation. Any forthcoming applications that are likely to impact the water environment should clearly show how the development may affect relevant water bodies and how any negative impacts are to be mitigated, if these cannot first be avoided. Wherever possible applicants should explore opportunities to improve and/or restore water quality. The environmental sensitivity of the site should also be considered as set out at 7 'Natural environment (DEV23-DEV28)'. All construction activities should follow Pollution Prevention Guidance 6 (PPG 6) and all relevant current Construction Industry Research and Information Association (CIRIA) guidance. Evidence will be required to show that impacts have been considered in relation to the environmental sensitivity of the site. The initial assessment should be proportional to the scale of the development, any significant impacts will be required to be addressed through a Water Framework Directive Assessment. Development may not be supported if there is likely to be interruption to the quantity or quality of water available to off-site supplies. Evidence may be required if a development is identified as having an unacceptable impact on private water supplies in the vicinity of the proposed development. Plymouth Marine Park are a stakeholder of the Freeport and we work closely with them on joint engagement and opportunities.

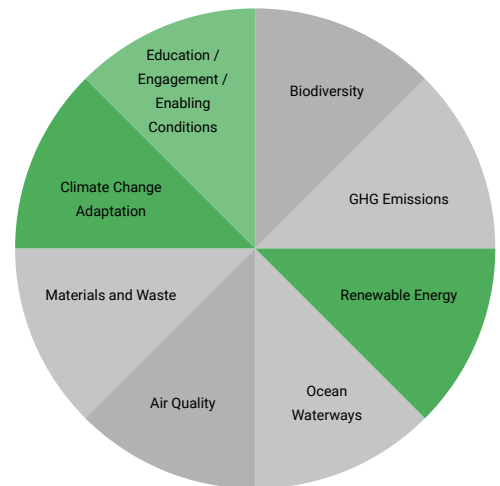
Ocean and Waterways Score Mitigate: Yes

Ocean and Waterways Revised Score: 3

Ocean and Waterways Revised Score Justification: Any Freeport related planning applications will need to comply with the Plymouth and SW Devon Supplementary Planning Document, which contains a section titled 'DEV2.1 and DEV2.3 – Water. This states: DEV2.3 ensures development will not result in an unacceptable harm to the water environment through the deterioration of water quality, and will look to improve water quality. This is required in line with the objectives of the Water Framework Directive (WFD), and to meet requirements under The Habitat Regulations (2017). The WFD sets out objectives to ensure the protection and improvement of the water environment, this includes achieving "good status" of all water bodies and groundwater bodies by set deadlines. Relevant information on water bodies is available via the Environment Agency's Catchment Data Explorer, whilst the River Basin Management Plan sets out objectives for how water quality will be improved. It is expected that all developments will comply with the aforementioned documents. All developments should consider potential impacts, direct, indirect or cumulative, to water quality during construction or operation. Any forthcoming

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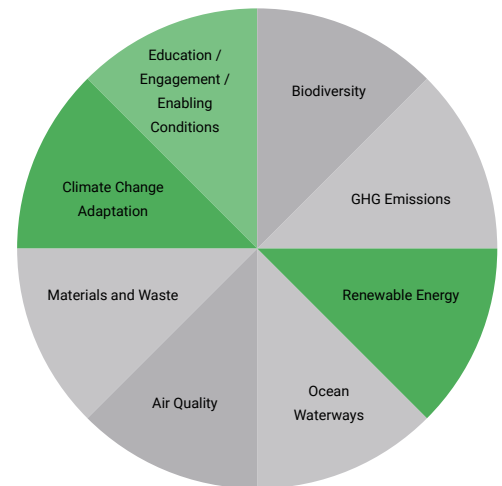
applications that are likely to impact the water environment should clearly show how the development may affect relevant water bodies and how any negative impacts are to be mitigated, if these cannot first be avoided. Wherever possible applicants should explore opportunities to improve and/or restore water quality. The environmental sensitivity of the site should also be considered as set out at 7 'Natural environment (DEV23-DEV28)'. All construction activities should follow Pollution Prevention Guidance 6 (PPG 6) and all relevant current Construction Industry Research and Information Association (CIRIA) guidance. Evidence will be required to show that impacts have been considered in relation to the environmental sensitivity of the site. The initial assessment should be proportional to the scale of the development, any significant impacts will be required to be addressed through a Water Framework Directive Assessment. Development may not be supported if there is likely to be interruption to the quantity or quality of water available to off-site supplies. Evidence may be required if a development is identified as having an unacceptable impact on private water supplies in the vicinity of the proposed development. Plymouth Marine Park are a stakeholder of the Freeport and we work closely with them on joint engagement and opportunities.

Air Quality Score: 3

Air Quality Score Justification: Impact/ Risk; Reduction in air quality standards due to increased road and sea traffic and industrial processes. Any Freeport related planning applications will need to comply with the Plymouth and SW Devon Supplementary Planning Document, which contains a section titled 'DEV2.1 and DEV2.2 – Air'. Both DEV2.1 and DEV2.2 aim to minimise negative air quality impacts by development proposals. Developments will normally be refused where a development is going to have a significant impact on an Air Quality Management Areas (AQMA), create a new AQMA, or result in an adverse effect on a European Site. Maps showing the AQMAs across the Plan Area are available for Plymouth City Council and South Hams District Council. When ensuring development proposals avoid or mitigate against having a negative impact on air, the type of mitigation required on a particular development should be informed by:

- Outcomes from transport statements, assessments and plans;
- Air Quality Assessments or emission profiling;
- LPAs' Air Quality Action Plans;
- Specific needs identified in site specific spatial policy allocations;
- Travel awareness/planning and highway development requirements;
- The latest Defra Local Air Quality Management Guidance. The latest information to be found on the UK Air Pollution Information System;
- Relevant technical guidance and acknowledged best practice; and/or,
- Any other measures that the applicant can evidence which will result in a

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net reduction in the air quality impact of the development. Whilst the LPAs recognise the importance of the Government's 'Road to Zero Strategy' and supports the aim of decarbonising transport networks, there are also other opportunities within the transport networks to make small improvements that will have significant positive impacts on air quality. The LPAs expect all new development proposals to take into consideration the below list of potential measures:

- Provision of electric vehicle charging points (Guidance on the requirements of electric vehicle charging points can be found at 'Specific provisions relating to transport (DEV29)');
- Designation of parking spaces for low emission vehicles;
- Provision of facilities to encourage sustainable travel, such as cycling facilities;
- Travel planning with new residents/businesses to encourage travel by sustainable transport modes as well as the uptake of ultra-low emission vehicles;
- Green travel vouchers;
- Facilities within developments which support active modes of transport such as: drying rooms; showers and lockers etc.
- Ensuring good connectivity to existing and future public transport, cycle and pedestrian routes;
- The provision of appropriate trees and landscaping features to reflect the importance of 'right tree (or landscaping feature) in the right place'.

For major developments which are likely to have a negative impact on air quality, the level of contribution towards offsetting measures will be calculated based upon the damage caused by the additional emissions, having regard to published national guidance on the calculations of such costs such as the Land-Use Planning & Development Control: Planning For Air Quality. This approach allows for mitigation measures to be delivered in line with any existing air quality action plans. Any mitigation measures will be secured through planning conditions or through planning obligations and will be negotiated on a case-by-case basis.

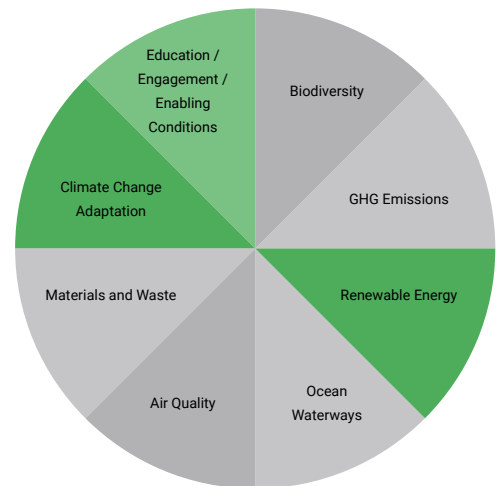
Air Quality Score Mitigate: Yes

Air Quality Revised Score: 3

Air Quality Revised Score Justification: Mitigations by Freeport: Conduct an Environmental Impact assessment to identify specific air quality risks. Potential to undertake a strategic transport vision across all three site and transport assessments with low-med-high scenarios including robust transport modelling. Seed capital will be used to build pedestrian/cycle bridge between Sherford and Langage to reduce commuter emissions. Other mitigations are likely to include:

- Development of an Air Quality Plan to reduce emissions from diesel engines. Which may include the introduction of an Air Quality Management Area within Plymouth Sound. (linked to smart sound) in which vessels are required to switch to clean propulsion systems when they enter.
- Development of a Green Transport Plan for the Freeport and each tax site to include - Public transport
- Walking and cycling
- Charging infrastructure
- Low carbon freight options

Plymouth and South Devon Freeport FINAL



(potentially linked to the Green Hydrogen plant) Innovation activity without industrial and academic partners to develop cleaner/low emission processes (e.g. Princess Yachts are breaking new ground in large scale resin infusion technology, a closed moulded process which almost completely eliminates styrene emissions in the workplace and local environment) Mitigations by landowners/tenants: Will be required to meet planning requirements Identification and mitigation of any industrial processes which may result in emissions and compliance with relevant legislation Participation in Freeport initiatives to reduce transport related emissions Participation in voluntary innovation activity to develop cleaner processes.

Materials and Waste Score: 2

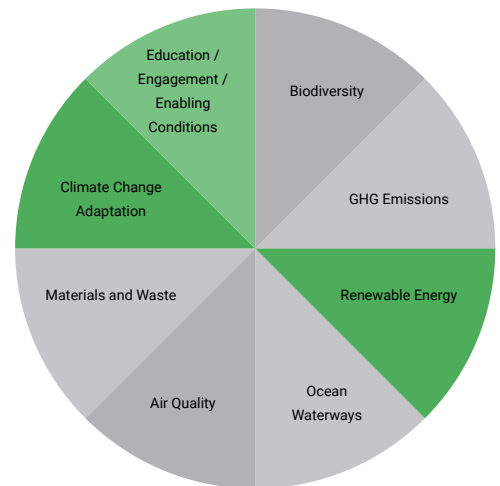
Materials and Waste Score Justification: The risk is failure to ensure waste is disposed of responsibly and in accordance with the law. The freeport refers to Environmental Protection Act Hazardous Waste Regulations Producer Responsibility Obligations Waste Electrical and Electronic Equipment. Paragraph 8 of the National Planning Policy for Waste and Policy W4 of the Devon Waste Plan requires major development proposals within Devon County Council (sites Sherford and Langage) to be accompanied by a Waste Audit Statement. Devon County Council has published a Waste Management and Infrastructure SPD that provides guidance on the production of Waste Audit Statements. This can be found online at: <https://new.devon.gov.uk/planning/planning-policies/other-county-policy-and-guidance>

Materials and Waste Score Mitigate: Yes

Materials and Waste Revised Score: 3

Materials and Waste Revised Score Justification: Mitigations by Freeport; Conduct an Environmental Impact assessment to identify specific waste management risks Work with landowners and tenants to identify and mitigate waste management risks Develop initiatives which encourage landowners/tenants to: Reduce, re-use, recycle Minimise waste going to landfill Increase recycling Reduce waste in the economy (e.g. through circular economy principles) Promote complementary initiatives such as the Preventing Plastic Pollution Project (an Interreg project involving PCC and PU). Mitigations by Tennants and Landlords: Ensure all waste management regulations are complied with and the approach to waste management follows the Waste Management Plan for England. Participation in voluntary

Plymouth and South Devon Freeport FINAL



wastemanagementinitiatives such asthe PreventingPlastic PollutionProject.

Climate Change Adaptation Score: 3

Climate Change Adaptation Score Justification: The freeport has contributed to and is informed byThe Devon Cornwall and Isles of Scilly Climate Adaptation Strategy. This helps communities and organisations across the Southwest better understand the risks their area will face in the future, as climate change increasingly affects the UK. It will also help them to adapt to these changes, thereby improving their resilience and community safety.Resources to help individuals, communities, organisations and local policy makers take action for climate adaptation and prepare for climate impacts. Using this framework and the Freeport's own Net Zero Strategy and Action Plan the freeport will monitor it's delivery and actions in the face of changing climate and adaptations.

Climate Change Adaptation Score Mitigate: Yes

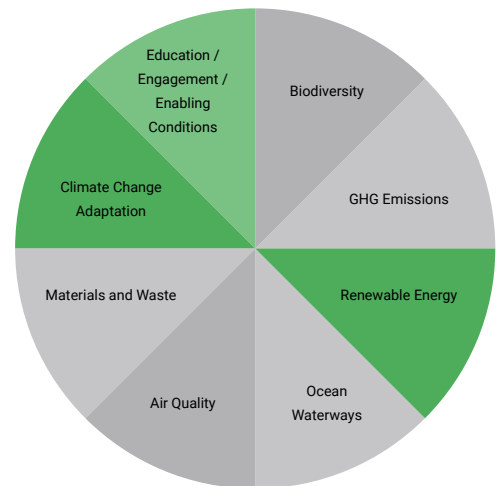
Climate Change Adaptation Revised Score: 5

Climate Change Adaptation Revised Score Justification: The freeport has contributed to and is informed byThe Devon Cornwall and Isles of Scilly Climate Adaptation Strategy. This helps communities and organisations across the Southwest better understand the risks their area will face in the future, as climate change increasingly affects the UK. It will also help them to adapt to these changes, thereby improving their resilience and community safety.Resources to help individuals, communities, organisations and local policy makers take action for climate adaptation and prepare for climate impacts. Using this framework and the Freeport's own Net Zero Strategy and Action Plan the freeport will monitor it's delivery and actions in the face of changing climate and adaptations.

Education / Engagement / Enabling Conditions Score: 5

Education / Engagement / Enabling Conditions Score Justification: Impact of skills strategy;The Freeport is a facilitator of closer collaboration between businesses and education providers, with the following objectives as focal points:Retaining people in the regionDeveloping new course content and future rolesProvision of tutors and spacesDefining future skills roles in greater

Plymouth and South Devon Freeport FINAL



detail. Working across the Freeport Skills advisory board the freeport will build greater gender diversity, particularly in those moving into employment post-qualification, supplementing the various other inclusivity workstreams underway or planned within the region. The Freeport acts as a natural focal point for businesses and education providers. This collaboration already exists, however the Freeport can serve to aggregate pockets of collaboration and drive greater ambition across the region. With target sectors and long term investments planned for the Freeport, greater and clearer needs can create a mandate for collaboration. The Freeport can serve as a beacon for great careers and build a strong reputation for any employers active on the site. A Government mandate by virtue of public investment and tax incentives can be used to drive progress. The Pedestrian and Cycle bridge will create new opportunities for green and active travel.

Education / Engagement / Enabling Conditions Score Mitigate: Yes

Education / Engagement / Enabling Conditions Revised Score: 5

Education / Engagement / Enabling Conditions Revised Score Justification: The freeport and its construction partners and contractors are part of Plymouth Skills Launchpad and Skills 2 Plymouth which includes construction skills. Procured construction companies will adhere to social value requirements. Additionally working with partners like Trade Unions, Plymouth National Marine Park, training providers and colleges raised the profile of green skills among residents in the city.

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
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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 – L46 23/24

Decision	
1	Title of decision: Plymouth and South Devon Freeport Business Case: Sherford Business Park
2	Decision maker: Councillor Tudor Evans OBE, Leader of the Council
3	Report author and contact details: Cath Parnall - Catherine.parnall@plymouth.gov.uk Victoria Glennon - Victoria.Glennon@plymouth.gov.uk
4	Decision to be taken: <ol style="list-style-type: none"> 1. To allocate £1,200,000 of Freeport Seed Capital Funding into the Capital Programme to be used for the Sherford Business Park business case. 2. To authorise the Section 151 Officer to approve relevant funding claims up to the total Seed Capital amount of £1,200,000 as listed above.
5	Reasons for decision: Plymouth City Council is the Accountable Body for the Freeport and will receive and allocate the seed capital to support the delivery of the Freeport Annual Plan. The Accountable Body is responsible for the effective programme management of the Seed capital programme pipeline, including appraisal of individual business cases for Seed Capital projects. This decision is necessary in order to meet timeframes set by Department for Levelling Up, Housing & Communities (DLUHC) in order to deliver the proposed activities as set out in the Business Case and spend the funds accordingly and in time.
6	Alternative options considered and rejected: 1. Do nothing - This would severely impact on the ability to spend the allocated amount for this financial year.
7	Financial implications and risks: The funding is received from Government for the purpose of delivering the Seed Capital Freeport funding and is underpinned by a Memorandum of Understanding and further funding agreements that binds Plymouth City Council and Partners within the Freeport delivery governance into an agreement with the Department for Levelling Up, Housing & Communities (DLUHC) and further funding agreements between the Accountable Body and projects outlining that the funds are shouldered by the applicant as such is contractually obliged to deliver and spend according to the Fund parameters and requirements. Projects are subject to Accountable Body processes involving but not limited to procurement regulations, monitoring and governance, as such, failure to follow requirements from either the

	Accountable Body or DLUHC runs the risk of remedial action. We will maintain robust programme management protocols through regular monitoring and review to ensure that the projects are delivered within the grant terms and conditions. Remedial action will be taken where necessary.			
8	Is the decision a Key Decision? (please contact Democratic Support for further advice)	Yes	No	Per the Constitution, a key decision is one which:
			x	in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total
			x	in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1million
		x	is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.	
	If yes, date of publication of the notice in the Forward Plan of Key Decisions	N/A		
9	Please specify how this decision is linked to the Council's corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget:	This decision can be linked to the Plymouth Plan chapters; Growing City and International City as well as other frameworks including the Climate Emergency Action Plan. This decision would be directly linked to the capital budget and will be managed and monitored in accordance with Plymouth City Council processes.		
10	Please specify any direct environmental implications of the decision (carbon impact)	There are no current anticipated adverse impacts as part of delivering this project.		
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'	Yes		

	portfolios affected by the decision?	No	<input checked="" type="checkbox"/>	(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	<input type="checkbox"/>	If yes, please discuss with the Monitoring Officer
		No	<input checked="" type="checkbox"/>	
15	Which Corporate Management Team member has been consulted?	Name	Anthony Payne	
		Job title	Strategic Director for Place	
		Date consulted	20 February 2024	
Sign-off				
16	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS111 23/24	
		Finance (mandatory)	DJN.23.24.204	
		Legal (mandatory)	2333/190224	
		Human Resources (if applicable)		
		Corporate property (if applicable)		
		Procurement (if applicable)		
Appendices				
17	Ref.	Title of appendix		
	A	Part I Supporting Summary Report		
	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. (Keep as much information as possible in the briefing report that will be in the public domain)
		No	<input type="checkbox"/>	
		Exemption Paragraph Number		

		1	2	3	4	5	6	7
18b	Confidential/exempt briefing report title: Part II Business Case (exempt)			x				
Background Papers								
19	<p>Please list all unpublished, background papers relevant to the decision in the table below.</p> <p>Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part 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 (2010) and those who do not. For further details please see the EIA attached.</p>							
Signature				Date of decision		14 March 2024		
Print Name		Cllr Tudor Evans OBE, Leader of Plymouth City Council						

BRIEFING PAPER FOR PASD FREEPORT PROJECT DECISION

Overview of project



BACKGROUND

The PASD Freeport Full Business Case (FBC) included a Tax Site at Sherford, on land allocated for employment use close to the A38 Deep Lane junction. The aim of this project is to provide the necessary highways infrastructure to facilitate access to the PASD designated area within the Sherford Business Park. It will involve installation of a new highway junction and the construction of a length of new road with associated infrastructure (drainage and utilities) from the new junction to the Tax site.

The project will provide the necessary infrastructure to develop Tax Site 3 for the purposes set out in the PASD Freeport FBC. The site forms part of the wider employment allocation of the Sherford new community and will also provide a vital link into the as yet undeveloped Business Park. The project will:

- Install a new traffic signal-controlled highway junction on Main Street, Sherford; and,
- Enable construction of a new highway and associated infrastructure from the new junction on Main Street to the Freeport Tax Site. The new road will be adopted as public highway.

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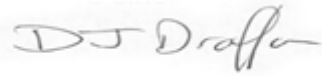
The following relates to exempt or confidential matters (Para(s) 3 of Part 1, Schedule 12A of the Local Govt Act 1972). Any breach of confidentiality could prejudice the Council/person/body concerned & might amount to a breach of the councillors /employees codes of conduct.

Document is Restricted

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EQUALITY IMPACT ASSESSMENT – [FREEPORT PROJECT BUSINESS CASE]

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): This is the person completing the EIA template.	Cath Parnall	Department and service:	Economic Development	Date of assessment:	04/03/2024
Lead Officer: Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.	David Draffan	Signature:		Approval date:	5 March 2024
Overview:	<p>Plymouth City Council is the Accountable Body for the Freeport and will receive and allocate the Seed Capital to support the delivery of the Freeport Annual Plan.</p> <p>The Accountable Body is responsible for the effective programme management of the Seed capital programme pipeline, including appraisal of individual business cases for Seed Capital projects.</p> <p>This decision is necessary in order to meet timeframes set by Department for Levelling Up, Housing & Communities (DLUHC) in order to deliver the proposed activities as set out in the Business Case and spend the funds accordingly and in time.</p> <p>Business Case Summary</p> <p>The decision is to agree the use of the Seed Capital Funds to carry out the proposed project and activities outlined below:</p> <p>The aim of the project is for the Sherford Consortium (Countryside Partnerships and Taylor Wimpey) to provide the necessary highways infrastructure (core infrastructure and access road) to facilitate access to the PASD Freeport designated area within the Sherford Business Park.</p> <ul style="list-style-type: none">• Establishing a national hub for global trade and investment – by accelerating the development of employment land with the aim of enabling a key local employer to create a new Logistics Facility onsite.• Promoting regeneration and job creation – by creating the conditions to support the development of new jobs.				

	<p>It also, less directly, supports the long-term sustainability of the Freeport’s hotbed for innovation because the end user of the site will have a significant supply chain, creating demand and opportunity for collaboration and development.</p> <p>The project itself is a straightforward transaction. It will use the seed capital allocation of £1,200,000, in order to a) fund the access road and b) fund the core infrastructure.</p> <p>It will involve installation of a new highway junction and the construction of a new road with associated infrastructure (drainage and utilities) from the new junction to the Tax site.</p>
Decision required:	<p>1. To agree to allocate £1,200,000 of Freeport Seed Capital Funding into the Capital Programme to be used for the access road and core infrastructure to facilitate access to the PASD Freeport designated area within the Sherford Business Park.</p> <p>2. To authorise the Section 151 Officer to approve relevant funding claims up the total Seed Capital amount of £1,200,000 as listed above.</p>

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.	A full EIA has been completed below despite the answers above.			

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. 	<p>Noise and disturbance – impacts</p> <p>Evidence has shown that both younger and older people are likely to have their physical and mental wellbeing negatively impacted by increased noise. For young people, for example, increased noise may impact on their wellbeing and ability to meet their educational potential. For older people noise disturbances can cause increased anxiety and exacerbate conditions such as dementia and tinnitus.</p> <p>Noise and disturbance – Plymouth Port</p> <p>The Freeport may increase the number of ships using the Plymouth Port and it is likely that this will increase noise and disturbance.</p> <p>Noise and disturbance – Increased traffic</p> <p>The Freeport will increase the amount of traffic on Plymouth roads, especially on roads near to the Freeport and within the Freeport itself.</p> <p>A new road link is planned in response to increased demand - spine roads are going to connect to the A38 to improve connectivity.</p> <p>Noise and disturbance – construction</p>	<p>Noise and disturbance – Plymouth Port</p> <p>As the Port needs to operate at the time that the tide allows, it is not possible to mitigate against this impact given its nature.</p> <p>Although there is the potential for the increase in freight traffic to increase noise and disturbance for local residents, the parts of the Port that will be used are largely away from residential areas. The additional tax/customs sites will be on under-developed land, thus minimising impact to the extent that is possible. South Yard is in close proximity to a local school and the Sherford employment zone is part of the wider Sherford village development. Langage, the largest site where most of the construction is going to take place, is greenfield and is not directly adjacent to residential area.</p>	March 2025 Economic Development

	<ul style="list-style-type: none">18.4 per cent of people are aged 65 and over. <p>(2021 Census)</p>	<p>It is likely that the Freeport will result in an increase in noise from both construction and business as usual. Increases in noise have been linked to poorer health outcomes including negatively effecting both mental and physical health.</p> <p>Emissions</p> <p>Poor air quality and pollution has negative consequences for health and the local environment. In particular, a high quantity of particulate matter is linked to poorer health outcomes including negatively effecting both mental and physical health. This negative impact is more likely to affect young people as their lungs are still developing.</p> <p>Emissions – Plymouth Port</p> <p>The Freeport aims to significantly increase the volume of freight through the Port of Plymouth. Increasing the volume of freight brought in through the Port of Plymouth, rather than more distant UK ports, will reduce national emissions from the transport sector, as well as reducing congestion on trunk roads elsewhere.</p> <p>Emissions – Freeport (onsite)</p> <p>The increase in freight traffic and associated traffic within the Freeport will likely increase local traffic and thus local emissions.</p>	<p>Noise and disturbance – Increased traffic</p> <p>We will consider the possibility to explore noise monitoring and reduction initiatives in the vicinity if required. Any noise complaints will be monitored for trends.</p> <p>Our approach will require buildings to be built using sustainable materials, be well insulated and have renewables (such as solar or heat pumps) integrated.</p> <p>All construction will be delivered in line with local guidance to ensure minimal disruption to the local area.</p> <p>Within the Freeport we will use a combination of electric and hydrogen powered vehicles to move cargo between the Port and customs sites. There is already and EV charge point at Oceansgate and by 2025, all support vehicles will be low carbon. Charging infrastructure will also be put in place to encourage wider port users (including RORO traffic) to use low carbon fuels. Emissions from commuter transport will be minimised through green transport initiatives, which will include public transport options (including park and ride) as well</p>	
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			as walking and cycling, which build on existing infrastructure such as cycle ways.	
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>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 adverse impact anticipated.	Not applicable.	March 2025 Economic Development
Disability	9.4 per cent of residents in Plymouth have their activities limited 'a lot' because of a physical or mental health problem.	Noise and disturbance Evidence has shown that people with disabilities and underlying health conditions are more likely to have their physical and mental wellbeing negatively impacted by increased noise. For example, one study found that people living in	Noise and disturbance – Plymouth Port As the port needs to operate at the time that the tide allows, it is	March 2025 Economic Development

	<p>12.2 per cent of residents in Plymouth have their activities limited ‘a little’ because of a physical or mental health problem (2021 Census)</p>	<p>areas with high levels of traffic noise were 25 per cent more likely than those living in quieter areas to develop depression.</p> <p>Noise and disturbance – Plymouth Port The Freeport will increase the number of ships using the Plymouth Port and it is likely that this will increase noise and disturbance.</p> <p>Noise and disturbance – Increased traffic The Freeport will increase the amount of traffic on Plymouth roads, especially on roads near to the Freeport and within the Freeport itself. A new road link is planned in response to increased demand - spine roads are going to connect to the A38 to improve connectivity.</p> <p>Noise and disturbance – construction It is likely that the Freeport will result in an increase in noise from both construction and business as usual. Increases in noise have been linked to poorer health outcomes including negatively effecting both mental and physical health. This negative impact is more likely to be felt by people with disabilities, however this is not limited to this cohort</p> <p>Emissions Poor air quality and pollution has negative consequences for health and the local environment. In particularly, a high quantity of particulate matter is linked to poorer health outcomes including negatively effecting both mental and physical health. This negative impact is more likely for people with disabilities due to the increased likelihood that they may have an</p>	<p>not possible to mitigate against this impact given its nature. Although there is the potential for the increase in freight traffic to increase noise and disturbance for local residents, the parts of the Port that will be used are largely away from residential areas. The additional tax/customs sites will be on under-developed land, thus minimising impact to the extent that is possible. South Yard is in close proximity to a local school and the Sherford employment zone is part of the wider Sherford village development. Langage, the largest site where most of the construction is going to take place, is greenfield and is not directly adjacent to residential area.</p> <p>Noise and disturbance – Increased traffic We will consider the possibility to explore noise monitoring and reduction initiatives in the vicinity if required. Any noise complaints will be monitored for trends.</p> <p>Our approach will require buildings to be built using sustainable materials, be well insulated and have renewables</p>	
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		<p>underlying health condition related to their breathing or lungs.</p> <p>Emissions – Plymouth Port</p> <p>The Freeport aims to significantly increase the volume of freight through the Port of Plymouth. Increasing the volume of freight brought in through the Port of Plymouth, rather than more distant UK Ports, will reduce national emissions from the transport sector, as well as reducing congestion on trunk roads elsewhere.</p> <p>Emissions – Freeport (onsite)</p> <p>The increase in freight traffic and associated traffic within the Freeport will likely increase local traffic and thus local emissions.</p> <p>Accessibility</p> <p>The large majority of buildings within the Freeport will be closed to members of the public, however we recognise that accessibility is still important. Where buildings are older, guidance will be taken from the appropriate colleagues and heritage organisation when appropriate</p>	<p>(such as solar or heat pumps) integrated.</p> <p>All construction will be delivered in line with local guidance to ensure minimal disruption to the local area.</p> <p>Within the Freeport we will use a combination of electric and hydrogen powered vehicles to move cargo between the Port and customs sites. There is already an EV charge point at Oceansgate and by 2025, all support vehicles will be low carbon. Charging infrastructure will also be put in place to encourage wider port users (including RORO traffic) to use low carbon fuels. Emissions from commuter transport will be minimised through green transport initiatives, which will include public transport options (including park and ride) as well as walking and cycling, which build on existing infrastructure such as cycle ways.</p>	
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 woman (2021 Census).	No adverse impacts are anticipated.	Not applicable.	March 2025 Economic Development

Marriage and civil partnership	<p>40.1 per cent of residents have never married and never registered a civil partnership. 10 per cent are divorced, 6 percent are widowed, with 2.5 per cent are separated but still married.</p> <p>0.49 per cent of residents are, or were, married or in a civil partnerships of the same sex. 0.06 per cent of residents are in a civil partnerships with the opposite sex (2021 Census).</p>	No adverse impacts are anticipated.	<p>The employment and skills plan will include engagement with the Department for Work and Pensions, universities, schools and other partners working with young women and girls to promote STEM career and education pathways.</p> <p>Engagement will also take place with local voluntary and community sector partners working with women and girls to raise awareness of the employment and education offer available and communication materials will be shared.</p>	March 2025 Economic Development
Pregnancy and maternity	<p>The total fertility rate (TFR) for England was 1.62 children per woman in 2021. The total fertility rate (TFR) for Plymouth in 2021 was 1.5.</p>	No adverse impacts are anticipated.	<p>The employment and skills plan will include engagement with the Department for Work and Pensions, universities, schools and other partners working with young women and girls to promote STEM career and education pathways.</p> <p>Engagement will also take place with local voluntary and community sector partners working with women and girls to raise awareness of the employment and education offer available and communication materials will be shared.</p>	March 2025 Economic Development

Race	<p>In 2021, 94.9 per cent of Plymouth's population identified their ethnicity as White, 2.3 per cent as Asian and 1.1 per cent as Black (2021 Census)</p> <p>People with a mixed ethnic background comprised 1.8 per cent of the population. 1 per cent of the population use a different term to describe their ethnicity (2021 Census)</p> <p>92.7 per cent of residents speak English as their main language. 2021 Census data shows that after English, Polish, Romanian, Chinese, Portuguese, and Arabic are the most spoken languages in Plymouth (2021 Census).</p>	No adverse impacts are anticipated.	<p>The employment and skills plan will include engagement with the Department for Work and Pensions, universities, schools and other partners working with people from Black, Asian and minority ethnic backgrounds to promote career and education pathways.</p> <p>Engagement will also take place with local voluntary and community sector partners working with this cohort and in particular refugees and asylum seekers to raise awareness of the employment and education offer available.</p> <p>Key information within the Freeport will be available in different languages, recognising the diversity of people using and passing through the Freeport.</p> <p>Staff employed by the Freeport will be trained in cultural awareness and cultural accessibility.</p>	March 2025 Economic Development
Religion or belief	<p>48.9 per cent of the Plymouth population stated they had no religion. 42.5 per cent of the population identified as Christian (2021 Census).</p> <p>Those who identified as Muslim account for 1.3 per cent of Plymouth's population while Hindu, Buddhist,</p>	Not applicable	Not applicable	March 2025 Economic Development

	Jewish or Sikh combined totalled less than 1 per cent (2021 Census).			
Sex	51 per cent of our population are women and 49 per cent are men (2021 Census).	No adverse impacts are anticipated.	<p>The employment and skills plan will include engagement with the Department for Work and Pensions, universities, schools and other partners working with young women and girls to promote STEM career and education pathways.</p> <p>Engagement will also take place with local voluntary and community sector partners working with women and girls to raise awareness of the employment and education offer available and communication materials will be shared.</p>	March 2025 Economic Development
Sexual orientation	88.95 per cent of residents aged 16 years and over in Plymouth describe their sexual orientation as straight or heterosexual. 2.06 per cent describe their sexuality as bisexual, 1.97 per cent of people describe their sexual orientation as gay or lesbian. 0.42 per cent of residents describe their sexual orientation using a different term (2021 Census).	No adverse impacts are anticipated.	Not applicable	March 2025 Economic Development

SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

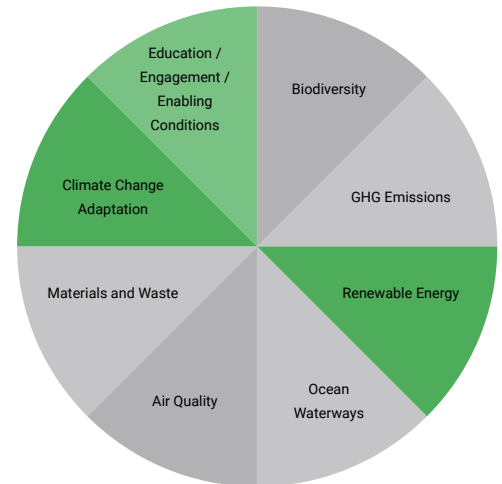
Human Rights	Implications	Mitigation Actions	Timescale and responsible department
	No adverse human rights implications are anticipated.	Not applicable. This will be reviewed and updated if or when any adverse impacts arise as a result of the project.	Not applicable.

SECTION FIVE: OUR EQUALITY OBJECTIVES

Equality objectives	Implications	Mitigation Actions	Timescale and responsible department
Celebrate diversity and ensure that Plymouth is a welcoming city.	There are no anticipated direct negative implications to this objective.	Not applicable. This will be reviewed if in the case that any adverse impacts should arise during delivery.	March 2025. Economic Development
Pay equality for women, and staff with disabilities in our workforce.	There are no anticipated direct negative implications to this objective.	Not applicable. This will be reviewed if in the case that any adverse impacts should arise during delivery.	March 2025. Economic Development
Supporting our workforce through the implementation of Our People Strategy 2020 – 2024	There are no anticipated direct negative implications to this objective.	Not applicable. This will be reviewed if in the case that any adverse impacts should arise during delivery.	March 2025. Economic Development
Supporting victims of hate crime so they feel confident to report incidents, and working with, and through our partner organisations to achieve positive outcomes.	There are no anticipated direct negative implications to this objective.	Not applicable. This will be reviewed if in the case that any adverse impacts should arise during delivery.	March 2025. Economic Development

Plymouth is a city where people from different backgrounds get along well.	There are no anticipated direct negative implications to this objective.	Not applicable. This will be reviewed if in the case that any adverse impacts should arise during delivery.	March 2025. Economic Development
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Plymouth and South Devon Freeport FINAL



Assessment ID: PLY444

Assessment Author: Polly Frost

Assessment Initial Summary:

copy summary of project ; why, outcomes, impact ...

Assessment Final Summary:

Biodiversity Score: 2

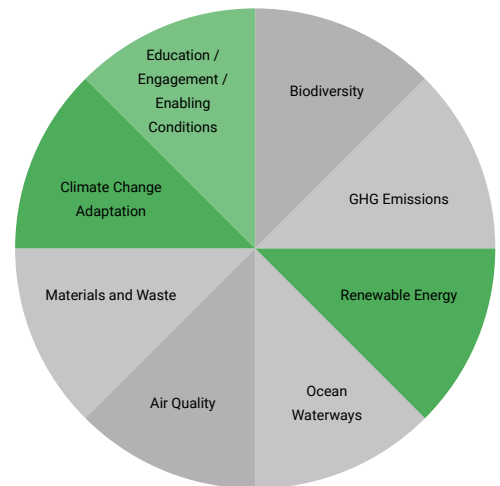
Biodiversity Score Justification: Potential Impact and Risk; - Loss of protected species through development operation of tax/customs sites - Damage to National Marine Park through increased shipping/port activity. The presence of protected species and Priority Habitats and Species and consideration of impacts of a proposed development upon them is a material consideration. Protected species receive levels of protection according to their designation (European, National and Priority Species), and of particular relevance to the JLP area are: ☐ European Protected Species that are most likely to be encountered within the Plan Area are bats (17 species), dormice, otters and great crested newts; ☐ Nationally protected species most likely to be encountered within the Plan Area are reptiles, Barn Owls and badgers; ☐ Priority Species/Species of Principal Importance are identified at a UK scale, a shortlist of which have been identified locally as particularly important and for which Devon has a key responsibility for looking after the species and their supporting habitats, for example, Cirl Bunting; ☐ Priority Habitats/Habitats of Principal Importance of which there should be no net loss (otherwise an application may be refused). The vast majority of hedgerows in Devon are Priority Habitats, please see guidance at 'Trees, woodlands and hedgerows (DEV28)' for specific considerations and requirements relating to hedgerows. Supplementary Planning Guidance DEV 26.5 states that net gains in biodiversity will be sought from all major development proposals. The LPAs will consider a 10 per cent increase in biodiversity units when applying the Defra Biodiversity Metric to be policy compliant. Mandatory biodiversity net gain is part of the planning process and applications are required to meet BNG requirements.

Biodiversity Score Mitigate: Yes

Biodiversity Revised Score: 3

Biodiversity Revised Score Justification: Mitigation by freeport: Conduct an Environmental Impact assessment to identify specific risks for protected sites and species, including those offshore. If required, new surveys to be undertaken during correct window to observe wildlife. Work with stakeholders such as the National Marine Park and Local Nature

Plymouth and South Devon Freeport FINAL



Partnership to mitigate risks outside the tax sites (including offshore) as well as identify opportunities for Biodiversity Net Gain and sites that can be enjoyed by people working and living in the sites. Mitigation by landlords and tenants: If it is found that there was an impact on protected species through development of the Freeport tax/customs sites, statutory obligations will need to be satisfied.

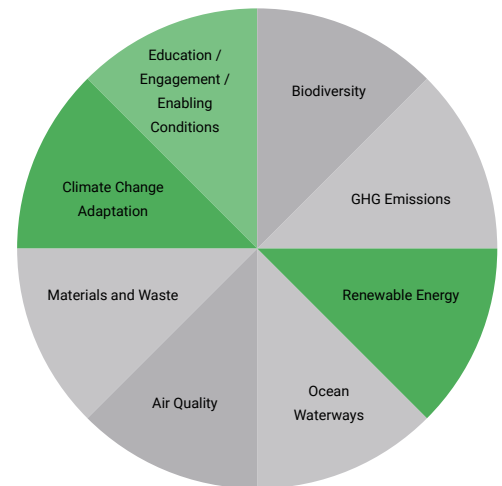
GHG Emissions Score: 2

GHG Emissions Score Justification: Delivery of the tax sites will be co-ordinated by the Freeport Delivery Team which will comprise representatives from Plymouth City Council, Devon County Council and South Hams District Council, in direct collaboration with the responsible planning and transport authorities, landowners, tenants / occupiers and key stakeholders. This is underpinned by robust governance structures which include landowner representation and backed up by our Gateway Policy and landowner agreements, thus enabling Freeport benefits to be realised. Our Gateway Policy and site specific agreements will support us to realise benefits :- South Yard is a 31.9 hectare site located along the waterfront, near to the Port of Plymouth and adjacent to the existing Oceansgate Enterprise Zone. It will form the centrepiece of the Innovation Hotbed. This is a brownfield site and remediation and retrofit works will enhance the energy performance of existing buildings and operations. 48.5 hectares, Langage is our largest tax site which also incorporates a customs site. The site will provide Industrial and Manufacturing as well as Light Industrial units for high value manufacturing/ engineering companies, focusing primarily but not exclusively on the marine, defence and space sectors, with low carbon applications, enabling us to support business expansion, investment and clustering to support the Freeport vision. As part of our value proposition, the site will also be home to a Green Hydrogen Electrolyser. 7.9 hectare Sherford tax site which occupies part of a larger greenfield site owned by the Sherford Consortium with a view to it being developed as warehousing, storage and engineering space. Development of greenfield sites is governed by Freeport commitment to PAS2080 and Planning regulations to minimise GHG emissions throughout construction, operation and end of life. The freeport has conducted a GHG emissions baseline that will be monitored throughout the project.

GHG Emissions Score Mitigate: Yes

GHG Emissions Revised Score: 3

Plymouth and South Devon Freeport FINAL

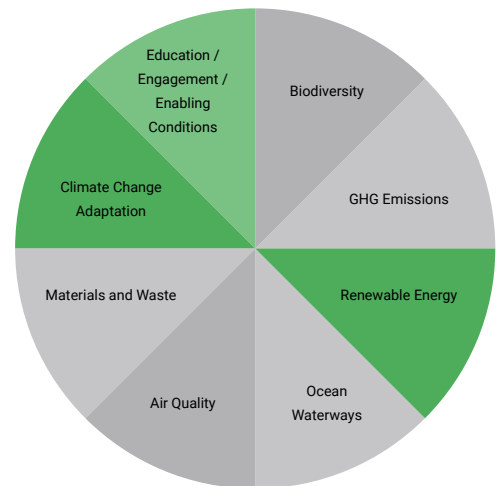


GHG Emissions Revised Score Justification: The freeport's Gateway Policy forms the basis for agreements between the PASD Freeport Board, private sector landowners and tenants who will ultimately be the beneficiaries of the tax site levers including Business Rates Retention (BRR). Compliance with the gateway policy will be the trigger for the consideration of discretionary Business Rates Relief by the relevant Council. The purpose of the Gateway Policy will be to ensure that the PASD Freeport supports the clustering of businesses with a focus on the target sectors; advanced manufacturing and engineering with a particular focus on marine, defence and space with low carbon applications. Our carbon and climate monitoring will identify any residual carbon emissions that have not been mitigated during the construction, operation of the freeport. The freeport business plan declares that 1/3 of retained business rate income to the freeport (once local authority loans have been repaid) will be spent on Net Zero projects, this is likely to include offsetting residual carbon. The Freeport NZ lead works closely with Plymouth Net Zero Action Group and is actively engaged in developing local insetting projects to ensure that any offsets are validated, authentic and provide an income source for local carbon sequestering projects, like seagrass and aqua culture as well as retrofit. Retained business rate policy states that once the borrowing costs of Plymouth City Council, Devon County Council and South Hams District Council have been met, any surplus receipts will be allocated to priorities mutually agreed between the partners at the Freeport Members Steering Group. It is forecast that 33% will be spent on Carbon net zero projects; Developing and delivering a range of low carbon solutions to decrease carbon emissions against our baseline in accordance with our net zero strategy. This includes opportunities from FLOW, expanding Hydrogen Hubs and other green technology opportunities.

Renewable Energy Score: 5

Renewable Energy Score Justification: PASDF Seed capital funded Infrastructure projects include: A Green hydrogen generation plant, which is being developed by landowner Carlton Power. The scheme is a major part of the Freeport's net zero strategy. Renewable energy will be used to produce green hydrogen fuel which will decarbonise industry both within the freeport and in surrounding areas. In the future the upscaled Langage Green Hydrogen plant will also provide energy for transport and heating. Initial (2025) capacity of 10MW, enough to heat 14,000 homes. The plant is a modular build so can expand as the business case becomes viable and grid connections are available. Carlton Power has signed partnership agreements to supply Sibelco and Imerys. The Green Hydrogen plant will become operational in 2025. PASD Freeport Full

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Business Case and Net Zero Opportunities Assessment has conducted a full options analysis for renewable energy opportunities. This is aligned to the commitment to building, operating and end of life plans for the sites to meet PAS 2080 guidelines. These criteria identify additional Opportunities for onsite renewable energy generation, notably solar PV and wind. This is alongside PAS2080 guidance on energy efficiency in buildings operation and construction. Embedded and operational carbon emissions will be monitored by the Freeport company on a quarterly basis. Conditions to do this are included in seed capital business cases and After care plans. Additionally the innovation and operations within the freeport also focus on renewable energy, i.e. being in the supply chain for Celtic sea FLOW. Innovation strands in freeport key sectors; marine, defence and space also prioritise innovations like increase short sea shipping, autonomous shipping, and working with University and innovation partners to clean green industry and advanced manufacturing supply chain and business operations.

Renewable Energy Score Mitigate: Yes

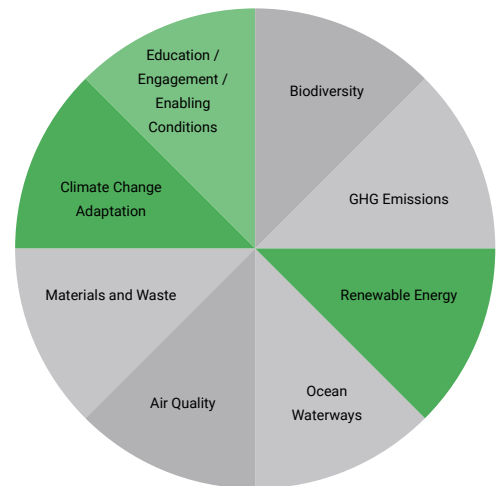
Renewable Energy Revised Score: 5

Renewable Energy Revised Score Justification: Our carbon and climate monitoring will identify any residual carbon emissions that have not been mitigated. The freeport business plan declares that 1/3 of retained business rate income to the freeport (once local authority loans have been repaid) will be spent on Net Zero projects, this is likely to be additional renewable energy generation.

Ocean and Waterways Score: 2

Ocean and Waterways Score Justification: Any Freeport related planning applications will need to comply with the Plymouth and SW Devon Supplementary Planning Document, which contains a section titled 'DEV2.1 and DEV2.3 – Water. This states: DEV2.3 ensures development will not result in an unacceptable harm to the water environment through the deterioration of water quality, and will look to improve water quality. This is required in line with the objectives of the Water Framework Directive (WFD), and to meet requirements under The Habitat Regulations (2017). The WFD sets out objectives to ensure the protection and improvement of the water environment, this includes achieving “good status” of all water bodies and groundwater bodies by set deadlines. Relevant information on water bodies is available via the Environment Agency’s Catchment Data Explorer, whilst the River Basin Management Plan sets out objectives for how

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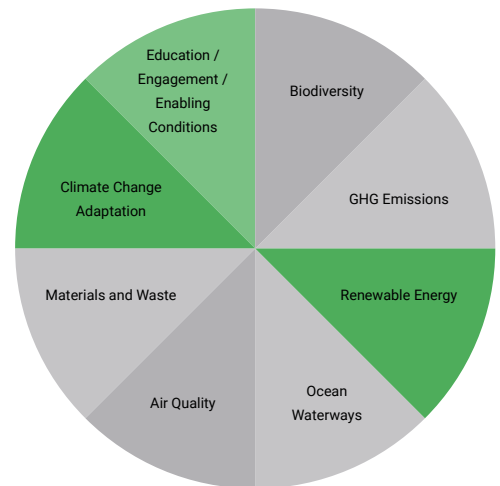
water quality will be improved. It is expected that all developments will comply with the aforementioned documents. All developments should consider potential impacts, direct, indirect or cumulative, to water quality during construction or operation. Any forthcoming applications that are likely to impact the water environment should clearly show how the development may affect relevant water bodies and how any negative impacts are to be mitigated, if these cannot first be avoided. Wherever possible applicants should explore opportunities to improve and/or restore water quality. The environmental sensitivity of the site should also be considered as set out at 7 'Natural environment (DEV23-DEV28)'. All construction activities should follow Pollution Prevention Guidance 6 (PPG 6) and all relevant current Construction Industry Research and Information Association (CIRIA) guidance. Evidence will be required to show that impacts have been considered in relation to the environmental sensitivity of the site. The initial assessment should be proportional to the scale of the development, any significant impacts will be required to be addressed through a Water Framework Directive Assessment. Development may not be supported if there is likely to be interruption to the quantity or quality of water available to off-site supplies. Evidence may be required if a development is identified as having an unacceptable impact on private water supplies in the vicinity of the proposed development. Plymouth Marine Park are a stakeholder of the Freeport and we work closely with them on joint engagement and opportunities.

Ocean and Waterways Score Mitigate: Yes

Ocean and Waterways Revised Score: 3

Ocean and Waterways Revised Score Justification: Any Freeport related planning applications will need to comply with the Plymouth and SW Devon Supplementary Planning Document, which contains a section titled 'DEV2.1 and DEV2.3 – Water. This states: DEV2.3 ensures development will not result in an unacceptable harm to the water environment through the deterioration of water quality, and will look to improve water quality. This is required in line with the objectives of the Water Framework Directive (WFD), and to meet requirements under The Habitat Regulations (2017). The WFD sets out objectives to ensure the protection and improvement of the water environment, this includes achieving "good status" of all water bodies and groundwater bodies by set deadlines. Relevant information on water bodies is available via the Environment Agency's Catchment Data Explorer, whilst the River Basin Management Plan sets out objectives for how water quality will be improved. It is expected that all developments will comply with the aforementioned documents. All developments should consider potential impacts, direct, indirect or cumulative, to water quality during construction or operation. Any forthcoming

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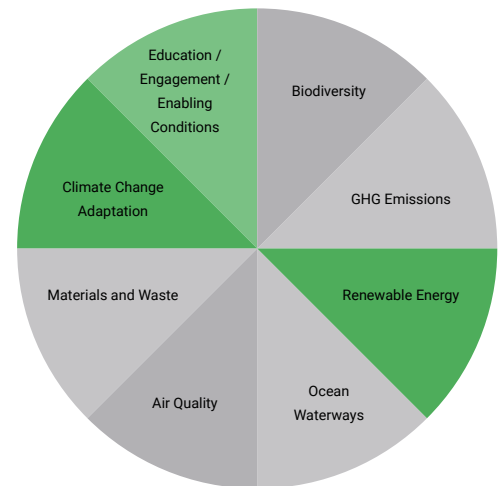
applications that are likely to impact the water environment should clearly show how the development may affect relevant water bodies and how any negative impacts are to be mitigated, if these cannot first be avoided. Wherever possible applicants should explore opportunities to improve and/or restore water quality. The environmental sensitivity of the site should also be considered as set out at 7 'Natural environment (DEV23-DEV28)'. All construction activities should follow Pollution Prevention Guidance 6 (PPG 6) and all relevant current Construction Industry Research and Information Association (CIRIA) guidance. Evidence will be required to show that impacts have been considered in relation to the environmental sensitivity of the site. The initial assessment should be proportional to the scale of the development, any significant impacts will be required to be addressed through a Water Framework Directive Assessment. Development may not be supported if there is likely to be interruption to the quantity or quality of water available to off-site supplies. Evidence may be required if a development is identified as having an unacceptable impact on private water supplies in the vicinity of the proposed development. Plymouth Marine Park are a stakeholder of the Freeport and we work closely with them on joint engagement and opportunities.

Air Quality Score: 3

Air Quality Score Justification: Impact/ Risk; Reduction in air quality standards due to increased road and sea traffic and industrial processes. Any Freeport related planning applications will need to comply with the Plymouth and SW Devon Supplementary Planning Document, which contains a section titled 'DEV2.1 and DEV2.2 – Air'. Both DEV2.1 and DEV2.2 aim to minimise negative air quality impacts by development proposals. Developments will normally be refused where a development is going to have a significant impact on an Air Quality Management Areas (AQMA), create a new AQMA, or result in an adverse effect on a European Site. Maps showing the AQMAs across the Plan Area are available for Plymouth City Council and South Hams District Council. When ensuring development proposals avoid or mitigate against having a negative impact on air, the type of mitigation required on a particular development should be informed by:

- ☐ Outcomes from transport statements, assessments and plans;
- ☐ Air Quality Assessments or emission profiling;
- ☐ LPAs' Air Quality Action Plans;
- ☐ Specific needs identified in site specific spatial policy allocations;
- ☐ Travel awareness/planning and highway development requirements;
- ☐ The latest Defra Local Air Quality Management Guidance. The latest information to be found on the UK Air Pollution Information System;
- ☐ Relevant technical guidance and acknowledged best practice; and/or
- ☐ Any other measures that the applicant can evidence which will result in a

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net reduction in the air quality impact of the development. Whilst the LPAs recognise the importance of the Government's 'Road to Zero Strategy' and supports the aim of decarbonising transport networks, there are also other opportunities within the transport networks to make small improvements that will have significant positive impacts on air quality. The LPAs expect all new development proposals to take into consideration the below list of potential measures:

- Provision of electric vehicle charging points (Guidance on the requirements of electric vehicle charging points can be found at 'Specific provisions relating to transport (DEV29)');
- Designation of parking spaces for low emission vehicles;
- Provision of facilities to encourage sustainable travel, such as cycling facilities;
- Travel planning with new residents/businesses to encourage travel by sustainable transport modes as well as the uptake of ultra-low emission vehicles;
- Green travel vouchers;
- Facilities within developments which support active modes of transport such as: drying rooms; showers and lockers etc.
- Ensuring good connectivity to existing and future public transport, cycle and pedestrian routes;
- The provision of appropriate trees and landscaping features to reflect the importance of 'right tree (or landscaping feature) in the right place'.

For major developments which are likely to have a negative impact on air quality, the level of contribution towards offsetting measures will be calculated based upon the damage caused by the additional emissions, having regard to published national guidance on the calculations of such costs such as the Land-Use Planning & Development Control: Planning For Air Quality. This approach allows for mitigation measures to be delivered in line with any existing air quality action plans. Any mitigation measures will be secured through planning conditions or through planning obligations and will be negotiated on a case-by-case basis.

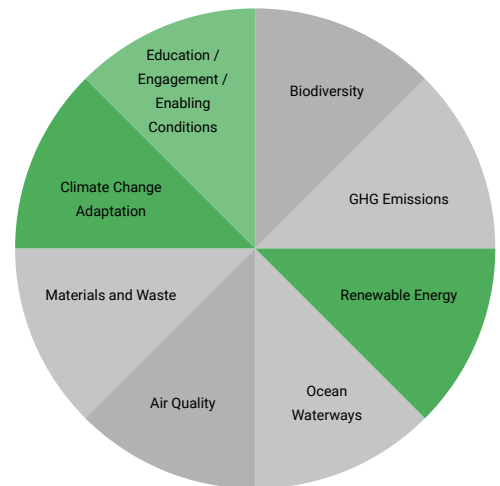
Air Quality Score Mitigate: Yes

Air Quality Revised Score: 3

Air Quality Revised Score Justification: Mitigations by Freeport: Conduct an Environmental Impact assessment to identify specific air quality risks. Potential to undertake a strategic transport vision across all three site and transport assessments with low-med-high scenarios including robust transport modelling. Seed capital will be used to build pedestrian/cycle bridge between Sherford and Langage to reduce commuter emissions. Other mitigations are likely to include:

- Development of an Air Quality Plan to reduce emissions from diesel engines. Which may include the introduction of an Air Quality Management Area within Plymouth Sound. (linked to smart sound) in which vessels are required to switch to clean propulsion systems when they enter.
- Development of a Green Transport Plan for the Freeport and each tax site to include - Public transport
- Walking and cycling
- Charging infrastructure
- Low carbon freight options

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(potentially linked to the Green Hydrogen plant) Innovation activity without industrial and academic partners to develop cleaner/low emission processes (e.g. Princess Yachts are breaking new ground in large scale resin infusion technology, a closed moulded process which almost completely eliminates styrene emissions in the workplace and local environment) Mitigations by landowners/tenants: Will be required to meet planning requirements Identification and mitigation of any industrial processes which may result in emissions and compliance with relevant legislation Participation in Freeport initiatives to reduce transport related emissions Participation in voluntary innovation activity to develop cleaner processes.

Materials and Waste Score: 2

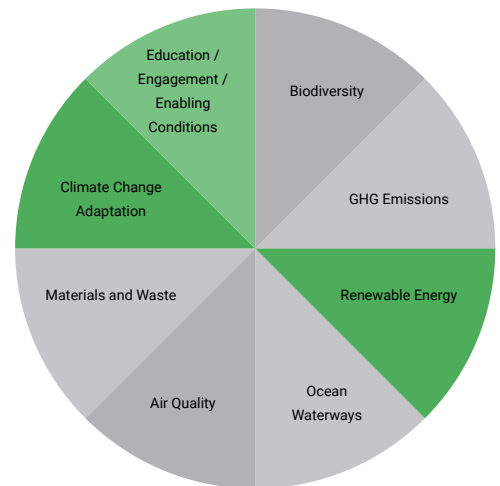
Materials and Waste Score Justification: The risk is failure to ensure waste is disposed of responsibly and in accordance with the law. The freeport refers to Environmental Protection Act Hazardous Waste Regulations Producer Responsibility Obligations Waste Electrical and Electronic Equipment. Paragraph 8 of the National Planning Policy for Waste and Policy W4 of the Devon Waste Plan requires major development proposals within Devon County Council (sites Sherford and Langage) to be accompanied by a Waste Audit Statement. Devon County Council has published a Waste Management and Infrastructure SPD that provides guidance on the production of Waste Audit Statements. This can be found online at: <https://new.devon.gov.uk/planning/planning-policies/other-county-policy-and-guidance>

Materials and Waste Score Mitigate: Yes

Materials and Waste Revised Score: 3

Materials and Waste Revised Score Justification: Mitigations by Freeport; Conduct an Environmental Impact assessment to identify specific waste management risks Work with landowners and tenants to identify and mitigate waste management risks Develop initiatives which encourage landowners/tenants to: Reduce, re-use, recycle Minimise waste going to landfill Increase recycling Reduce waste in the economy (e.g. through circular economy principles) Promote complementary initiatives such as the Preventing Plastic Pollution Project (an Interreg project involving PCC and PU). Mitigations by Tennants and Landlords: Ensure all waste management regulations are complied with and the approach to waste management follows the Waste Management Plan for England. Participation in voluntary

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wastemanagementinitiatives such asthe PreventingPlastic PollutionProject.

Climate Change Adaptation Score: 3

Climate Change Adaptation Score Justification: The freeport has contributed to and is informed byThe Devon Cornwall and Isles of Scilly Climate Adaptation Strategy. This helps communities and organisations across the Southwest better understand the risks their area will face in the future, as climate change increasingly affects the UK. It will also help them to adapt to these changes, thereby improving their resilience and community safety.Resources to help individuals, communities, organisations and local policy makers take action for climate adaptation and prepare for climate impacts. Using this framework and the Freeport's own Net Zero Strategy and Action Plan the freeport will monitor it's delivery and actions in the face of changing climate and adaptations.

Climate Change Adaptation Score Mitigate: Yes

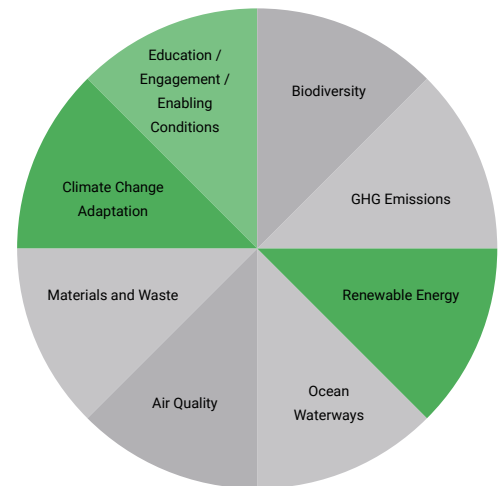
Climate Change Adaptation Revised Score: 5

Climate Change Adaptation Revised Score Justification: The freeport has contributed to and is informed byThe Devon Cornwall and Isles of Scilly Climate Adaptation Strategy. This helps communities and organisations across the Southwest better understand the risks their area will face in the future, as climate change increasingly affects the UK. It will also help them to adapt to these changes, thereby improving their resilience and community safety.Resources to help individuals, communities, organisations and local policy makers take action for climate adaptation and prepare for climate impacts. Using this framework and the Freeport's own Net Zero Strategy and Action Plan the freeport will monitor it's delivery and actions in the face of changing climate and adaptations.

Education / Engagement / Enabling Conditions Score: 5

Education / Engagement / Enabling Conditions Score Justification: Impact of skills strategy;The Freeport is a facilitator of closer collaboration between businesses and education providers, with the following objectives as focal points:Retaining people in the regionDeveloping new course content and future rolesProvision of tutors and spacesDefining future skills roles in greater

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detail. Working across the Freeport Skills advisory board the freeport will build greater gender diversity, particularly in those moving into employment post-qualification, supplementing the various other inclusivity workstreams underway or planned within the region. The Freeport acts as a natural focal point for businesses and education providers. This collaboration already exists, however the Freeport can serve to aggregate pockets of collaboration and drive greater ambition across the region. With target sectors and long term investments planned for the Freeport, greater and clearer needs can create a mandate for collaboration. The Freeport can serve as a beacon for great careers and build a strong reputation for any employers active on the site. A Government mandate by virtue of public investment and tax incentives can be used to drive progress. The Pedestrian and Cycle bridge will create new opportunities for green and active travel.

Education / Engagement / Enabling Conditions Score Mitigate: Yes

Education / Engagement / Enabling Conditions Revised Score: 5

Education / Engagement / Enabling Conditions Revised Score Justification: The freeport and its construction partners and contractors are part of Plymouth Skills Launchpad and Skills 2 Plymouth which includes construction skills. Procured construction companies will adhere to social value requirements. Additionally working with partners like Trade Unions, Plymouth National Marine Park, training providers and colleges raised the profile of green skills among residents in the city.

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
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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 – L47 23/24

Decision	
1	Title of decision: Plymouth and South Devon Freeport Business Case: Holland/Sandy Road Roundabout Improvements
2	Decision maker: Councillor Tudor Evans OBE, Leader of the Council
3	Report author and contact details: Catherine Parnall - Catherine.Parnall@plymouth.gov.uk Victoria Glennon - Victoria.Glennon@plymouth.gov.uk
4	Decision to be taken: <ol style="list-style-type: none"> To allocate £250,000 of Freeport Seed Capital Funding into the Capital Programme to be used for the Holland/Sandy Road Roundabout Improvements business case. To authorise the Section 151 Officer to approve relevant funding claims up to the total Seed Capital amount of £250,000 as listed above.
5	Reasons for decision: Plymouth City Council is the Accountable Body for the Freeport and will receive and allocate the seed capital to support the delivery of the Freeport Annual Plan. The Accountable Body is responsible for the effective programme management of the Seed capital programme pipeline, including appraisal of individual business cases for Seed Capital projects. This decision is necessary in order to meet timeframes set by Department for Levelling Up, Housing & Communities (DLUHC) in order to deliver the proposed activities as set out in the Business Case and spend the funds accordingly and in time.
6	Alternative options considered and rejected: 1. Do nothing - This would severely impact on the ability to spend the allocated amount for this financial year.
7	Financial implications and risks: The funding is received from Government for the purpose of delivering the Seed Capital Freeport funding and is underpinned by a Memorandum of Understanding and further funding agreements that binds Plymouth City Council and Partners within the Freeport delivery governance into an agreement with the Department for Levelling Up, Housing & Communities (DLUHC) and further funding agreements between the Accountable Body and projects outlining that the funds are shouldered by the applicant as such is contractually obliged to deliver and spend according to the Fund parameters and requirements. Projects are subject to Accountable Body processes involving but not limited to procurement

	regulations, monitoring and governance, as such, failure to follow requirements from either the Accountable Body or DLUHC runs the risk of remedial action. We will maintain robust programme management protocols through regular monitoring and review to ensure that the projects are delivered within the grant terms and conditions. Remedial action will be taken where necessary.			
8	Is the decision a Key Decision? (please contact Democratic Support for further advice)	Yes	No	Per the Constitution, a key decision is one which:
			x	in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total
			x	in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1million
		x	is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.	
	If yes, date of publication of the notice in the Forward Plan of Key Decisions	N/A		
9	Please specify how this decision is linked to the Council's corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget:	This decision can be linked to the Plymouth Plan chapters; Growing City and International City as well as other frameworks including the Climate Emergency Action Plan. This decision would be directly linked to the capital budget and will be managed and monitored in accordance with Plymouth City Council processes.		
10	Please specify any direct environmental implications of the decision (carbon impact)	There are no current anticipated adverse impacts as part of delivering this project.		
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'	Yes		

	portfolios affected by the decision?	No	<input checked="" type="checkbox"/>	(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	<input type="checkbox"/>	If yes, please discuss with the Monitoring Officer
		No	<input checked="" type="checkbox"/>	
15	Which Corporate Management Team member has been consulted?	Name	Anthony Payne	
		Job title	Strategic Director for Place	
		Date consulted	20 February 2024	
Sign-off				
16	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS 112 23/24	
		Finance (mandatory)	DJN.23.24.203	
		Legal (mandatory)	2333/190224	
		Human Resources (if applicable)		
		Corporate property (if applicable)		
		Procurement (if applicable)		
Appendices				
17	Ref.	Title of appendix		
	A	Part I Supporting Summary Report		
	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. (Keep as much information as possible in the briefing report that will be in the public domain)
		No	<input type="checkbox"/>	
		Exemption Paragraph Number		

		1	2	3	4	5	6	7
18b	Confidential/exempt briefing report title: Part II Business Case (exempt)			x				
Background Papers								
19	<p>Please list all unpublished, background papers relevant to the decision in the table below.</p> <p>Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.</p>							
Title of background paper(s)		Exemption Paragraph Number						
		1	2	3	4	5	6	7
Cabinet Member Signature								
20	<p>I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act (2010) and those who do not. For further details please see the EIA attached.</p>							
Signature				Date of decision		14 March 2024		
Print Name		Cllr Tudor Evans OBE, Leader of Plymouth City Council						

BRIEFING PAPER FOR PASD FREEPORT PROJECT DECISION

Overview of project



BACKGROUND

Improvements to the Sandy Road/Holland Road roundabout are required to accommodate the increase in traffic that will occur as a result of the Langage Phase 1a development. The core objective of this business case is to draw down sufficient funds to undertake a detailed design study in order to progress this project. The design study will provide the basis for us to fully understand the specification and submit a fully costed business case to undertake the works required.

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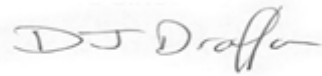
The following relates to exempt or confidential matters (Para(s) 3 of Part 1, Schedule 12A of the Local Govt Act 1972). Any breach of confidentiality could prejudice the Council/person/body concerned & might amount to a breach of the councillors /employees codes of conduct.

Document is Restricted

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EQUALITY IMPACT ASSESSMENT – [FREEPORT PROJECT BUSINESS CASE]

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): This is the person completing the EIA template.	Cath Parnall	Department and service:	Economic Development	Date of assessment:	04/03/2024
Lead Officer: Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.	David Draffan	Signature:		Approval date:	5 March 2024
Overview:	<p>Plymouth City Council is the Accountable Body for the Freeport and will receive and allocate the Seed Capital to support the delivery of the Freeport Annual Plan.</p> <p>The Accountable Body is responsible for the effective programme management of the Seed capital programme pipeline, including appraisal of individual business cases for Seed Capital projects.</p> <p>This decision is necessary in order to meet timeframes set by Department for Levelling Up, Housing & Communities (DLUHC) in order to deliver the proposed activities as set out in the Business Case and spend the funds accordingly and in time.</p> <p>Business Case Summary</p> <p>The decision is to agree the use of the Seed Capital Funds to carry out the proposed project and activities outlined below:</p> <p>The aim of the project is for Devon County Council (DCC) to carry out the detailed design works which will enable a full scope of work and budget to be developed for the Holland/Sandy Road roundabout improvements.</p> <ul style="list-style-type: none">• Establishing a national hub for global trade and investment – by accelerating the development of employment land with the aim of enabling a key local employer to create a new Logistics Facility onsite.• Promoting regeneration and job creation – by creating the conditions to support the development of new jobs.				

	<p>It also, less directly, supports the long-term sustainability of the Freeport's hotbed for innovation because the end user of the site will have a significant supply chain, creating demand and opportunity for collaboration and development.</p> <p>The project itself is a straightforward transaction. It will use the seed capital allocation of £2,457,000, in order to a) fund the detailed design and b) fund the construction of the Spine Road extension which will unlock Phase I of the Tax Site at Langage</p> <p>The proposed new section of road is an extension of the existing spine road (Holland Road) which currently ends adjacent to the Carlton Power plant.</p>
Decision required:	<p>1. To agree to allocate £250,000 of Freeport Seed Capital Funding into the Capital Programme to be used for design works for the Sandy/Holland Road Roundabout improvements.</p> <p>2. To authorise the Section 151 Officer to approve relevant funding claims up the total Seed Capital amount of £250,000 as listed above.</p>

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.	A full EIA has been completed below despite the answers above.			

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. 	<p>Noise and disturbance – impacts</p> <p>Evidence has shown that both younger and older people are likely to have their physical and mental wellbeing negatively impacted by increased noise. For young people, for example, increased noise may impact on their wellbeing and ability to meet their educational potential. For older people noise disturbances can cause increased anxiety and exacerbate conditions such as dementia and tinnitus.</p> <p>Noise and disturbance – Plymouth Port</p> <p>The Freeport may increase the number of ships using the Plymouth Port and it is likely that this will increase noise and disturbance.</p> <p>Noise and disturbance – Increased traffic</p> <p>The Freeport will increase the amount of traffic on Plymouth roads, especially on roads near to the Freeport and within the Freeport itself.</p> <p>A new road link is planned in response to increased demand - spine roads are going to connect to the A38 to improve connectivity.</p> <p>Noise and disturbance – construction</p>	<p>Noise and disturbance – Plymouth Port</p> <p>As the Port needs to operate at the time that the tide allows, it is not possible to mitigate against this impact given its nature.</p> <p>Although there is the potential for the increase in freight traffic to increase noise and disturbance for local residents, the parts of the Port that will be used are largely away from residential areas. The additional tax/customs sites will be on under-developed land, thus minimising impact to the extent that is possible. South Yard is in close proximity to a local school and the Sherford employment zone is part of the wider Sherford village development. Langan, the largest site where most of the construction is going to take place, is greenfield and is not directly adjacent to residential area.</p>	March 2025 Economic Development

	<ul style="list-style-type: none">18.4 per cent of people are aged 65 and over. <p>(2021 Census)</p>	<p>It is likely that the Freeport will result in an increase in noise from both construction and business as usual. Increases in noise have been linked to poorer health outcomes including negatively effecting both mental and physical health.</p> <p>Emissions</p> <p>Poor air quality and pollution has negative consequences for health and the local environment. In particular, a high quantity of particulate matter is linked to poorer health outcomes including negatively effecting both mental and physical health. This negative impact is more likely to affect young people as their lungs are still developing.</p> <p>Emissions – Plymouth Port</p> <p>The Freeport aims to significantly increase the volume of freight through the Port of Plymouth. Increasing the volume of freight brought in through the Port of Plymouth, rather than more distant UK ports, will reduce national emissions from the transport sector, as well as reducing congestion on trunk roads elsewhere.</p> <p>Emissions – Freeport (onsite)</p> <p>The increase in freight traffic and associated traffic within the Freeport will likely increase local traffic and thus local emissions.</p>	<p>Noise and disturbance – Increased traffic</p> <p>We will consider the possibility to explore noise monitoring and reduction initiatives in the vicinity if required. Any noise complaints will be monitored for trends.</p> <p>Our approach will require buildings to be built using sustainable materials, be well insulated and have renewables (such as solar or heat pumps) integrated.</p> <p>All construction will be delivered in line with local guidance to ensure minimal disruption to the local area.</p> <p>Within the Freeport we will use a combination of electric and hydrogen powered vehicles to move cargo between the Port and customs sites. There is already an EV charge point at Oceansgate and by 2025, all support vehicles will be low carbon. Charging infrastructure will also be put in place to encourage wider port users (including RORO traffic) to use low carbon fuels. Emissions from commuter transport will be minimised through green transport initiatives, which will include public transport options (including park and ride) as well</p>	
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			as walking and cycling, which build on existing infrastructure such as cycle ways.	
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>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 adverse impact anticipated.	Not applicable.	March 2025 Economic Development
Disability	9.4 per cent of residents in Plymouth have their activities limited 'a lot' because of a physical or mental health problem.	Noise and disturbance Evidence has shown that people with disabilities and underlying health conditions are more likely to have their physical and mental wellbeing negatively impacted by increased noise. For example, one study found that people living in	Noise and disturbance – Plymouth Port As the port needs to operate at the time that the tide allows, it is	March 2025 Economic Development

	<p>12.2 per cent of residents in Plymouth have their activities limited ‘a little’ because of a physical or mental health problem (2021 Census)</p>	<p>areas with high levels of traffic noise were 25 per cent more likely than those living in quieter areas to develop depression.</p> <p>Noise and disturbance – Plymouth Port The Freeport will increase the number of ships using the Plymouth Port and it is likely that this will increase noise and disturbance.</p> <p>Noise and disturbance – Increased traffic The Freeport will increase the amount of traffic on Plymouth roads, especially on roads near to the Freeport and within the Freeport itself. A new road link is planned in response to increased demand - spine roads are going to connect to the A38 to improve connectivity.</p> <p>Noise and disturbance – construction It is likely that the Freeport will result in an increase in noise from both construction and business as usual. Increases in noise have been linked to poorer health outcomes including negatively effecting both mental and physical health. This negative impact is more likely to be felt by people with disabilities, however this is not limited to this cohort</p> <p>Emissions Poor air quality and pollution has negative consequences for health and the local environment. In particularly, a high quantity of particulate matter is linked to poorer health outcomes including negatively effecting both mental and physical health. This negative impact is more likely for people with disabilities due to the increased likelihood that they may have an</p>	<p>not possible to mitigate against this impact given its nature. Although there is the potential for the increase in freight traffic to increase noise and disturbance for local residents, the parts of the Port that will be used are largely away from residential areas. The additional tax/customs sites will be on under-developed land, thus minimising impact to the extent that is possible. South Yard is in close proximity to a local school and the Sherford employment zone is part of the wider Sherford village development. Langage, the largest site where most of the construction is going to take place, is greenfield and is not directly adjacent to residential area.</p> <p>Noise and disturbance – Increased traffic We will consider the possibility to explore noise monitoring and reduction initiatives in the vicinity if required. Any noise complaints will be monitored for trends.</p> <p>Our approach will require buildings to be built using sustainable materials, be well insulated and have renewables</p>	
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		<p>underlying health condition related to their breathing or lungs.</p> <p>Emissions – Plymouth Port The Freeport aims to significantly increase the volume of freight through the Port of Plymouth. Increasing the volume of freight brought in through the Port of Plymouth, rather than more distant UK Ports, will reduce national emissions from the transport sector, as well as reducing congestion on trunk roads elsewhere.</p> <p>Emissions – Freeport (onsite) The increase in freight traffic and associated traffic within the Freeport will likely increase local traffic and thus local emissions.</p> <p>Accessibility The large majority of buildings within the Freeport will be closed to members of the public, however we recognise that accessibility is still important. Where buildings are older, guidance will be taken from the appropriate colleagues and heritage organisation when appropriate</p>	<p>(such as solar or heat pumps) integrated.</p> <p>All construction will be delivered in line with local guidance to ensure minimal disruption to the local area.</p> <p>Within the Freeport we will use a combination of electric and hydrogen powered vehicles to move cargo between the Port and customs sites. There is already an EV charge point at Oceansgate and by 2025, all support vehicles will be low carbon. Charging infrastructure will also be put in place to encourage wider port users (including RORO traffic) to use low carbon fuels. Emissions from commuter transport will be minimised through green transport initiatives, which will include public transport options (including park and ride) as well as walking and cycling, which build on existing infrastructure such as cycle ways.</p>	
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 woman (2021 Census).	No adverse impacts are anticipated.	Not applicable.	March 2025 Economic Development

Marriage and civil partnership	<p>40.1 per cent of residents have never married and never registered a civil partnership. 10 per cent are divorced, 6 percent are widowed, with 2.5 per cent are separated but still married.</p> <p>0.49 per cent of residents are, or were, married or in a civil partnerships of the same sex. 0.06 per cent of residents are in a civil partnerships with the opposite sex (2021 Census).</p>	No adverse impacts are anticipated.	<p>The employment and skills plan will include engagement with the Department for Work and Pensions, universities, schools and other partners working with young women and girls to promote STEM career and education pathways.</p> <p>Engagement will also take place with local voluntary and community sector partners working with women and girls to raise awareness of the employment and education offer available and communication materials will be shared.</p>	March 2025 Economic Development
Pregnancy and maternity	<p>The total fertility rate (TFR) for England was 1.62 children per woman in 2021. The total fertility rate (TFR) for Plymouth in 2021 was 1.5.</p>	No adverse impacts are anticipated.	<p>The employment and skills plan will include engagement with the Department for Work and Pensions, universities, schools and other partners working with young women and girls to promote STEM career and education pathways.</p> <p>Engagement will also take place with local voluntary and community sector partners working with women and girls to raise awareness of the employment and education offer available and communication materials will be shared.</p>	March 2025 Economic Development

Race	<p>In 2021, 94.9 per cent of Plymouth's population identified their ethnicity as White, 2.3 per cent as Asian and 1.1 per cent as Black (2021 Census)</p> <p>People with a mixed ethnic background comprised 1.8 per cent of the population. 1 per cent of the population use a different term to describe their ethnicity (2021 Census)</p> <p>92.7 per cent of residents speak English as their main language. 2021 Census data shows that after English, Polish, Romanian, Chinese, Portuguese, and Arabic are the most spoken languages in Plymouth (2021 Census).</p>	No adverse impacts are anticipated.	<p>The employment and skills plan will include engagement with the Department for Work and Pensions, universities, schools and other partners working with people from Black, Asian and minority ethnic backgrounds to promote career and education pathways.</p> <p>Engagement will also take place with local voluntary and community sector partners working with this cohort and in particular refugees and asylum seekers to raise awareness of the employment and education offer available.</p> <p>Key information within the Freeport will be available in different languages, recognising the diversity of people using and passing through the Freeport.</p> <p>Staff employed by the Freeport will be trained in cultural awareness and cultural accessibility.</p>	March 2025 Economic Development
Religion or belief	<p>48.9 per cent of the Plymouth population stated they had no religion. 42.5 per cent of the population identified as Christian (2021 Census).</p> <p>Those who identified as Muslim account for 1.3 per cent of Plymouth's population while Hindu, Buddhist,</p>	Not applicable	Not applicable	March 2025 Economic Development

	Jewish or Sikh combined totalled less than 1 per cent (2021 Census).			
Sex	51 per cent of our population are women and 49 per cent are men (2021 Census).	No adverse impacts are anticipated.	<p>The employment and skills plan will include engagement with the Department for Work and Pensions, universities, schools and other partners working with young women and girls to promote STEM career and education pathways.</p> <p>Engagement will also take place with local voluntary and community sector partners working with women and girls to raise awareness of the employment and education offer available and communication materials will be shared.</p>	March 2025 Economic Development
Sexual orientation	88.95 per cent of residents aged 16 years and over in Plymouth describe their sexual orientation as straight or heterosexual. 2.06 per cent describe their sexuality as bisexual, 1.97 per cent of people describe their sexual orientation as gay or lesbian. 0.42 per cent of residents describe their sexual orientation using a different term (2021 Census).	No adverse impacts are anticipated.	Not applicable	March 2025 Economic Development

SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

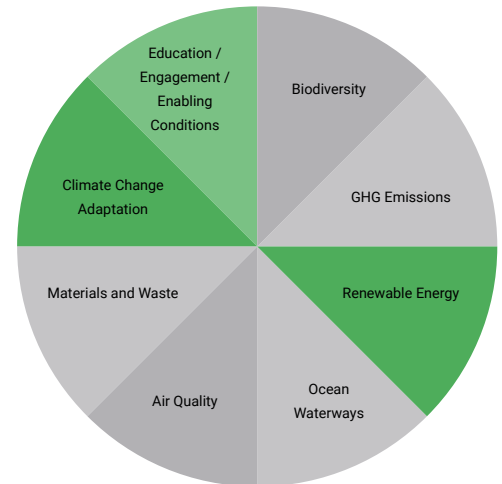
Human Rights	Implications	Mitigation Actions	Timescale and responsible department
	No adverse human rights implications are anticipated.	Not applicable. This will be reviewed and updated if or when any adverse impacts arise as a result of the project.	Not applicable.

SECTION FIVE: OUR EQUALITY OBJECTIVES

Equality objectives	Implications	Mitigation Actions	Timescale and responsible department
Celebrate diversity and ensure that Plymouth is a welcoming city.	There are no anticipated direct negative implications to this objective.	Not applicable. This will be reviewed if in the case that any adverse impacts should arise during delivery.	March 2025. Economic Development
Pay equality for women, and staff with disabilities in our workforce.	There are no anticipated direct negative implications to this objective.	Not applicable. This will be reviewed if in the case that any adverse impacts should arise during delivery.	March 2025. Economic Development
Supporting our workforce through the implementation of Our People Strategy 2020 – 2024	There are no anticipated direct negative implications to this objective.	Not applicable. This will be reviewed if in the case that any adverse impacts should arise during delivery.	March 2025. Economic Development
Supporting victims of hate crime so they feel confident to report incidents, and working with, and through our partner organisations to achieve positive outcomes.	There are no anticipated direct negative implications to this objective.	Not applicable. This will be reviewed if in the case that any adverse impacts should arise during delivery.	March 2025. Economic Development

Plymouth is a city where people from different backgrounds get along well.	There are no anticipated direct negative implications to this objective.	Not applicable. This will be reviewed if in the case that any adverse impacts should arise during delivery.	March 2025. Economic Development
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Plymouth and South Devon Freeport FINAL



Assessment ID: PLY444

Assessment Author: Polly Frost

Assessment Initial Summary:

copy summary of project ; why, outcomes, impact ...

Assessment Final Summary:

Biodiversity Score: 2

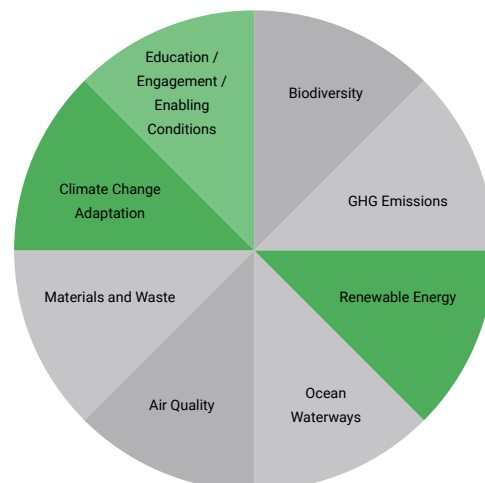
Biodiversity Score Justification: Potential Impact and Risk; - Loss of protected species through development operation of tax/customs sites - Damage to National Marine Park through increased shipping/port activity. The presence of protected species and Priority Habitats and Species and consideration of impacts of a proposed development upon them is a material consideration. Protected species receive levels of protection according to their designation (European, National and Priority Species), and of particular relevance to the JLP area are: ☐ European Protected Species that are most likely to be encountered within the Plan Area are bats (17 species), dormice, otters and great crested newts; ☐ Nationally protected species most likely to be encountered within the Plan Area are reptiles, Barn Owls and badgers; ☐ Priority Species/Species of Principal Importance are identified at a UK scale, a shortlist of which have been identified locally as particularly important and for which Devon has a key responsibility for looking after the species and their supporting habitats, for example, Cirl Bunting; ☐ Priority Habitats/Habitats of Principal Importance of which there should be no net loss (otherwise an application may be refused). The vast majority of hedgerows in Devon are Priority Habitats, please see guidance at 'Trees, woodlands and hedgerows (DEV28)' for specific considerations and requirements relating to hedgerows. Supplementary Planning Guidance DEV 26.5 states that net gains in biodiversity will be sought from all major development proposals. The LPAs will consider a 10 per cent increase in biodiversity units when applying the Defra Biodiversity Metric to be policy compliant. Mandatory biodiversity net gain is part of the planning process and applications are required to meet BNG requirements.

Biodiversity Score Mitigate: Yes

Biodiversity Revised Score: 3

Biodiversity Revised Score Justification: Mitigation by freeport: Conduct an Environmental Impact assessment to identify specific risks for protected sites and species, including those offshore. If required, new surveys to be undertaken during correct window to observe wildlife. Work with stakeholders such as the National Marine Park and Local Nature

Plymouth and South Devon Freeport FINAL



Partnership to mitigate risks outside the tax sites (including offshore) as well as identify opportunities for Biodiversity Net Gain and sites that can be enjoyed by people working and living in the sites. Mitigation by landlords and tenants: If it is found that there was an impact on protected species through development of the Freeport tax/customs sites, statutory obligations will need to be satisfied.

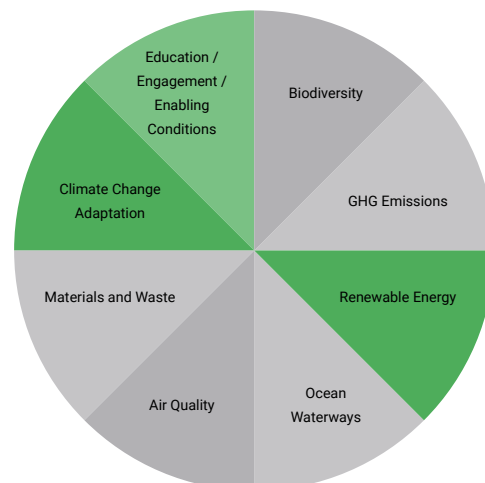
GHG Emissions Score: 2

GHG Emissions Score Justification: Delivery of the tax sites will be co-ordinated by the Freeport Delivery Team which will comprise representatives from Plymouth City Council, Devon County Council and South Hams District Council, in direct collaboration with the responsible planning and transport authorities, landowners, tenants / occupiers and key stakeholders. This is underpinned by robust governance structures which include landowner representation and backed up by our Gateway Policy and landowner agreements, thus enabling Freeport benefits to be realised. Our Gateway Policy and site specific agreements will support us to realise benefits :- South Yard is a 31.9 hectare site located along the waterfront, near to the Port of Plymouth and adjacent to the existing Oceansgate Enterprise Zone. It will form the centrepiece of the Innovation Hotbed. This is a brownfield site and remediation and retrofit works will enhance the energy performance of existing buildings and operations. 48.5 hectares, Langage is our largest tax site which also incorporates a customs site. The site will provide Industrial and Manufacturing as well as Light Industrial units for high value manufacturing/ engineering companies, focusing primarily but not exclusively on the marine, defence and space sectors, with low carbon applications, enabling us to support business expansion, investment and clustering to support the Freeport vision. As part of our value proposition, the site will also be home to a Green Hydrogen Electrolyser. 7.9 hectare Sherford tax site which occupies part of a larger greenfield site owned by the Sherford Consortium with a view to it being developed as warehousing, storage and engineering space. Development of greenfield sites is governed by Freeport commitment to PAS2080 and Planning regulations to minimise GHG emissions throughout construction, operation and end of life. The freeport has conducted a GHG emissions baseline that will be monitored throughout the project.

GHG Emissions Score Mitigate: Yes

GHG Emissions Revised Score: 3

Plymouth and South Devon Freeport FINAL

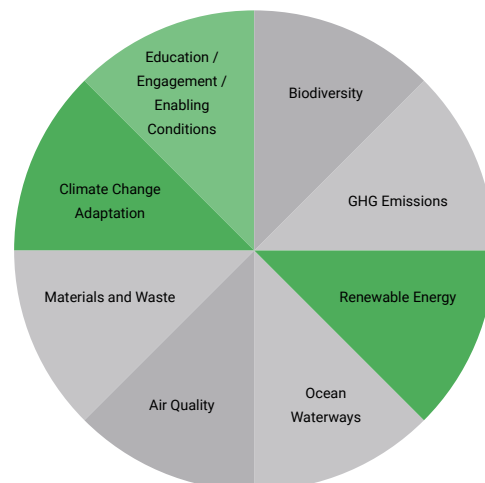


GHG Emissions Revised Score Justification: The freeport's Gateway Policy forms the basis for agreements between the PASD Freeport Board, private sector landowners and tenants who will ultimately be the beneficiaries of the tax site levers including Business Rates Retention (BRR). Compliance with the gateway policy will be the trigger for the consideration of discretionary Business Rates Relief by the relevant Council. The purpose of the Gateway Policy will be to ensure that the PASD Freeport supports the clustering of businesses with a focus on the target sectors; advanced manufacturing and engineering with a particular focus on marine, defence and space with low carbon applications. Our carbon and climate monitoring will identify any residual carbon emissions that have not been mitigated during the construction, operation of the freeport. The freeport business plan declares that 1/3 of retained business rate income to the freeport (once local authority loans have been repaid) will be spent on Net Zero projects, this is likely to include offsetting residual carbon. The Freeport NZ lead works closely with Plymouth Net Zero Action Group and is actively engaged in developing local insetting projects to ensure that any offsets are validated, authentic and provide an income source for local carbon sequestering projects, like seagrass and aqua culture as well as retrofit. Retained business rate policy states that once the borrowing costs of Plymouth City Council, Devon County Council and South Hams District Council have been met, any surplus receipts will be allocated to priorities mutually agreed between the partners at the Freeport Members Steering Group. It is forecast that 33% will be spent on Carbon net zero projects; Developing and delivering a range of low carbon solutions to decrease carbon emissions against our baseline in accordance with our net zero strategy. This includes opportunities from FLOW, expanding Hydrogen Hubs and other green technology opportunities.

Renewable Energy Score: 5

Renewable Energy Score Justification: PASDF Seed capital funded Infrastructure projects include: A Green hydrogen generation plant, which is being developed by landowner Carlton Power. The scheme is a major part of the Freeport's net zero strategy. Renewable energy will be used to produce green hydrogen fuel which will decarbonise industry both within the freeport and in surrounding areas. In the future the upscaled Langage Green Hydrogen plant will also provide energy for transport and heating. Initial (2025) capacity of 10MW, enough to heat 14,000 homes. The plant is a modular build so can expand as the business case becomes viable and grid connections are available. Carlton Power has signed partnership agreements to supply Sibelco and Imerys. The Green Hydrogen plant will become operational in 2025. PASD Freeport Full

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Business Case and Net Zero Opportunities Assessment has conducted a full options analysis for renewable energy opportunities. This is aligned to the commitment to building, operating and end of life plans for the sites to meet PAS 2080 guidelines. These criteria identify additional Opportunities for onsite renewable energy generation, notably solar PV and wind. This is alongside PAS2080 guidance on energy efficiency in buildings operation and construction. Embedded and operational carbon emissions will be monitored by the Freeport company on a quarterly basis. Conditions to do this are included in seed capital business cases and After care plans. Additionally the innovation and operations within the freeport also focus on renewable energy, i.e. being in the supply chain for Celtic sea FLOW. Innovation strands in freeport key sectors; marine, defence and space also prioritise innovations like increase short sea shipping, autonomous shipping, and working with University and innovation partners to clean green industry and advanced manufacturing supply chain and business operations.

Renewable Energy Score Mitigate: Yes

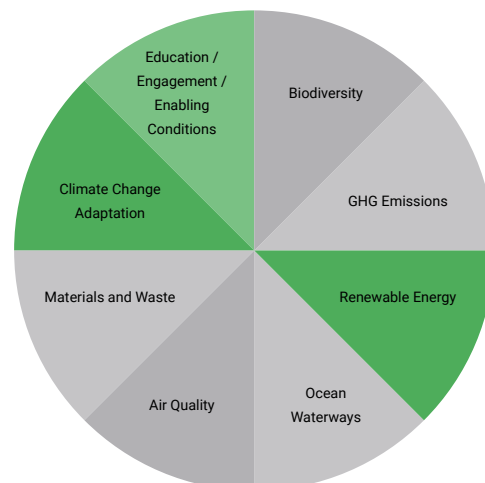
Renewable Energy Revised Score: 5

Renewable Energy Revised Score Justification: Our carbon and climate monitoring will identify any residual carbon emissions that have not been mitigated. The freeport business plan declares that 1/3 of retained business rate income to the freeport (once local authority loans have been repaid) will be spent on Net Zero projects, this is likely to be additional renewable energy generation.

Ocean and Waterways Score: 2

Ocean and Waterways Score Justification: Any Freeport related planning applications will need to comply with the Plymouth and SW Devon Supplementary Planning Document, which contains a section titled 'DEV2.1 and DEV2.3 – Water. This states: DEV2.3 ensures development will not result in an unacceptable harm to the water environment through the deterioration of water quality, and will look to improve water quality. This is required in line with the objectives of the Water Framework Directive (WFD), and to meet requirements under The Habitat Regulations (2017). The WFD sets out objectives to ensure the protection and improvement of the water environment, this includes achieving “good status” of all water bodies and groundwater bodies by set deadlines. Relevant information on water bodies is available via the Environment Agency’s Catchment Data Explorer, whilst the River Basin Management Plan sets out objectives for how

Plymouth and South Devon Freeport FINAL



water quality will be improved. It is expected that all developments will comply with the aforementioned documents. All developments should consider potential impacts, direct, indirect or cumulative, to water quality during construction or operation. Any forthcoming applications that are likely to impact the water environment should clearly show how the development may affect relevant water bodies and how any negative impacts are to be mitigated, if these cannot first be avoided. Wherever possible applicants should explore opportunities to improve and/or restore water quality. The environmental sensitivity of the site should also be considered as set out at 7 'Natural environment (DEV23-DEV28)'. All construction activities should follow Pollution Prevention Guidance 6 (PPG 6) and all relevant current Construction Industry Research and Information Association (CIRIA) guidance. Evidence will be required to show that impacts have been considered in relation to the environmental sensitivity of the site. The initial assessment should be proportional to the scale of the development, any significant impacts will be required to be addressed through a Water Framework Directive Assessment. Development may not be supported if there is likely to be interruption to the quantity or quality of water available to off-site supplies. Evidence may be required if a development is identified as having an unacceptable impact on private water supplies in the vicinity of the proposed development. Plymouth Marine Park are a stakeholder of the Freeport and we work closely with them on joint engagement and opportunities.

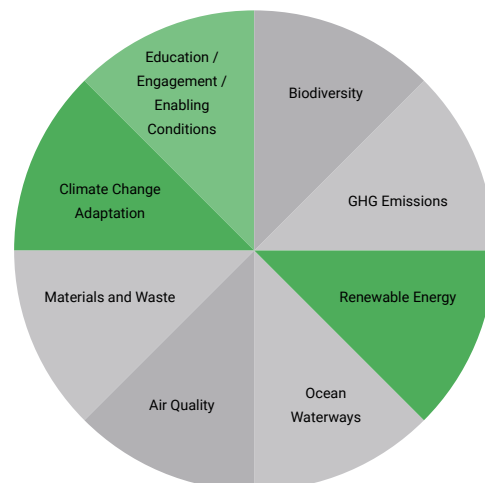
Ocean and Waterways Score Mitigate: Yes

Ocean and Waterways Revised Score: 3

Ocean and Waterways Revised Score Justification: Any Freeport related planning applications will need to comply with the Plymouth and SW Devon Supplementary Planning Document, which contains a section titled 'DEV2.1 and DEV2.3 – Water. This states: DEV2.3 ensures development will not result in an unacceptable harm to the water environment through the deterioration of water quality, and will look to improve water quality. This is required in line with the objectives of the Water Framework Directive (WFD), and to meet requirements under The Habitat Regulations (2017). The WFD sets out objectives to ensure the protection and improvement of the water environment, this includes achieving "good status" of all water bodies and groundwater bodies by set deadlines. Relevant information on water bodies is available via the Environment Agency's Catchment Data Explorer, whilst the River Basin Management Plan sets out objectives for how water quality will be improved. It is expected that all developments will comply with the aforementioned documents. All developments should consider potential impacts, direct, indirect or cumulative, to water quality during construction or operation. Any forthcoming

Plymouth and South Devon Freeport

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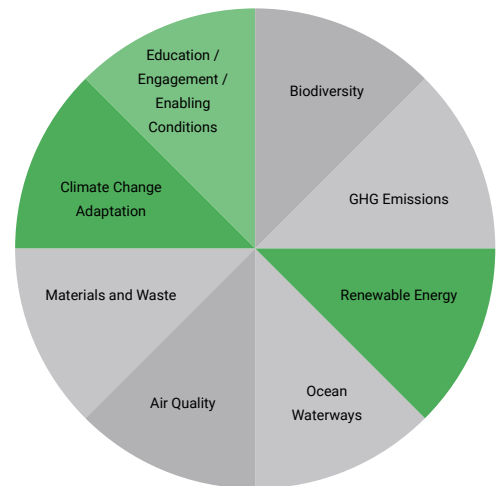
applications that are likely to impact the water environment should clearly show how the development may affect relevant water bodies and how any negative impacts are to be mitigated, if these cannot first be avoided. Wherever possible applicants should explore opportunities to improve and/or restore water quality. The environmental sensitivity of the site should also be considered as set out at 7 'Natural environment (DEV23-DEV28)'. All construction activities should follow Pollution Prevention Guidance 6 (PPG 6) and all relevant current Construction Industry Research and Information Association (CIRIA) guidance. Evidence will be required to show that impacts have been considered in relation to the environmental sensitivity of the site. The initial assessment should be proportional to the scale of the development, any significant impacts will be required to be addressed through a Water Framework Directive Assessment. Development may not be supported if there is likely to be interruption to the quantity or quality of water available to off-site supplies. Evidence may be required if a development is identified as having an unacceptable impact on private water supplies in the vicinity of the proposed development. Plymouth Marine Park are a stakeholder of the Freeport and we work closely with them on joint engagement and opportunities.

Air Quality Score: 3

Air Quality Score Justification: Impact/ Risk; Reduction in air quality standards due to increased road and sea traffic and industrial processes. Any Freeport related planning applications will need to comply with the Plymouth and SW Devon Supplementary Planning Document, which contains a section titled 'DEV2.1 and DEV2.2 – Air'. Both DEV2.1 and DEV2.2 aim to minimise negative air quality impacts by development proposals. Developments will normally be refused where a development is going to have a significant impact on an Air Quality Management Areas (AQMA), create a new AQMA, or result in an adverse effect on a European Site. Maps showing the AQMAs across the Plan Area are available for Plymouth City Council and South Hams District Council. When ensuring development proposals avoid or mitigate against having a negative impact on air, the type of mitigation required on a particular development should be informed by:

- Outcomes from transport statements, assessments and plans;
- Air Quality Assessments or emission profiling;
- LPAs' Air Quality Action Plans;
- Specific needs identified in site specific spatial policy allocations;
- Travel awareness/planning and highway development requirements;
- The latest Defra Local Air Quality Management Guidance. The latest information to be found on the UK Air Pollution Information System;
- Relevant technical guidance and acknowledged best practice; and/or
- Any other measures that the applicant can evidence which will result in a

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net reduction in the air quality impact of the development. Whilst the LPAs recognise the importance of the Government's 'Road to Zero Strategy' and supports the aim of decarbonising transport networks, there are also other opportunities within the transport networks to make small improvements that will have significant positive impacts on air quality. The LPAs expect all new development proposals to take into consideration the below list of potential measures:

- Provision of electric vehicle charging points (Guidance on the requirements of electric vehicle charging points can be found at 'Specific provisions relating to transport (DEV29)');
- Designation of parking spaces for low emission vehicles;
- Provision of facilities to encourage sustainable travel, such as cycling facilities;
- Travel planning with new residents/businesses to encourage travel by sustainable transport modes as well as the uptake of ultra-low emission vehicles;
- Green travel vouchers;
- Facilities within developments which support active modes of transport such as: drying rooms; showers and lockers etc.
- Ensuring good connectivity to existing and future public transport, cycle and pedestrian routes;
- The provision of appropriate trees and landscaping features to reflect the importance of 'right tree (or landscaping feature) in the right place'.

For major developments which are likely to have a negative impact on air quality, the level of contribution towards offsetting measures will be calculated based upon the damage caused by the additional emissions, having regard to published national guidance on the calculations of such costs such as the Land-Use Planning & Development Control: Planning For Air Quality. This approach allows for mitigation measures to be delivered in line with any existing air quality action plans. Any mitigation measures will be secured through planning conditions or through planning obligations and will be negotiated on a case-by-case basis.

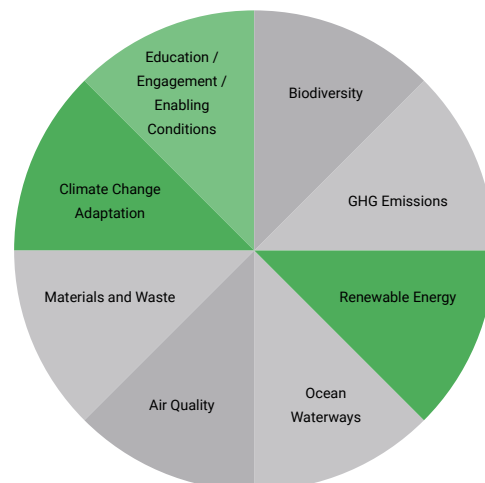
Air Quality Score Mitigate: Yes

Air Quality Revised Score: 3

Air Quality Revised Score Justification: Mitigations by Freeport: Conduct an Environmental Impact assessment to identify specific air quality risks. Potential to undertake a strategic transport vision across all three site and transport assessments with low-med-high scenarios including robust transport modelling. Seed capital will be used to build pedestrian/cycle bridge between Sherford and Langage to reduce commuter emissions. Other mitigations are likely to include:

- Development of an Air Quality Plan to reduce emissions from diesel engines. Which may include the introduction of an Air Quality Management Area within Plymouth Sound. (linked to smart sound) in which vessels are required to switch to clean propulsion systems when they enter.
- Development of a Green Transport Plan for the Freeport and each tax site to include - Public transport
- Walking and cycling
- Charging infrastructure
- Low carbon freight options

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(potentially linked to the Green Hydrogen plant) Innovation activity without industrial and academic partners to develop cleaner/low emission processes (e.g. Princess Yachts are breaking new ground in large scale resin infusion technology, a closed moulded process which almost completely eliminates styrene emissions in the workplace and local environment) Mitigations by landowners/tenants: Will be required to meet planning requirements Identification and mitigation of any industrial processes which may result in emissions and compliance with relevant legislation Participation in Freeport initiatives to reduce transport related emissions Participation in voluntary innovation activity to develop cleaner processes.

Materials and Waste Score: 2

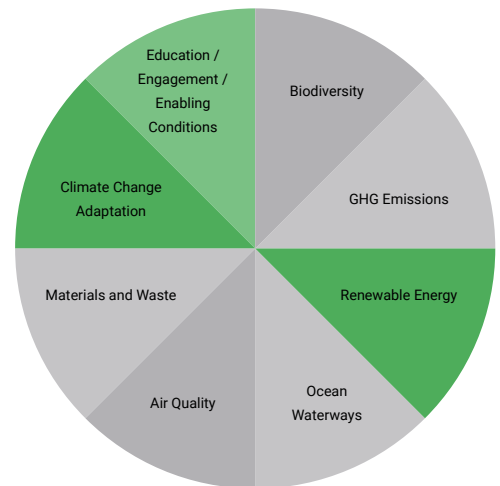
Materials and Waste Score Justification: The risk is failure to ensure waste is disposed of responsibly and in accordance with the law. The freeport refers to Environmental Protection Act Hazardous Waste Regulations Producer Responsibility Obligations Waste Electrical and Electronic Equipment. Paragraph 8 of the National Planning Policy for Waste and Policy W4 of the Devon Waste Plan requires major development proposals within Devon County Council (sites Sherford and Langage) to be accompanied by a Waste Audit Statement. Devon County Council has published a Waste Management and Infrastructure SPD that provides guidance on the production of Waste Audit Statements. This can be found online at: <https://new.devon.gov.uk/planning/planning-policies/other-county-policy-and-guidance>

Materials and Waste Score Mitigate: Yes

Materials and Waste Revised Score: 3

Materials and Waste Revised Score Justification: Mitigations by Freeport; Conduct an Environmental Impact assessment to identify specific waste management risks Work with landowners and tenants to identify and mitigate waste management risks Develop initiatives which encourage landowners/tenants to: Reduce, re-use, recycle Minimise waste going to landfill Increase recycling Reduce waste in the economy (e.g. through circular economy principles) Promote complementary initiatives such as the Preventing Plastic Pollution Project (an Interreg project involving PCC and PU). Mitigations by Tennants and Landlords: Ensure all waste management regulations are complied with and the approach to waste management follows the Waste Management Plan for England. Participation in voluntary

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wastemanagementinitiatives such asthe PreventingPlastic PollutionProject.

Climate Change Adaptation Score: 3

Climate Change Adaptation Score Justification: The freeport has contributed to and is informed byThe Devon Cornwall and Isles of Scilly Climate Adaptation Strategy. This helps communities and organisations across the Southwest better understand the risks their area will face in the future, as climate change increasingly affects the UK. It will also help them to adapt to these changes, thereby improving their resilience and community safety.Resources to help individuals, communities, organisations and local policy makers take action for climate adaptation and prepare for climate impacts. Using this framework and the Freeport's own Net Zero Strategy and Action Plan the freeport will monitor it's delivery and actions in the face of changing climate and adaptations.

Climate Change Adaptation Score Mitigate: Yes

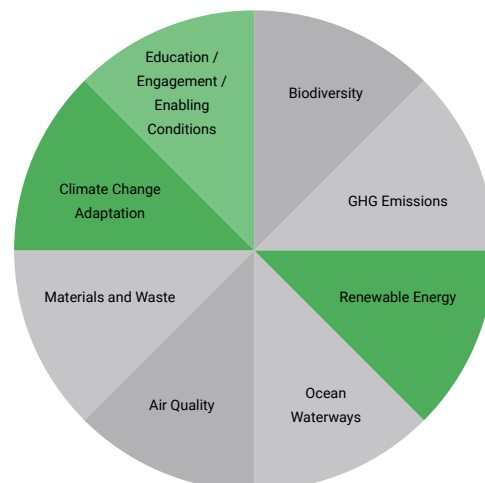
Climate Change Adaptation Revised Score: 5

Climate Change Adaptation Revised Score Justification: The freeport has contributed to and is informed byThe Devon Cornwall and Isles of Scilly Climate Adaptation Strategy. This helps communities and organisations across the Southwest better understand the risks their area will face in the future, as climate change increasingly affects the UK. It will also help them to adapt to these changes, thereby improving their resilience and community safety.Resources to help individuals, communities, organisations and local policy makers take action for climate adaptation and prepare for climate impacts. Using this framework and the Freeport's own Net Zero Strategy and Action Plan the freeport will monitor it's delivery and actions in the face of changing climate and adaptations.

Education / Engagement / Enabling Conditions Score: 5

Education / Engagement / Enabling Conditions Score Justification: Impact of skills strategy;The Freeport is a facilitator of closer collaboration between businesses and education providers, with the following objectives as focal points:Retaining people in the regionDeveloping new course content and future rolesProvision of tutors and spacesDefining future skills roles in greater

Plymouth and South Devon Freeport FINAL



detail. Working across the Freeport Skills advisory board the freeport will build greater gender diversity, particularly in those moving into employment post-qualification, supplementing the various other inclusivity workstreams underway or planned within the region. The Freeport acts as a natural focal point for businesses and education providers. This collaboration already exists, however the Freeport can serve to aggregate pockets of collaboration and drive greater ambition across the region. With target sectors and long term investments planned for the Freeport, greater and clearer needs can create a mandate for collaboration. The Freeport can serve as a beacon for great careers and build a strong reputation for any employers active on the site. A Government mandate by virtue of public investment and tax incentives can be used to drive progress. The Pedestrian and Cycle bridge will create new opportunities for green and active travel.

Education / Engagement / Enabling Conditions Score Mitigate: Yes

Education / Engagement / Enabling Conditions Revised Score: 5

Education / Engagement / Enabling Conditions Revised Score Justification: The freeport and its construction partners and contractors are part of Plymouth Skills Launchpad and Skills 2 Plymouth which includes construction skills. Procured construction companies will adhere to social value requirements. Additionally working with partners like Trade Unions, Plymouth National Marine Park, training providers and colleges raised the profile of green skills among residents in the city.

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
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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 – L53 23/24

Decision	
1	Title of decision: UK Shared Prosperity Fund Project: Real Ideas Organisation
2	Decision maker: Councillor Tudor Evans OBE, Leader of the Council
3	Report author and contact details: Victoria Glennon - Victoria.Glennon@plymouth.gov.uk Julia Blaschke - Julia.Blaschke@plymouth.gov.uk
4	Decision to be taken: <ol style="list-style-type: none"> 1. To award £234,228.82 of the UK Shared Prosperity Fund to Real Ideas Organisation in accordance with its funding application, as follows: <ol style="list-style-type: none"> (a) £184,228.82 for revenue expenditure; and (b) Allocates £50,000 for capital expenditure into the Capital Programme 2. To authorise the S151 Officer to enter into and sign any funding agreements and claim forms in relation to the Devonport Futures.
5	Reasons for decision: <ul style="list-style-type: none"> • Plymouth were allocated £3,131,412 for three years (2022/23 - 2024/25) to support a mix of revenue and capital spend. • Plymouth City Council is the Accountable Body for the delivery and management of the UK Shared Prosperity Fund (UKSPF) and as such needs to follow Plymouth City Council processes. • As part of the investment plan submitted to Government on the 01 August 2022 there was a requirement to utilise an existing group or form a Key Partnership Group that would act as an advisory group in order to provide recommendations on the delivery of potential projects. The Plymouth Growth Board was invited to act as this key partnership group and after consultation with the Board, the group has given its positive recommendation on the delivery of this project as a result of the people and skills open call. • To allow and ensure that the project can deliver and spend the UKSPF allocation of money to year 3 (2024/25) before the end of the financial year. • To meet the timelines set out by Government to deliver the UK Shared Prosperity Fund.
6	Alternative options considered and rejected: <ol style="list-style-type: none"> 1. Do nothing option: failing to deliver our UKSPF contractual agreements with Government and negative financial implications for applicants. 2. Less funding provided: The project would not be able to proceed and achieve the required contractual

	targets.			
7	Financial implications and risks: This project is fully financed by the UK Shared Prosperity Fund. If we do not proceed, this funding could be withdrawn from PCC.			
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:		This decision highlights how this potential UK Shared Prosperity Fund project is relevant to some chapters of the Plymouth Plan, including Growing City and International City as well as other frameworks including the Climate Emergency Action Plan and Net Zero Action Plan.	
10	Please specify any direct environmental implications of the decision (carbon impact)		The UK Shared Prosperity Fund process incorporates high levels of net zero ambition. This project has the potential to positively impact upon and encourage net zero initiatives; with activities that promote a cleaner and vibrant city.	
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	11/03/2024	
Sign-off				
16	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS124 23/24	
		Finance (mandatory)	CH 11.03.24 1744	
		Legal (mandatory)	LS/2342/kt/110324	
		Human Resources (if applicable)		
		Corporate property (if applicable)		
		Procurement (if applicable)		
Appendices				
17	Ref.	Title of appendix		
	A	Briefing report for publication		
	B	Equalities Impact Assessment		
	C	Climate 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

		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	Please list all unpublished, background papers relevant to the decision in the table below. Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part 1 of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.							
Title of background paper(s)		Exemption Paragraph Number						
		1	2	3	4	5	6	7
Cabinet Member Signature								
20	I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act (2010) and those who do not. For further details please see the EIA attached.							
Signature				Date of decision		14 March 2024		
Print Name		Cllr Tudor Evans OBE, Leader of Plymouth City Council						

BRIEFING PAPER FOR UK SHARED PROSPERITY FUND PROJECT DECISION

Overview of project



BACKGROUND

Devonport Futures

Devonport Futures is an innovative skills programme linked to the 200th anniversary of the founding of Devonport. A key challenge faced by skills programmes, especially those targeting people experiencing disadvantage, is connecting learning to real work opportunities and tangible outcomes.

By linking Devonport Futures with key strands of Devonport 200 – a programme of community activities commemorating the histories, achievements, communities, opportunities and challenges that shape Devonport - participants will be inspired and enabled to develop new skills; access residencies, work experience, volunteering and connections to employers.

Devonport Futures has two pathways - **Immersive/Tech** and **Blue/Green** - supporting individuals who are economically inactive, unemployed or employed, looking to engage, retrain and develop future facing skills. Working with PCH, who have a large property stock in Devonport and other areas of deprivation, and a unique connection with their residents, Devonport Futures will trial an innovative approach to breaking the cycle of endemic unemployment and economic inactivity.

The **Immersive Tech** pathway focuses on skills for high-tech jobs in key growth sectors (creative digital; marine, marine automation; engineering; health) delivered through 3 strands:

- **Digital Natives** – Uncovering digital skills, understanding application in workplace/future workforce needs. Exploring digital skills in broad range of businesses, including the use of 360, VR, AI. Targeted at those furthest from the labour market, enabling people to uncover interests/aptitudes, connecting them to skills pathways and jobs.
- **Immersive tech skills for individuals and business** – introductory/intermediate skills sessions and intensives covering topics such as 360 filming & editing; spatial audio; virtual production; projection mapping; VR; use of software (Unity/Unreal etc); immersive live events and business. The sessions are a progression from Digital Natives and offer opportunities for people in work to retrain and develop future facing skills.
- **Residencies/small commission** opportunities linked to large-scale immersive events for Devonport 200 and international festivals. Work-experience and volunteering linked to Devonport 200 and connections with businesses through Devon and Plymouth Chamber of Commerce.

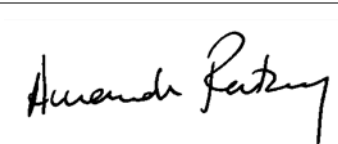
The **Blue/green** pathway focuses on growing blue/green skills, including those to deliver Net Zero, retrofit 100,000+ homes in Plymouth, and connect communities with nature. Reflecting Plymouth's

commitment to climate emergency, the National Marine Park and Devonport's historic connection with the sea, the pathway supports people through 2 strands:

- **Blue/Green Connections** - targeted programme, identifying people furthest from the labour market, in and beyond Devonport, supporting them to connect with skills development, training and job opportunities in blue/green.
- **Blue/green skills for individuals and business** - introductory and specific skills sessions bridging the gap and connecting people with existing blue/green skills programmes (e.g. City College Plymouth's Retrofit Academy; PCH apprenticeships). Work experience and volunteering linked to practical green projects for Devonport 200, connecting skills to work.

EQUALITY IMPACT ASSESSMENT – [UKSPF DEVONPORT FUTURES PROJECT]

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): This is the person completing the EIA template.	Victoria Glennon	Department and service:	Economic Development - Place	Date of assessment:	11/03/2024
Lead Officer: Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.	Amanda Ratsey	Signature:		Approval date:	12/03/2024
Overview:	<p>I. This EIA assesses the potential impact of the agreeing to use £234,228.82 of UK Shared Prosperity Funds for the delivery of the UK Shared Prosperity Fund Devonport Futures project.</p> <p>Background</p> <ul style="list-style-type: none">• Plymouth were allocated £3,131,412 for three years (2022/23 - 2024/25) to support a mix of revenue and capital spend.• Plymouth City Council is the Accountable Body for the delivery and management of the UK Shared Prosperity Fund (UKSPF) and as such needs to follow Plymouth City Council processes.• As part of the investment plan submitted to Government on the 01 August 2022 there was a requirement to utilise an existing group or form a Key Partnership Group that would act as an advisory group in order to provide recommendations on the delivery of potential projects. The Plymouth Growth Board was invited to act as this key partnership group and after consultation with the Board, the group has given its positive recommendation on the delivery of this project as a result of the people and skills open call.• To allow and ensure that the project can deliver and spend the UKSPF allocation of money to year 3 (2024/25) before the end of the financial year.• To meet the timelines set out by Government to deliver the UK Shared Prosperity Fund.				

Decision required:	<div>2. To award £234,228.82 of the UK Shared Prosperity Fund to Real Ideas Organisation in accordance with its funding application, as follows:<div>(a) £184,228.82 for revenue expenditure; and</div><div>(b) Allocates £50,000 for capital expenditure into the Capital Programme</div></div> <div>3. To authorise the S151 Officer to enter into and sign any funding agreements and claim forms in relation to the Devonport Futures project.</div>
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SECTION TWO: EQUALITY IMPACT ASSESSMENT SCREENING TOOL

Potential external impacts: Does the proposal have the potential to negatively impact service users, communities or residents with protected characteristics?	Yes		No	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.	This project and the expected activities it will deliver can be considered as not expected to negatively impact upon internal or external groups with protected characteristics. The project has a great potential to positively impact groups of people. This will be reviewed throughout the project's duration.			

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
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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>(Data sourced from the 2021 Census)</p>	No adverse impacts are anticipated.	Not applicable. This will be reviewed and updated if or when any adverse impacts arise as a result of the project.	Economic Development 2023/24- 2024/25
Care experienced individuals (Note that as per the Independent Review of Children's Social Care recommendations,	<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</p>	No adverse impacts are anticipated.	Not applicable. This will be reviewed and updated if or when any adverse impacts arise as a result of the project.	Economic Development 2023/24- 2024/25

Plymouth City Council is treating care experience as though it is a protected characteristic).	<p>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>			
Gender reassignment	0.5 per cent of residents in Plymouth have a gender identity that is different from their sex registered at birth. 0.1 per cent of residents identify as a trans man, 0.1 per cent identify as non-binary and, 0.1 per cent identify as a trans women (2021 Census).	No adverse impacts are anticipated.	Not applicable. This will be reviewed and updated if or when any adverse impacts arise as a result of the project.	Economic Development 2023/24- 2024/25
Marriage and civil partnership	<p>40.1 per cent of residents have never married and never registered a civil partnership. 10 per cent are divorced, 6 percent are widowed, with 2.5 per cent are separated but still married.</p> <p>0.49 per cent of residents are, or were, married or in a civil partnerships of the same sex. 0.06 per cent of residents are in a civil partnerships with the opposite sex (2021 Census).</p>	No adverse impacts are anticipated.	Not applicable. This will be reviewed and updated if or when any adverse impacts arise as a result of the project.	Economic Development 2023/24- 2024/25
Pregnancy and maternity	The total fertility rate (TFR) for England was 1.62 children per woman in 2021. The total	No adverse impacts are anticipated.	Not applicable. This will be reviewed and updated	Economic Development 2023/24- 2024/25

	fertility rate (TFR) for Plymouth in 2021 was 1.5		if or when any adverse impacts arise as a result of the project.	
Race	In 2021, 94.9 per cent of Plymouth's population identified their ethnicity as White, 2.3 per cent as Asian and 1.1 per cent as Black. (2021 Census) People with a mixed ethnic background comprised 1.8 per cent of the population. 1 per cent of the population use a different term to describe their ethnicity. (2021 Census)	No adverse impacts are anticipated.	Not applicable. This will be reviewed and updated if or when any adverse impacts arise as a result of the project.	Economic Development 2023/24- 2024/25
Religion or belief	48.9 per cent of the Plymouth population stated they had no religion. 42.5 per cent of the population identified as Christian (2021 Census). Those who identified as Muslim account for 1.3 per cent of Plymouth's population while Hindu, Buddhist, Jewish or Sikh combined totalled less than 1 per cent (2021 Census).	No adverse impacts are anticipated.	Not applicable. This will be reviewed and updated if or when any adverse impacts arise as a result of the project.	Economic Development 2023/24- 2024/25
Sex	51 per cent of our population are women and 49 per cent are men (2021 Census).	No adverse impacts are anticipated.	Not applicable. This will be reviewed and updated if or when any adverse impacts arise as a result of the project.	Economic Development 2023/24- 2024/25
Sexual orientation	88.95 per cent of residents aged 16 years and over in Plymouth describe their sexual orientation as straight or heterosexual. 2.06 per cent describe their sexuality as bisexual, 1.97 per cent of people describe their sexual orientation as gay or lesbian. 0.42 per cent of residents describe their sexual orientation using a different term (2021 Census).	No adverse impacts are anticipated.	Not applicable. This will be reviewed and updated if or when any adverse impacts arise as a result of the project.	Economic Development 2023/24- 2024/25

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SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

Human Rights	Implications	Mitigation Actions	Timescale and responsible department
	No adverse human rights implications are anticipated.	Not applicable. This will be reviewed and updated if or when any adverse impacts arise as a result of the project.	Not applicable.

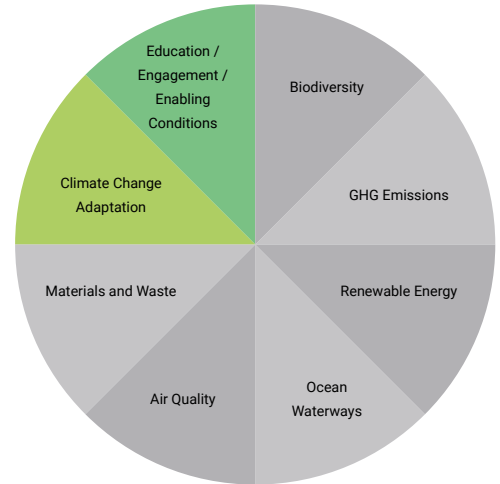
SECTION FIVE: OUR EQUALITY OBJECTIVES

Equality objectives	Implications	Mitigation Actions	Timescale and responsible department
Celebrate diversity and ensure that Plymouth is a welcoming city.	The project presents no direct negative implications to this objective.	Not applicable.	Economic Development 2023/24- 2024/25
Pay equality for women, and staff with disabilities in our workforce.	The project presents no direct negative implications to this objective.	Not applicable.	Economic Development 2023/24- 2024/25

Supporting our workforce through the implementation of Our People Strategy 2020 – 2024	The project presents no direct negative implications to this objective.	Not applicable.	Economic Development 2023/24- 2024/25
Supporting victims of hate crime so they feel confident to report incidents, and working with, and through our partner organisations to achieve positive outcomes.	The project presents no direct negative implications to this objective.	Not applicable.	Economic Development 2023/24- 2024/25
Plymouth is a city where people from different backgrounds get along well.	The project presents no direct negative implications to this objective.	Not applicable.	Economic Development 2023/24- 2024/25

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UK Shared Prosperity Fund FINAL



Assessment ID: UKS739

Assessment Author: Victoria Glennon

Assessment Initial Summary:

The climate impact assessment wheel shows the possible implications for the climate by delivering the following projects: Devonport Futures, Skilling Up Plymouth and Plymouth Skills Builder project which will be funded by the UK Shared Prosperity Fund from Government. The wheel shows that there are no potential negative implications with delivering the project.

Assessment Final Summary:

The climate impact assessment wheel shows the possible implications for the climate by delivering the following projects: Devonport Futures, Skilling Up Plymouth and Plymouth Skills Builder project which will be funded by the UK Shared Prosperity Fund from Government. The wheel shows that there are no potential negative implications with delivering the project.

Biodiversity Score: 3

Biodiversity Score Justification: This project application expects no/or has not set out any positive or negative implications as part of delivering the activities as part of this project.

Biodiversity Score Mitigate: No

GHG Emissions Score: 3

GHG Emissions Score Justification: This project application expects no/or has not set out any positive or negative implications as part of delivering the activities as part of this project.

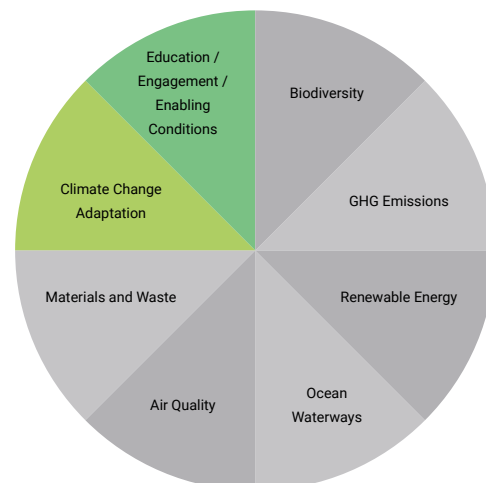
GHG Emissions Score Mitigate: No

Renewable Energy Score: 3

Renewable Energy Score Justification: This project application expects no/or has not set out any positive or negative implications as part of delivering the activities as part of this project.

Renewable Energy Score Mitigate: No

UK Shared Prosperity Fund FINAL



Ocean and Waterways Score: 3

Ocean and Waterways Score Justification: This project application expects no/or has not set out any positive or negative implications as part of delivering the activities as part of this project.

Ocean and Waterways Score Mitigate: No

Air Quality Score: 3

Air Quality Score Justification: This project application expects no/or has not set out any positive or negative implications as part of delivering the activities as part of this project.

Air Quality Score Mitigate: No

Materials and Waste Score: 3

Materials and Waste Score Justification: This project application expects no/or has not set out any positive or negative implications as part of delivering the activities as part of this project.

Materials and Waste Score Mitigate: No

Climate Change Adaptation Score: 4

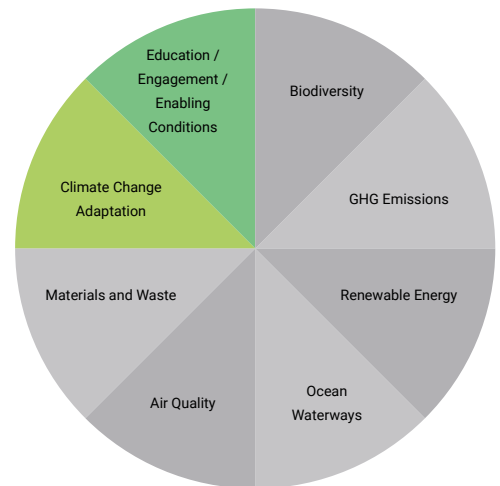
Climate Change Adaptation Score Justification: Some of the projects are directly delivering net zero/green project delivery. Targeting training and skills focus to grow net zero skills and awareness within the city.

Climate Change Adaptation Score Mitigate: No

Education / Engagement / Enabling Conditions Score: 5

Education / Engagement / Enabling Conditions Score Justification: The projects have a great potential to deliver long term positive impacts; for example one project will look at: growing

UK Shared Prosperity Fund FINAL



blue/green skills, including those to deliver Net Zero, retrofit 100,000+ homes in Plymouth, and connect communities with nature. Reflecting Plymouth's commitment to climate emergency, the National Marine Park and Devonport's historic connection with the sea, the pathway supports people through 2 strands: • Blue/Green Connections - targeted programme, identifying people furthest from the labour market, in and beyond Devonport, supporting them to connect with skills development, training and job opportunities in blue/green. • Blue/green skills for individuals and business - introductory and specific skills sessions bridging the gap and connecting people with existing blue/green skills programmes (e.g. City College Plymouth's Retrofit Academy; PCH apprenticeships). Work experience and volunteering linked to practical green projects for Devonport 200, connecting skills to work.

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
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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 – L54 23/24

Decision	
1	Title of decision: UK Shared Prosperity Fund Project: City College Plymouth
2	Decision maker: Councillor Tudor Evans OBE, Leader of the Council
3	Report author and contact details: Victoria Glennon - Victoria.Glennon@plymouth.gov.uk Julia Blaschke - Julia.Blaschke@plymouth.gov.uk
4	Decision to be taken: <ol style="list-style-type: none"> To award £366,170 of the UK Shared Prosperity Fund to City College Plymouth in accordance with its funding application, as follows: <ol style="list-style-type: none"> £316,170 for revenue expenditure; and Allocates £40,000 for capital expenditure into the Capital Programme To authorise the S151 Officer to enter into and sign any funding agreements and claim forms in relation to the Plymouth Skills Builder project.
5	Reasons for decision: <ul style="list-style-type: none"> Plymouth were allocated £3,131,412 for three years (2022/23 - 2024/25) to support a mix of revenue and capital spend. Plymouth City Council is the Accountable Body for the delivery and management of the UK Shared Prosperity Fund (UKSPF) and as such needs to follow Plymouth City Council processes. As part of the investment plan submitted to Government on the 01 August 2022 there was a requirement to utilise an existing group or form a Key Partnership Group that would act as an advisory group in order to provide recommendations on the delivery of potential projects. The Plymouth Growth Board was invited to act as this key partnership group and after consultation with the Board, the group has given its positive recommendation on the delivery of this project as a result of the people and skills open call. To allow and ensure that the project can deliver and spend the UKSPF allocation of money to year 3 (2024/25) before the end of the financial year. To meet the timelines set out by Government to deliver the UK Shared Prosperity Fund.
6	Alternative options considered and rejected: <ol style="list-style-type: none"> Do nothing option: failing to deliver our UKSPF contractual agreements with Government and negative financial implications for applicants. Less funding provided: The project would not be able to proceed and achieve the required contractual

	targets.			
7	Financial implications and risks: This project is fully financed by the UK Shared Prosperity Fund. If we do not proceed, this funding could be withdrawn from PCC.			
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:	This decision highlights how this potential UK Shared Prosperity Fund project is relevant to some chapters of the Plymouth Plan, including Growing City and International City as well as other frameworks including the Climate Emergency Action Plan and Net Zero Action Plan.		
10	Please specify any direct environmental implications of the decision (carbon impact)	The UK Shared Prosperity Fund process incorporates high levels of net zero ambition. This project has the potential to positively impact upon and encourage net zero initiatives; with activities that promote a cleaner and vibrant city.		
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	11/03/2024	
Sign-off				
16	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS125 23/24	
		Finance (mandatory)	CH 11.03.24 1744	
		Legal (mandatory)	LS/2342/kt/110324	
		Human Resources (if applicable)		
		Corporate property (if applicable)		
		Procurement (if applicable)		
Appendices				
17	Ref.	Title of appendix		
	A	Briefing report for publication		
	B	Equalities Impact Assessment		
	C	Climate 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

		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	Please list all unpublished, background papers relevant to the decision in the table below. Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part 1 of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.							
Title of background paper(s)		Exemption Paragraph Number						
		1	2	3	4	5	6	7
Cabinet Member Signature								
20	I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act (2010) and those who do not. For further details please see the EIA attached.							
Signature				Date of decision		14 March 2024		
Print Name		Cllr Tudor Evans OBE, Leader of Plymouth City Council						

BRIEFING PAPER FOR UK SHARED PROSPERITY FUND PROJECT DECISION

Overview of project



BACKGROUND

Plymouth Skills Builder by City College Plymouth

Working with a range of partners including, Plymouth Argyle Community Trust, Plymouth Active Leisure and Livewell Southwest. This project addresses key barriers through a holistic programme addressing confidence and resilience, essential digital skills and visible skills pathways into key sectors. Alongside this the programme also offers rehabilitative health programmes to support sustained employment outcomes for the participants.

Outline:

Health, Wellbeing and Life Skills; Addressing barriers to employment. Including providing personalised health and wellbeing programmes, development of life skills such as managing money, improving communication skills, essential employability and resilience skills.

High Value Skills building: participants will engage in two short programmes to develop practical skills and knowledge to bridge into employment & further training.

- Essential Digital skills
- Construction, including related 'green skills' and retrofit
- Engineering, including related 'blue skills'
- Health sector pathways
- Alternative High Value skills routes -including visitor economy

Next steps: participants will be supported to progress onto either:


- Short top up' programmes where support has been identified to progress in the specific sector (funded through SPF), or
- DfE funded programmes (e.g. Adult Skills programs, Multiply, Bootcamps, Apprenticeships), or
- Employment

Progression support: Every participant will have a named coach (part of the Plymouth Skills Builder team) to support progress to a positive outcome. Participants will also have access to college advice and guidance as well as a wealth of information [NB. This will include the access to the NHS & Livewell Careers Hub situated at the Kings Road campus of City College Plymouth] including, where possible, employment taster sessions.

Social prescribing: to enhance this project, City College Plymouth will work with Plymouth Active Leisure using these funds to qualify four staff with a Certificate in Social Prescribing which will be utilised as participants engage in the health elements described above.

EQUALITY IMPACT ASSESSMENT – [UKSPF PLYMOUTH SKILLS BUILDER PROJECT]

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): This is the person completing the EIA template.	Victoria Glennon	Department and service:	Economic Development - Place	Date of assessment:	11/03/2024
Lead Officer: Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.	Amanda Ratsey	Signature:		Approval date:	12/03/2024
Overview:	<p>This EIA assesses the potential impact of the agreeing to use £366,170 of UK Shared Prosperity Funds for the delivery of the UK Shared Prosperity Fund Plymouth Skills Builder project.</p> <p>Background</p> <ul style="list-style-type: none">• Plymouth were allocated £3,131,412 for three years (2022/23 - 2024/25) to support a mix of revenue and capital spend.• Plymouth City Council is the Accountable Body for the delivery and management of the UK Shared Prosperity Fund (UKSPF) and as such needs to follow Plymouth City Council processes.• As part of the investment plan submitted to Government on the 01 August 2022 there was a requirement to utilise an existing group or form a Key Partnership Group that would act as an advisory group in order to provide recommendations on the delivery of potential projects. The Plymouth Growth Board was invited to act as this key partnership group and after consultation with the Board, the group has given its positive recommendation on the delivery of this project as a result of the communities and place open call.• To allow and ensure that the project can deliver and spend the UKSPF allocation of money to year 3 (2024/25) before the end of the financial year.• To meet the timelines set out by Government to deliver the UK Shared Prosperity Fund.				

Decision required:	<div><div>1. To award £366,170 of the UK Shared Prosperity Fund to City College Plymouth in accordance with its funding application, as follows:<div><div>(a) £316,170 for revenue expenditure; and</div><div>(b) £40,000 for capital expenditure</div></div></div><div>2. To authorise the S151 Officer to approve terms of funding agreements and determine claims in relation to the Plymouth Skills Builder project.</div></div>
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SECTION TWO: EQUALITY IMPACT ASSESSMENT SCREENING TOOL

Potential external impacts: Does the proposal have the potential to negatively impact service users, communities or residents with protected characteristics?	Yes		No	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.	This project and the expected activities it will deliver can be considered as not expected to negatively impact upon internal or external groups with protected characteristics. The project has a great potential to positively impact groups of people. This will be reviewed throughout the project's duration.			

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
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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>(Data sourced from the 2021 Census)</p>	No adverse impacts are anticipated.	Not applicable. This will be reviewed and updated if or when any adverse impacts arise as a result of the project.	Economic Development 2023/24- 2024/25
<p>Care experienced individuals</p> <p>(Note that as per the Independent Review of Children's Social Care recommendations,</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</p>	No adverse impacts are anticipated.	Not applicable. This will be reviewed and updated if or when any adverse impacts arise as a result of the project.	Economic Development 2023/24- 2024/25

Plymouth City Council is treating care experience as though it is a protected characteristic).	<p>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>			
Gender reassignment	0.5 per cent of residents in Plymouth have a gender identity that is different from their sex registered at birth. 0.1 per cent of residents identify as a trans man, 0.1 per cent identify as non-binary and, 0.1 per cent identify as a trans women (2021 Census).	No adverse impacts are anticipated.	Not applicable. This will be reviewed and updated if or when any adverse impacts arise as a result of the project.	Economic Development 2023/24- 2024/25
Marriage and civil partnership	<p>40.1 per cent of residents have never married and never registered a civil partnership. 10 per cent are divorced, 6 percent are widowed, with 2.5 per cent are separated but still married.</p> <p>0.49 per cent of residents are, or were, married or in a civil partnerships of the same sex. 0.06 per cent of residents are in a civil partnerships with the opposite sex (2021 Census).</p>	No adverse impacts are anticipated.	Not applicable. This will be reviewed and updated if or when any adverse impacts arise as a result of the project.	Economic Development 2023/24- 2024/25
Pregnancy and maternity	The total fertility rate (TFR) for England was 1.62 children per woman in 2021. The total	No adverse impacts are anticipated.	Not applicable. This will be reviewed and updated	Economic Development 2023/24- 2024/25

	fertility rate (TFR) for Plymouth in 2021 was 1.5		if or when any adverse impacts arise as a result of the project.	
Race	In 2021, 94.9 per cent of Plymouth's population identified their ethnicity as White, 2.3 per cent as Asian and 1.1 per cent as Black. (2021 Census) People with a mixed ethnic background comprised 1.8 per cent of the population. 1 per cent of the population use a different term to describe their ethnicity. (2021 Census)	No adverse impacts are anticipated.	Not applicable. This will be reviewed and updated if or when any adverse impacts arise as a result of the project.	Economic Development 2023/24- 2024/25
Religion or belief	48.9 per cent of the Plymouth population stated they had no religion. 42.5 per cent of the population identified as Christian (2021 Census). Those who identified as Muslim account for 1.3 per cent of Plymouth's population while Hindu, Buddhist, Jewish or Sikh combined totalled less than 1 per cent (2021 Census).	No adverse impacts are anticipated.	Not applicable. This will be reviewed and updated if or when any adverse impacts arise as a result of the project.	Economic Development 2023/24- 2024/25
Sex	51 per cent of our population are women and 49 per cent are men (2021 Census).	No adverse impacts are anticipated.	Not applicable. This will be reviewed and updated if or when any adverse impacts arise as a result of the project.	Economic Development 2023/24- 2024/25
Sexual orientation	88.95 per cent of residents aged 16 years and over in Plymouth describe their sexual orientation as straight or heterosexual. 2.06 per cent describe their sexuality as bisexual, 1.97 per cent of people describe their sexual orientation as gay or lesbian. 0.42 per cent of residents describe their sexual orientation using a different term (2021 Census).	No adverse impacts are anticipated.	Not applicable. This will be reviewed and updated if or when any adverse impacts arise as a result of the project.	Economic Development 2023/24- 2024/25

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SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

Human Rights	Implications	Mitigation Actions	Timescale and responsible department
	No adverse human rights implications are anticipated.	Not applicable. This will be reviewed and updated if or when any adverse impacts arise as a result of the project.	Not applicable.

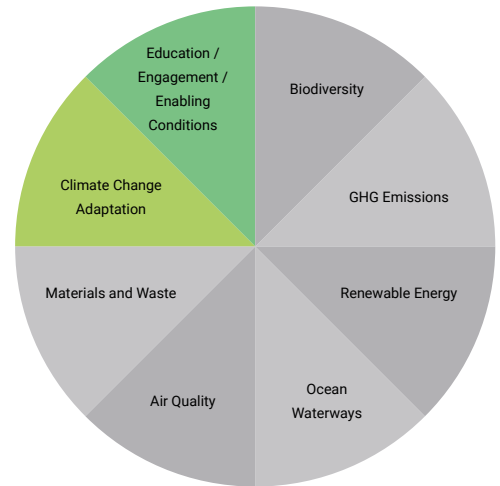
SECTION FIVE: OUR EQUALITY OBJECTIVES

Equality objectives	Implications	Mitigation Actions	Timescale and responsible department
Celebrate diversity and ensure that Plymouth is a welcoming city.	The project presents no direct negative implications to this objective.	Not applicable.	Economic Development 2023/24- 2024/25
Pay equality for women, and staff with disabilities in our workforce.	The project presents no direct negative implications to this objective.	Not applicable.	Economic Development 2023/24- 2024/25

Supporting our workforce through the implementation of Our People Strategy 2020 – 2024	The project presents no direct negative implications to this objective.	Not applicable.	Economic Development 2023/24- 2024/25
Supporting victims of hate crime so they feel confident to report incidents, and working with, and through our partner organisations to achieve positive outcomes.	The project presents no direct negative implications to this objective.	Not applicable.	Economic Development 2023/24- 2024/25
Plymouth is a city where people from different backgrounds get along well.	The project presents no direct negative implications to this objective.	Not applicable.	Economic Development 2023/24- 2024/25

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UK Shared Prosperity Fund FINAL



Assessment ID: UKS739

Assessment Author: Victoria Glennon

Assessment Initial Summary:

The climate impact assessment wheel shows the possible implications for the climate by delivering the following projects: Devonport Futures, Skilling Up Plymouth and Plymouth Skills Builder project which will be funded by the UK Shared Prosperity Fund from Government. The wheel shows that there are no potential negative implications with delivering the project.

Assessment Final Summary:

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Biodiversity Score: 3

Biodiversity Score Justification: This project application expects no/or has not set out any positive or negative implications as part of delivering the activities as part of this project.

Biodiversity Score Mitigate: No

GHG Emissions Score: 3

GHG Emissions Score Justification: This project application expects no/or has not set out any positive or negative implications as part of delivering the activities as part of this project.

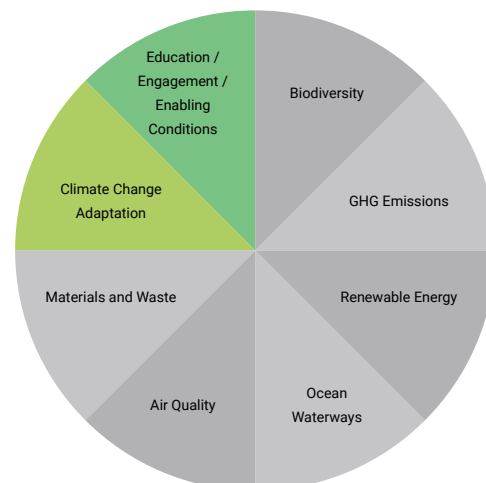
GHG Emissions Score Mitigate: No

Renewable Energy Score: 3

Renewable Energy Score Justification: This project application expects no/or has not set out any positive or negative implications as part of delivering the activities as part of this project.

Renewable Energy Score Mitigate: No

UK Shared Prosperity Fund FINAL



Ocean and Waterways Score: 3

Ocean and Waterways Score Justification: This project application expects no/or has not set out any positive or negative implications as part of delivering the activities as part of this project.

Ocean and Waterways Score Mitigate: No

Air Quality Score: 3

Air Quality Score Justification: This project application expects no/or has not set out any positive or negative implications as part of delivering the activities as part of this project.

Air Quality Score Mitigate: No

Materials and Waste Score: 3

Materials and Waste Score Justification: This project application expects no/or has not set out any positive or negative implications as part of delivering the activities as part of this project.

Materials and Waste Score Mitigate: No

Climate Change Adaptation Score: 4

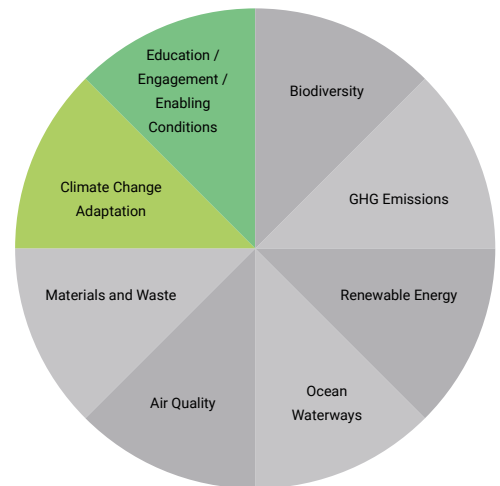
Climate Change Adaptation Score Justification: Some of the projects are directly delivering net zero/green project delivery. Targeting training and skills focus to grow net zero skills and awareness within the city.

Climate Change Adaptation Score Mitigate: No

Education / Engagement / Enabling Conditions Score: 5

Education / Engagement / Enabling Conditions Score Justification: The projects have a great potential to deliver long term positive impacts; for example one project will look at: growing

UK Shared Prosperity Fund FINAL



blue/green skills, including those to deliver Net Zero, retrofit 100,000+ homes in Plymouth, and connect communities with nature. Reflecting Plymouth's commitment to climate emergency, the National Marine Park and Devonport's historic connection with the sea, the pathway supports people through 2 strands: • Blue/Green Connections - targeted programme, identifying people furthest from the labour market, in and beyond Devonport, supporting them to connect with skills development, training and job opportunities in blue/green. • Blue/green skills for individuals and business - introductory and specific skills sessions bridging the gap and connecting people with existing blue/green skills programmes (e.g. City College Plymouth's Retrofit Academy; PCH apprenticeships). Work experience and volunteering linked to practical green projects for Devonport 200, connecting skills to work.

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
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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 – L55 23/24


Decision	
1	Title of decision: UK Shared Prosperity Fund Project: Plymouth City Council, in partnership with YMCA Plymouth
2	Decision maker: Councillor Tudor Evans OBE, Leader of the Council
3	Report author and contact details: Victoria Glennon - Victoria.Glennon@plymouth.gov.uk Julia Blaschke - Julia.Blaschke@plymouth.gov.uk
4	Decision to be taken: <ol style="list-style-type: none"> To award £307,760.60 of the UK Shared Prosperity Fund to Plymouth City Council Skills team in partnership YMCA Plymouth in accordance with its funding application, as follows: <ol style="list-style-type: none"> £257,760.60 for revenue expenditure; and Allocates £50,000 for capital expenditure into the Capital Programme To authorise the S151 Officer to enter into and sign any funding agreements and claim forms in relation to the Skilling Up Plymouth project.
5	Reasons for decision: <ul style="list-style-type: none"> Plymouth were allocated £3,131,412 for three years (2022/23 - 2024/25) to support a mix of revenue and capital spend. Plymouth City Council is the Accountable Body for the delivery and management of the UK Shared Prosperity Fund (UKSPF) and as such needs to follow Plymouth City Council processes. As part of the investment plan submitted to Government on the 01 August 2022 there was a requirement to utilise an existing group or form a Key Partnership Group that would act as an advisory group in order to provide recommendations on the delivery of potential projects. The Plymouth Growth Board was invited to act as this key partnership group and after consultation with the Board, the group has given its positive recommendation on the delivery of this project as a result of the people and skills open call. To allow and ensure that the project can deliver and spend the UKSPF allocation of money to year 3 (2024/25) before the end of the financial year. To meet the timelines set out by Government to deliver the UK Shared Prosperity Fund.
6	Alternative options considered and rejected: <ol style="list-style-type: none"> Do nothing option: failing to deliver our UKSPF contractual agreements with Government and negative financial implications for applicants.

	2. Less funding provided: The project would not be able to proceed and achieve the required contractual targets.			
7	Financial implications and risks: This project is fully financed by the UK Shared Prosperity Fund. If we do not proceed, this funding could be withdrawn from PCC.			
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:	This decision highlights how this potential UK Shared Prosperity Fund project is relevant to some chapters of the Plymouth Plan, including Growing City and International City as well as other frameworks including the Climate Emergency Action Plan and Net Zero Action Plan.		
10	Please specify any direct environmental implications of the decision (carbon impact)	The UK Shared Prosperity Fund process incorporates high levels of net zero ambition. This project has the potential to positively impact upon and encourage net zero initiatives; with activities that promote a cleaner and vibrant city.		

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	x	(If no go to section I4)
I3b	Which other Cabinet member's portfolio is affected by the decision?			
I3c	Date Cabinet member consulted			
I4	Has any Cabinet member declared a conflict of interest in relation to the decision?	Yes		If yes, please discuss with the Monitoring Officer
		No	x	
I5	Which Corporate Management Team member has been consulted?	Name	Anthony Payne	
		Job title	Strategic Director for Place	
		Date consulted	11/03/2024	
Sign-off				
I6	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS126 23/24	
		Finance (mandatory)	CH 11.03.24 1744	
		Legal (mandatory)	LS/2342/kt/110324	
		Human Resources (if applicable)		
		Corporate property (if applicable)		
		Procurement (if applicable)		
Appendices				
I7	Ref.	Title of appendix		
	A	Briefing report for publication		
	B	Equalities Impact Assessment		
	C	Climate 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	Please list all unpublished, background papers relevant to the decision in the table below. Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part 1 of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.							
Title of background paper(s)		Exemption Paragraph Number						
		1	2	3	4	5	6	7
Cabinet Member Signature								
20	I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act (2010) and those who do not. For further details please see the EIA attached.							
Signature				Date of decision		14 March 2024		
Print Name		Cllr Tudor Evans OBE, Leader of Plymouth City Council						

BRIEFING PAPER FOR UK SHARED PROSPERITY FUND PROJECT DECISION

Overview of project



BACKGROUND

Skilling Up Plymouth

This project is co-designed and co-developed by the Skills and Post 16 team in Plymouth City Council (PCC) and YMCA Plymouth (YMCA). It builds on a successful track-record, creating a new programme delivering key priorities within PCC's UK Shared Prosperity Fund (SPF) Investment Plan, while piloting new ways of working beyond 2025.

Our project focuses on providing people with the confidence and skills to access the city's growing employment opportunities. We will work with those furthest from the labour market, including socially excluded people, and people looking for new careers using a skills brokerage model. It will connect individuals with employers and education/training providers to improve employability and progression into employment in our key sectors. It will help reduce the city's skills shortages and critical job vacancies.

Coordinators will be allocated specific areas of responsibility, but will work across all four areas ensuring continuity of delivery and alignment across workstreams:

- Supporting green skills and high value technical skills
- Pathways to employment - developing and unlocking the talent of our young people
- Supporting local skills needs - retaining and attracting new talent in high value technical sectors
- Supporting local skills needs - health and care

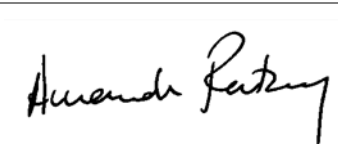
In addition to skills and workforce brokerage, our team of Coordinators will organise careers events to showcase pathways into employment across all sectors.

Our project also invests in the YMCA and on-site Discovery College to improve classrooms and multi-purpose areas, including purchasing sensory equipment for those with additional needs.

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EQUALITY IMPACT ASSESSMENT – [UKSPF SKILLING UP PLYMOUTH PROJECT]

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): This is the person completing the EIA template.	Victoria Glennon	Department and service:	Economic Development - Place	Date of assessment:	11/03/2024
Lead Officer: Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.	Amanda Ratsey	Signature:		Approval date:	12/03/2024
Overview:	<p>This EIA assesses the potential impact of the agreeing to use £307,760.60 of UK Shared Prosperity Funds for the delivery of the UK Shared Prosperity Fund Skilling Up Plymouth project.</p> <p>Background</p> <ul style="list-style-type: none">• Plymouth were allocated £3,131,412 for three years (2022/23 - 2024/25) to support a mix of revenue and capital spend.• Plymouth City Council is the Accountable Body for the delivery and management of the UK Shared Prosperity Fund (UKSPF) and as such needs to follow Plymouth City Council processes.• As part of the investment plan submitted to Government on the 01 August 2022 there was a requirement to utilise an existing group or form a Key Partnership Group that would act as an advisory group in order to provide recommendations on the delivery of potential projects. The Plymouth Growth Board was invited to act as this key partnership group and after consultation with the Board, the group has given its positive recommendation on the delivery of this project as a result of the people and skills open call.• To allow and ensure that the project can deliver and spend the UKSPF allocation of money to year 3 (2024/25) before the end of the financial year.• To meet the timelines set out by Government to deliver the UK Shared Prosperity Fund.				

Decision required:	<div>1. To award £307,760.60 of the UK Shared Prosperity Fund to Plymouth City Council Skills team in partnership YMCA Plymouth in accordance with its funding application, as follows:<div>(a) £257,760.60 for revenue expenditure; and</div><div>(b) Allocates £50,000 for capital expenditure into the Capital Programme</div></div> <div>2. To authorise the S151 Officer to enter into and sign any funding agreements and claim forms in relation to the Skilling Up Plymouth project.</div>
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SECTION TWO: EQUALITY IMPACT ASSESSMENT SCREENING TOOL

Potential external impacts: Does the proposal have the potential to negatively impact service users, communities or residents with protected characteristics?	Yes		No	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.	This project and the expected activities it will deliver can be considered as not expected to negatively impact upon internal or external groups with protected characteristics. The project has a great potential to positively impact groups of people. This will be reviewed throughout the project's duration.			

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
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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>(Data sourced from the 2021 Census)</p>	No adverse impacts are anticipated.	Not applicable. This will be reviewed and updated if or when any adverse impacts arise as a result of the project.	Economic Development 2023/24- 2024/25
Care experienced individuals (Note that as per the Independent Review of Children's Social Care recommendations,	<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</p>	No adverse impacts are anticipated.	Not applicable. This will be reviewed and updated if or when any adverse impacts arise as a result of the project.	Economic Development 2023/24- 2024/25

Plymouth City Council is treating care experience as though it is a protected characteristic).	<p>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>			
Gender reassignment	0.5 per cent of residents in Plymouth have a gender identity that is different from their sex registered at birth. 0.1 per cent of residents identify as a trans man, 0.1 per cent identify as non-binary and, 0.1 per cent identify as a trans women (2021 Census).	No adverse impacts are anticipated.	Not applicable. This will be reviewed and updated if or when any adverse impacts arise as a result of the project.	Economic Development 2023/24- 2024/25
Marriage and civil partnership	<p>40.1 per cent of residents have never married and never registered a civil partnership. 10 per cent are divorced, 6 percent are widowed, with 2.5 per cent are separated but still married.</p> <p>0.49 per cent of residents are, or were, married or in a civil partnerships of the same sex. 0.06 per cent of residents are in a civil partnerships with the opposite sex (2021 Census).</p>	No adverse impacts are anticipated.	Not applicable. This will be reviewed and updated if or when any adverse impacts arise as a result of the project.	Economic Development 2023/24- 2024/25
Pregnancy and maternity	The total fertility rate (TFR) for England was 1.62 children per woman in 2021. The total	No adverse impacts are anticipated.	Not applicable. This will be reviewed and updated	Economic Development 2023/24- 2024/25

	fertility rate (TFR) for Plymouth in 2021 was 1.5		if or when any adverse impacts arise as a result of the project.	
Race	In 2021, 94.9 per cent of Plymouth's population identified their ethnicity as White, 2.3 per cent as Asian and 1.1 per cent as Black. (2021 Census) People with a mixed ethnic background comprised 1.8 per cent of the population. 1 per cent of the population use a different term to describe their ethnicity. (2021 Census)	No adverse impacts are anticipated.	Not applicable. This will be reviewed and updated if or when any adverse impacts arise as a result of the project.	Economic Development 2023/24- 2024/25
Religion or belief	48.9 per cent of the Plymouth population stated they had no religion. 42.5 per cent of the population identified as Christian (2021 Census). Those who identified as Muslim account for 1.3 per cent of Plymouth's population while Hindu, Buddhist, Jewish or Sikh combined totalled less than 1 per cent (2021 Census).	No adverse impacts are anticipated.	Not applicable. This will be reviewed and updated if or when any adverse impacts arise as a result of the project.	Economic Development 2023/24- 2024/25
Sex	51 per cent of our population are women and 49 per cent are men (2021 Census).	No adverse impacts are anticipated.	Not applicable. This will be reviewed and updated if or when any adverse impacts arise as a result of the project.	Economic Development 2023/24- 2024/25
Sexual orientation	88.95 per cent of residents aged 16 years and over in Plymouth describe their sexual orientation as straight or heterosexual. 2.06 per cent describe their sexuality as bisexual, 1.97 per cent of people describe their sexual orientation as gay or lesbian. 0.42 per cent of residents describe their sexual orientation using a different term (2021 Census).	No adverse impacts are anticipated.	Not applicable. This will be reviewed and updated if or when any adverse impacts arise as a result of the project.	Economic Development 2023/24- 2024/25

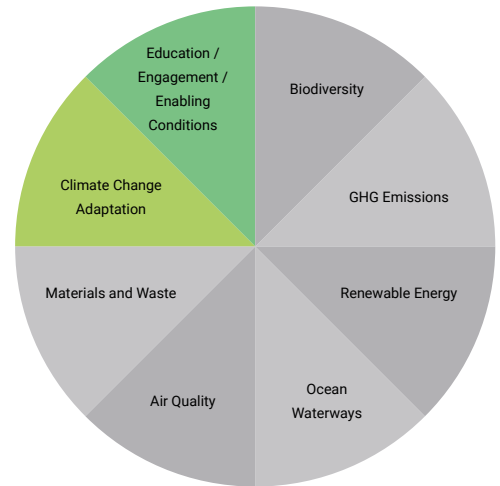
SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

Human Rights	Implications	Mitigation Actions	Timescale and responsible department
	No adverse human rights implications are anticipated.	Not applicable. This will be reviewed and updated if or when any adverse impacts arise as a result of the project.	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.	The project presents no direct negative implications to this objective.	Not applicable.	Economic Development 2023/24- 2024/25
Pay equality for women, and staff with disabilities in our workforce.	The project presents no direct negative implications to this objective.	Not applicable.	Economic Development 2023/24- 2024/25
Supporting our workforce through the implementation of Our People Strategy 2020 – 2024	The project presents no direct negative implications to this objective.	Not applicable.	Economic Development 2023/24- 2024/25
Supporting victims of hate crime so they feel confident to report incidents, and working with, and through our partner organisations to achieve positive outcomes.	The project presents no direct negative implications to this objective.	Not applicable.	Economic Development 2023/24- 2024/25
Plymouth is a city where people from different backgrounds get along well.	The project presents no direct negative implications to this objective.	Not applicable.	Economic Development 2023/24- 2024/25

UK Shared Prosperity Fund FINAL



Assessment ID: UKS739

Assessment Author: Victoria Glennon

Assessment Initial Summary:

The climate impact assessment wheel shows the possible implications for the climate by delivering the following projects: Devonport Futures, Skilling Up Plymouth and Plymouth Skills Builder project which will be funded by the UK Shared Prosperity Fund from Government. The wheel shows that there are no potential negative implications with delivering the project.

Assessment Final Summary:

The climate impact assessment wheel shows the possible implications for the climate by delivering the following projects: Devonport Futures, Skilling Up Plymouth and Plymouth Skills Builder project which will be funded by the UK Shared Prosperity Fund from Government. The wheel shows that there are no potential negative implications with delivering the project.

Biodiversity Score: 3

Biodiversity Score Justification: This project application expects no/or has not set out any positive or negative implications as part of delivering the activities as part of this project.

Biodiversity Score Mitigate: No

GHG Emissions Score: 3

GHG Emissions Score Justification: This project application expects no/or has not set out any positive or negative implications as part of delivering the activities as part of this project.

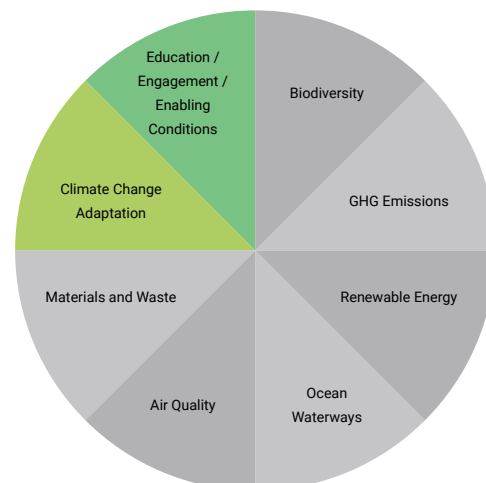
GHG Emissions Score Mitigate: No

Renewable Energy Score: 3

Renewable Energy Score Justification: This project application expects no/or has not set out any positive or negative implications as part of delivering the activities as part of this project.

Renewable Energy Score Mitigate: No

UK Shared Prosperity Fund FINAL



Ocean and Waterways Score: 3

Ocean and Waterways Score Justification: This project application expects no/or has not set out any positive or negative implications as part of delivering the activities as part of this project.

Ocean and Waterways Score Mitigate: No

Air Quality Score: 3

Air Quality Score Justification: This project application expects no/or has not set out any positive or negative implications as part of delivering the activities as part of this project.

Air Quality Score Mitigate: No

Materials and Waste Score: 3

Materials and Waste Score Justification: This project application expects no/or has not set out any positive or negative implications as part of delivering the activities as part of this project.

Materials and Waste Score Mitigate: No

Climate Change Adaptation Score: 4

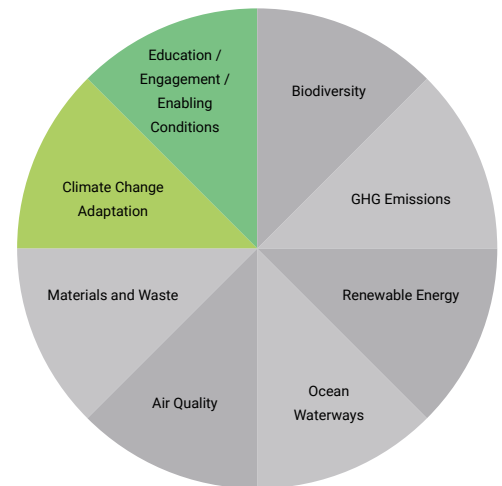
Climate Change Adaptation Score Justification: Some of the projects are directly delivering net zero/green project delivery. Targeting training and skills focus to grow net zero skills and awareness within the city.

Climate Change Adaptation Score Mitigate: No

Education / Engagement / Enabling Conditions Score: 5

Education / Engagement / Enabling Conditions Score Justification: The projects have a great potential to deliver long term positive impacts; for example one project will look at: growing

UK Shared Prosperity Fund FINAL



blue/green skills, including those to deliver Net Zero, retrofit 100,000+ homes in Plymouth, and connect communities with nature. Reflecting Plymouth's commitment to climate emergency, the National Marine Park and Devonport's historic connection with the sea, the pathway supports people through 2 strands: • Blue/Green Connections - targeted programme, identifying people furthest from the labour market, in and beyond Devonport, supporting them to connect with skills development, training and job opportunities in blue/green. • Blue/green skills for individuals and business - introductory and specific skills sessions bridging the gap and connecting people with existing blue/green skills programmes (e.g. City College Plymouth's Retrofit Academy; PCH apprenticeships). Work experience and volunteering linked to practical green projects for Devonport 200, connecting skills to work.

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
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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 – L56 23/24

Decision				
1	Title of decision: Asbestos Claims by Plymouth Community Homes (PCH)			
2	Decision maker: Councillor Tudor Evans OBE, Leader of the Council			
3	Report author and contact details: Wendy Eldridge, Lead Accountancy Manager Tel 01752 307118 E: wendy.eldridge@plymouth.gov.uk			
4	Decision to be taken: <ol style="list-style-type: none"> 1. Approves the allocation of £1.154m Right to Buy capital receipts, received 2022/23 to the capital programme for the PCH Asbestos Liability claims; 2. Delegate to the Service Director for Finance approval to earmark future Right to Buy capital receipts to fund PCH asbestos liability through the capital programme until 2029 where they would not already have authority to do so within the scheme of delegation 			
5	Reasons for decision: <p>The housing stock transfer agreement with Plymouth Community Homes is dated 20 November 2009. The Transfer Agreement provides that Plymouth City Council is responsible for indemnifying PCH against the cost incurred in connection with asbestos refurbishment under Sch 6 Cl 7.12 of the agreement. This applies insofar as those costs exceed £10 million sum until the 20th anniversary of the agreement which is 20th November 2029.</p> <p>During the period since the Transfer Agreement was signed PCH has paid out £10m on asbestos refurbishment and therefore the liability for asbestos now falls on PCC.</p> <p>A further £3.029m has been paid by PCC during the period 2018/19 to 2022/23, this has been funded from the £3.5m RTB Capital Receipts that were set aside in July 2019 by Executive Decision L4 19/20. Leaving a balance of £0.471m available towards to continuing liability. This will not be sufficient to cover the 2023/24 liability, which is currently estimated to be £0.800m. The asbestos liability runs until November 2029.</p>			
6	Alternative options considered and rejected: There is a legal obligation to make these payments to PCH.			
7	Financial implications and risks: It is anticipated that this spend would be financed from Right to Buy receipts received from PCH. These Right to Buy receipts would be ring-fenced to meet these costs.			
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:		This decision is meeting the Councils obligation within the PCH Stock Transfer Agreement.	
10	Please specify any direct environmental implications of the decision (carbon impact)		Asbestos Regulations 2012 require licensed asbestos removal to ensure it is removed safely and disposed of correctly. Opportunities for any property renovations to reduce energy consumption on properties with an asbestos risk would require adequate assessments and action to deter the risk to asbestos exposure.	
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	X	
		No		(If no go to section 14)
13b	Which other Cabinet member's	Councillor Chris Penberthy (Cabinet member for Housing, Cooperative Development and Communities.)		

	portfolio is affected by the decision?							
13c	Date Cabinet member consulted	11 March 2024						
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	David Northey					
		Job title	Service Director for Finance					
		Date consulted	11 March 2024					
Sign-off								
16	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS127 23/24					
		Finance (mandatory)	DJN.23.24.215					
		Legal (mandatory)	LS/2960(9)/JP/120324					
		Human Resources (if applicable)						
		Corporate property (if applicable)						
		Procurement (if applicable)						
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	<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 (2010) and those who do not. For further details please see the EIA attached.</p>							
Signature				Date of decision		14 March 2024		
Print Name		Cllr Tudor Evans OBE, Leader of Plymouth City Council						

BRIEFING REPORT

Asbestos claims by Plymouth Community Homes (PCH)



1. EXECUTIVE SUMMARY

This briefing note is to set out the use of capital receipts to pay for asbestos removal from the original houses that were transferred to Plymouth Community Homes (PCH).

The housing stock transfer to Plymouth Community Homes (PCH) is dated 20 November 2009. The Transfer Agreement provides that PCC is responsible for indemnifying PCH against the cost incurred in connection with asbestos refurbishment under Sch 6 Cl 7.12 of the agreement. This applies insofar as those costs exceed £10 million sum until the 20th anniversary of the agreement which is 20th November 2029.

During the period since the Transfer Agreement was signed PCH has paid out £10m on asbestos refurbishment and therefore the liability for asbestos now falls on PCC. A further £3.029m has been paid by PCC during the period 2018/19 to 2022/23, this has been funded from the £3.5m Capital Receipts that were set aside in July 2019 by Executive Decision L4 19/20. Leaving a balance of £0.471m available towards to continuing liability in 2023/24.

PCC intends to fund the asbestos payments to PCH from the Right to Buy (RTB) capital receipts.

Recommendation

It is recommended that the Leader of the Council:

1. Approves the allocation of £1.154m Right to Buy capital receipts, received 2022/23 to the capital programme for the PCH Asbestos Liability claims;
2. Delegate to the Service Director for Finance approval to earmark future Right to Buy capital receipts to fund PCH asbestos liability through the capital programme until 2029 where they would not already have authority to do so within the scheme of delegation

2. BACKGROUND

Expenditure by PCC to PCH for Asbestos works during the past 6 years has been as follows:

Capital spend	2018/19	2019/20	2020/21	2021/22	2022/23	Total
	£'000	£'000	£'000	£'000	£'000	£'000
Asbestos charges from PCH	504	573	477	784	691	3,029

Due to the rising costs of construction works experienced over recent years, it would be prudent to estimate the future costs to PCH, per annum, as being in the region of £0.800m.

As stated above the costs of these works are to be met from the Right to Buy capital receipts received annually from PCH. Again, this is an arrangement agreed with PCH within the Stock transfer agreement and will continue for 30 years following the stock transfer agreement date – 20th November 2039.

The income received from PCH from RTB sales during the past 5 years is as follows:

RTB Receipts	2018/19	2019/20	2020/21	2021/22	2022/23	TOTAL
	£'000	£'000	£'000	£'000	£'000	£'000
Asbestos charges from PCH	1,243	634	745	1,273	1,154	5,049

The RTB income received from PCH has also been used to finance the delivery of PCC Plan for Homes programme of works. Income received from PCH during the 3 years 2019/20 – 2021/22 totals £2.652m and this has been set aside to assist with housing delivery.

3. PROPOSED CHANGES AND REASONS

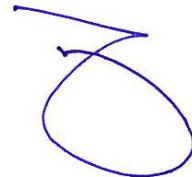
Of the £3.500m set aside in 2019 to cover the Asbestos liability with PCH, £0.471m remains, this balance will not be sufficient to cover the 2023/24 liability, which is currently estimated to be £0.800m. The asbestos liability runs until November 2029.

This briefing paper is recommending that the RTB receipts collected in 2022/23 of £1.154m are set aside to cover the asbestos liability for 2023/24 and beyond. Approval is also sought to ringfence further RTB capital receipts to the asbestos liability.

Once actual receipts for 2023/24 and future years are known additional approval to add to the capital programme will be delegated to the Service Director for Finance until the council's liability is met in 2029.

EQUALITY IMPACT ASSESSMENT – ASBESTOS CLAIMS BY PCH

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): This is the person completing the EIA template.	Wendy Eldridge	Department and service:	Finance	Date of assessment:	23 rd Jan 2024
Lead Officer: Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.	David Northey	Signature:		Approval date:	13/03/2024
Overview:	<p>The housing stock transfer agreement with Plymouth Community Homes is dated 20 November 2009. The Transfer Agreement provides that PCC is responsible for indemnifying PCH against the cost incurred in connection with asbestos refurbishment under Sch 6 Cl 7.12 of the agreement. This applies insofar as those costs exceed £10 million sum until the 20th anniversary of the agreement which is 20th November 2029.</p> <p>During the period since the Transfer Agreement was signed PCH has paid out £10m on asbestos refurbishment and therefore the liability for asbestos now falls on PCC. . A further £3.029m has been paid by PCC during the period 2018/19 to 2022/23, this has been funded from the £3.5m Capital Receipts that were set aside in July 2019 by Executive Decision L4 19/20. Leaving a balance of £0.471m available towards to continuing liability.</p>				
Decision required:	<ol style="list-style-type: none"> Approves the allocation of £1.154m Right to Buy capital receipts, received 2022/23 to the capital programme for the PCH Asbestos Liability claims; Delegate to the Service Director for Finance approval to earmark future Right to Buy capital receipts to fund PCH asbestos liability through the capital programme until 2029 where they would not already have authority to do so within the scheme of delegation 				

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.	As a part of the Service Level Agreement PCC are liable for supporting the removal of asbestos from properties transferred to Plymouth Community Homes.			

SECTION THREE: FULL EQUALITY IMPACT ASSESSMENT

Protected characteristics (Equality Act, 2010)	Evidence and information (e.g. data and consultation feedback)	Adverse impact	Mitigation activities	Timescale and responsible department
Age	Plymouth <ul style="list-style-type: none">16.4 per cent of people in Plymouth are children aged under 15.65.1 per cent are adults aged 15 to 64.18.5 percent are adults aged 65 and over.	N/A	N/A	N/A

	<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</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>	N/A	N/A	N/A

	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)	N/A	N/A	N/A
Gender reassignment	0.5 per cent of residents in Plymouth have a gender identity that is different from their sex registered at birth. 0.1 per cent of residents identify as a trans man, 0.1 per cent identify as non-binary and, 0.1 per cent identify as a trans women (2021 Census).	N/A	N/A	N/A
Marriage and civil partnership	40.1 per cent of residents have never married and never registered a civil partnership. 10 per cent are divorced, 6 percent are widowed, with 2.5 per cent are separated but still married. 0.49 per cent of residents are, or were, married or in a civil partnerships of the same sex. 0.06 per cent of residents are in a civil partnerships with the opposite sex (2021 Census).	N/A	N/A	N/A
Pregnancy and maternity	The total fertility rate (TFR) for England was 1.62 children per woman in 2021. The total fertility rate (TFR) for Plymouth in 2021 was 1.5.	N/A	N/A	N/A

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

SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

Human Rights	Implications	Mitigation Actions	Timescale and responsible department
	N/A	N/A	N/A

SECTION FIVE: OUR EQUALITY OBJECTIVES

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

EXECUTIVE DECISION

made by a Cabinet Member



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

Executive Decision Reference Number – L57 23/24

Decision	
1	Title of decision: Plymouth Community Diagnostic Centre
2	Decision maker: Councillor Tudor Evans OBE, Leader of the Council
3	Report author and contact details: Iain Mackelworth. ain.mackelworth@plymouth.gov.uk
4	<p>Decision to be taken:</p> <p>It is recommended that the Leader of the Council:</p> <ul style="list-style-type: none"> • Approves the sale of Council owned land at Colin Campbell Court for £1 to University Hospitals Plymouth NHS Trust to enable the delivery of the Community Diagnostic Centre (CDC). • Approves the Capital Business Case to deliver enabling works to support the delivery of the CDC. • Authorises the procurement process for the enabling works. • Approved the virement of £534,400, Corporate Borrowing, from a project on the same site which is not now proceeding to the Clinical Diagnostic Centre project. • Approves the removal of £2,594,679.47, Corporate Borrowing from the Capital Programme allocated to a project on the same site which is not now proceeding. • Grants authority to the Service Director for Economic Development to award all contracts and complete any agreements associated with the sale of the land and completion of the Council's enabling works.
5	Reasons for decision: This decision supports the delivery of the Council's Corporate Plan to work with the NHS to provide better access to health, care and dentistry. The delivery of the CDC also marks an important first step in the regeneration of Colin Campbell Court which is one of a number of major regeneration sites within the City Centre identified in the Joint Local Plan.
6	<p>Alternative options considered and rejected:</p> <ol style="list-style-type: none"> 1. Alternative sites 2. Sale at Market Value 3. Not to undertake the enabling works.
7	<p>Financial implications and risks:</p> <p>The value of the land to be transferred to the NHS Trust has been independently assessed by JLL at £270,000. Therefore, by selling the land to the NHS for £1 the Council is making a contribution in kind to the delivery of the CDC of £269,999.</p>

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 delivery of the CDC will make an important contribution to the Corporate Plan objective to work with the NHS to provide better health, care and dentistry. In addition, the CDC helps to deliver the objectives of Policies PLY6 (Improving the City Centre) and PLY7 (relating to Colin Campbell Court) of the Joint Local Plan.		
10	Please specify any direct environmental implications of the decision (carbon impact)	The enabling works will make a positive contribution to the management of surface water in the Critical Drainage Water. There will be a limited negative impact on air quality and GHG emissions associated with delivering these works.		


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'	Yes	X	
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	portfolios affected by the decision?	No		(If no go to section 14)
13b	Which other Cabinet member's portfolio is affected by the decision?	Councillor Aspinall, Cabinet Member for Health and Adult Social Care. Councillor Lowry, Cabinet Member for Finance.		
13c	Date Cabinet member consulted	11/3/2024		
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	11/3/2024	
Sign-off				
16	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS129 23/24	
		Finance (mandatory)	CH 12.03.24 0809	
		Legal (mandatory)	LS/00001312/1/AC/1 2/3/24.	
		Human Resources (if applicable)		
		Corporate property (if applicable)	GRP20240313	
		Procurement (if applicable)		
Appendices				
17	Ref.	Title of appendix		
	A	Plymouth Community Diagnostic Centre, Briefing Paper Part I		
	B	Equalities Impact Assessment		
	C	Climate 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.
		No	X	(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								
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 (2010) and those who do not. For further details please see the EIA attached.</p>							
Signature					Date of decision		14 March 2024	
Print Name		Cllr Tudor Evans OBE, Leader of Plymouth City Council						

PLYMOUTH COMMUNITY DIAGNOSTIC CENTRE

Briefing Paper Part I



1. EXECUTIVE SUMMARY

- 1.1. This Briefing Paper provides the background and rationale for a recommendation to sell Council owned land at Colin Campbell Court to the University Hospitals Plymouth NHS Trust (NHS Trust) for the delivery of a new Community Diagnostic Centre (CDC), providing scanning and diagnostic services in the heart of the City Centre.
- 1.2. In addition, it is recommended that the Council re-allocates £534,400 from an existing allocation within the Capital Programme for a project on the same site which is no longer proceeding. This funding will be used to deliver a package of Service Diversion and Enabling works to support the delivery of the CDC.

2. BACKGROUND

- 2.1. The NHS Trust in Plymouth, with support from Plymouth City Council, submitted a bid to government for funding for a new CDC to provide significant additional diagnostic capacity with the aim of improving health outcomes in Plymouth.
- 2.2. In June 2023 a government announcement confirmed that funding would be made available to deliver the Plymouth CDC. The CDC will be located on Council owned land at Colin Campbell Court.
- 2.3. In October 2023, the NHS Trust, supported by the Council opened a temporary scanning facility on Colin Campbell Court to provide these important services in the area, ahead of the opening of the main CDC facility in 2025.

3. PROPOSED CHANGES AND REASONS

- 3.1. Without the significant preparatory work undertaken by the Council over the last few years to assemble the land and clear the site, the CDC would not have been able to meet the timetable required to secure the funding. This preparatory work has been supported by the Council's strategic partners Homes England and the One Public Estate Programme, as well as local stakeholders.
- 3.2. The delivery of the CDC is strongly aligned with the Council's Corporate Plan which includes a priority to work with the NHS Trust to provide better access to health, care and dentistry. The delivery of the CDC also marks an important first step in the regeneration of Colin Campbell Court which is one of six major regeneration sites within the City Centre identified in the Joint Local Plan. As such, the Council has agreed to support the delivery of this important project by selling the land to the NHS Trust for one pound.
- 3.3. A package of enabling works, including the relocation of an existing sewer is required to meet the Local Planning Authority requirements for the management of surface water in what is a Critical Drainage Area. It is proposed that the Council completes these works in parallel with the delivery of the CDC by the NHS Trust. These works will also benefit future development on land in and around the CDC which is in the ownership of the Council.
- 3.4. A Red Line plan showing the land to be transferred to the NHS Trust is attached as Appendix I to this briefing paper.

4. ALTERNATIVE OPTIONS

- 4.1. Other locations for the CDC in the area were considered but the selected site was chosen due to its accessibility, prominence and the relative lack of constraints.
- 4.2. The Council could have elected to sell the site to the NHS Trust at Market Value. However, the sale of the land for £1 demonstrates the Council's commitment to supporting the project.
- 4.3. Alternative options which would not require the relocation of the sewer have been considered but have been ruled out due to various site constraints.

5. FINANCIAL IMPLICATIONS AND RISK

- 5.1. There is a general statutory duty on local authorities to obtain the best price reasonably obtainable when selling land (section 123 of the Local Government Act 1972).
- 5.2. The “best price” needs to be quantifiable in monetary terms.
- 5.3. The value of the land to be transferred to the NHS Trust has been independently assessed by JLL at £270,000 (January 2024). Therefore, by selling the land to the NHS for £1 the Council is making a contribution in kind to the delivery of the CDC of £269,999.
- 5.4. By virtue of the Local Government Act 1972 General Disposal Consent England 2003 a local authority can sell at an undervalue of up to £2.0m without having to seek the consent of the Secretary of State where the land sale will help to secure the improvement of the economic, social or environmental wellbeing of the local area.
- 5.5. The sale of the site to the NHS Trust for £1 ensures that the funding secured by the NHS Trust goes towards the delivery of this important project which will deliver a step change in access to high quality health care and facilities for the people of Plymouth in a highly accessible location and near some of Plymouth’s most deprived communities. In addition, the project supports the Council’s ambition to regenerate the West End and wider City Centre in line with the aims and objectives of the Joint Local Plan.
- 5.6. Cabinet members can agree the disposal of property for less than best consideration when between £200,000 and £500,000 less than best consideration has been offered. In this instance the difference is within the Portfolio Holder delegation limit.
- 5.7. Before the project can commence the NHS Trust must secure planning permission for the CDC and successfully appoint a contractor to deliver the project within budget and on time. A Full Planning Application was submitted by the NHS Trust in December 2023, planning reference 23/01767/FUL.
- 5.8. To mitigate the risk that the project does not proceed for any reason the agreement to sell the land is in the form of an Option which will be conditional on the NHS Trust providing evidence that the project is in a position to proceed.
- 5.9. The costs of the enabling works and associated fees is not expected to exceed £534,400. A previous Executive Decision, related to the delivery of the Cavell Centre, allocated funding to service diversions, highways works and public realm. Whilst the service diversions are still required, highways and public realm are not integral to the delivery of the CDC and therefore the surplus (£2,594,679.47) can be removed from the Capital Programme.

6. Timescales

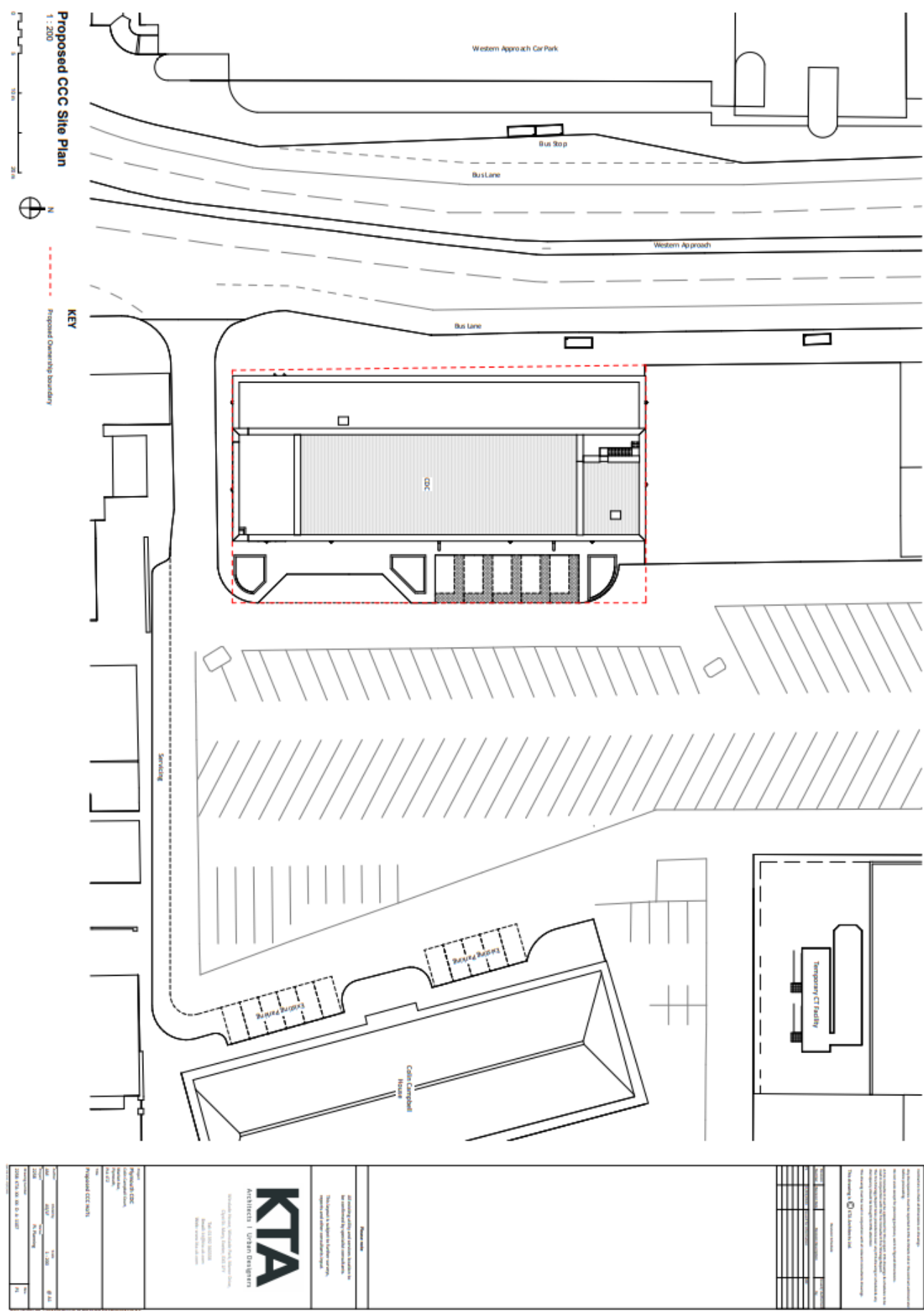
- 6.1. The NHS Trust expect to commence work on the CDC in April 2024 with the project completing in the summer of 2025.
- 6.2. The enabling works to be undertaken by the Council are expected to commence in the Autumn 2024 and take approximately three months to complete.

7. Recommendations

- 7.1. It is recommended that the Leader:
 - 7.1.1. Approves the sale of Council owned land at Colin Campbell Court to the NHS Trust for £1 to enable the delivery of the CDC.
 - 7.1.2. Approves the Capital Business Case to deliver enabling works to support the delivery of the CDC.
 - 7.1.3. Authorises the procurement process for the enabling works.
 - 7.1.4. Approves the virement of £534,400 Corporate Borrowing, from a project on the same site which is not now proceeding to the CDC project.
 - 7.1.5. Approves the removal of £2,594,679.47 Corporate Borrowing from the Capital Programme allocated to a project on the same site which is not now proceeding.

- 7.1.6. Grants authority to the Service Director for Economic Development to award all contracts and complete any agreements associated with the sale of the land and completion of the Council's enabling works.

Appendix I. CDC Red Line



CAPITAL INVESTMENT BUSINESS CASE

Plymouth Community Diagnostic Centre



EXECUTIVE SUMMARY

This Business Case provides an overview of the Community Diagnostic Centre (CDC) Project and sets out the background and rationale for the sale of Council owned land at Colin Campbell Court to the University Hospitals Plymouth NHS Trust for the delivery of a new CDC, providing scanning and diagnostic services in the heart of the City Centre.

The Business Case Recommends that the Council re-allocates £534,400 from an existing allocation within the Capital Programme for a project on the same site, which is no longer proceeding, to deliver a package of Service Diversion and Enabling works to support the delivery of the CDC.

SECTION I: PROJECT DETAIL

Project Value (indicate capital or revenue)	£534,400	Contingency (show as £ and % of project value)	£46,400 (10%)
Programme	Colin Campbell Court	Directorate	Place - ED
Portfolio Holder	Cllr Mark Lowry	Service Director	David Draffan
Senior Responsible Officer (client)	Matt Ward	Project Manager	Iain Mackelworth
Address and Post Code	Colin Campbell Court, Plymouth, PL1 1PZ	Ward	St Peter and the Waterfront

Current Situation:

The University Hospitals Plymouth NHS Trust (NHS Trust), with support from Plymouth City Council, submitted a bid to government for funding for a new Community Diagnostic Centre (CDC) to provide significant additional diagnostic capacity in the city centre with the aim of improving health outcomes in Plymouth.

The CDC will be delivered by the NHS Trust on land owned by the Council at Colin Campbell Court which is allocated for redevelopment and regeneration within the Joint Local Plan (PLY7). The delivery of the CDC marks the culmination of years of work undertaken by the Council to assemble the land and clear the site for redevelopment. Without this work, which has been supported by the Council's strategic partners Homes England and the One Public Estate Programme, as well as local stakeholders, the CDC would not have been able to meet the timetable required to secure the funding.

In October 2023 the NHS Trust, supported by the Council, opened a temporary scanning facility on Colin Campbell Court to provide these important services in the area ahead of the opening of the main CDC facility in 2025.

In December 2023, the NHS Trust submitted a Planning Application for the CDC which is currently under consideration by the Local Planning Authority and scheduled to be determined in March 2024.

Proposal:

The delivery of the CDC is strongly aligned with the Council's Corporate Plan which includes a priority to work with the NHS Trust to provide better access to health, care and dentistry. The delivery of the CDC also marks an important first step in the regeneration of Colin Campbell Court which is one of six major regeneration sites within the City Centre identified in the Joint Local Plan (PLY6). As such, it is proposed that the Council supports the delivery of this important project by:

- Selling the land to the NHS Trust for one pound.
- Undertaking enabling works, including the relocation of an existing sewer immediately adjacent to the CDC building.

The Planning application includes an attenuation tank immediately to the North of the CDC building. Both the Council and the NHS Trust have acknowledged that locating the attenuation tank in this location is suboptimal and an inefficient use of land with the high risk that the attenuation tank may need to be moved in future to make way for further phases of new development. However, the Council and the NHS Trust agreed to this solution to allow design work to continue pending identification of an alternative and better option. Following further advice from engineers a better option has been identified involving the relocation of the sewer, this would allow the attenuation tank to be located within the red-line of the land to be transferred to the CDC and eliminates the risk that the tank may need to be relocated in future.

It is proposed that the sewer diversion and enabling works are undertaken by the Council with these works funded from the allocation within the Capital Programme for the Cavell Centre, which is not now proceeding. Whilst the CDC will occupy part of the site allocated for the Cavell Centre the building is smaller and the enabling works are not as extensive; the budget for the Cavell Centre also included public realm and highways works which are not required for the CDC. Therefore, it is recommended that the balance of funding (£2,594,679.47) for the Cavell Centre is removed from the Capital Programme.

Milestones and Date:

Contract Award Date	Start On Site Date	Completion Date
July 2024	August 2024	October 2024

SECTION 2: PROJECT RISK, OUTCOMES AND BENEFITS**Risk Register:**

Potential Risks Identified		Likelihood	Impact	Overall Rating
Risk	The capital required from the Council is not approved and the service diversion works are not undertaken. As a result, the attenuation will need to be located on a plot with development potential and there is a high probability that the attenuation tank will need to be re-located in the near to medium term. The temporary nature of the attenuation solution is also considered to increase the planning risk. Any delay in securing planning permission represents a significant risk to the project given the time constraints of the funding.	Medium	Medium	Medium
Mitigation	Undertake sewer diversion works now so that the attenuation tank can be situated in a location which is future proof.	Low	Low	Low

Calculated risk value in £ (Extent of financial risk)	£464,000		
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Potential Risks Identified		Likelihood	Impact	Overall Rating
Risk	The costs of the sewer diversion work exceed the budget.	Low	Medium	Low
Mitigation	The budget is based upon the costs for the sewer diversion works for the Cavell Centre. The work required for the CDC are simpler and therefore the budget is considered a worst-case scenario. There are up to four possible options for the diversion works, the chosen option will represent the best balance of budget and programme risk.	Low	Medium	Low
Calculated risk value in £ (Extent of financial risk)	£0			

Potential Risks Identified		Likelihood	Impact	Overall Rating
Risk	The works are not delivered within time which impact on the delivery of the CDC.	Medium	Medium	Low
Mitigation	The works are estimated to take 6/7 months (including design). Early approval of Capital Funding and commencement of works. There are up to four possible options for the diversion works, the chosen option will represent the best balance of budget and programme risk.	Low	Medium	Low
Calculated risk value in £ (Extent of financial risk)	£0			

Outcomes and Benefits	
List the outcomes and benefits expected from this project.	
Financial outcomes and benefits:	Non-financial outcomes and benefits:
<p>The CDC project is likely to deliver net additional car parking revenue (Western Approach) from staff and visitors, although it is not possible to quantify this at this stage.</p> <p>The CDC is likely to lead to a net increase in business rates income to the Council, although it is not possible to quantify this at this stage.</p>	<p><u>Outcomes & Benefits</u></p> <ul style="list-style-type: none"> Improved Diagnostic Capacity and Health Outcomes. Including 34K additional CT scans/year & 9K additional MRI Scans. The CDC represents the first phase of regeneration of Colin Campbell Court, acting as a catalyst to encourage further phases of development. This would further revitalise the area, increase footfall, engagement, and vitality, and enhance the resilience of the West End of Plymouth. Additional jobs linked to construction activity.

Low Carbon	
What is the anticipated impact of the proposal on carbon emissions	The project has a limited negative impact on Carbon Emissions associated with the construction activity.
How does it contribute to the Council becoming Carbon neutral by 2030	The project supports climate change adaptation by enabling delivery of a permanent solution to the attenuation of surface water associated with the new CDC.
Have you engaged with Procurement Service?	Yes
Procurement route options considered for goods, services or works	Options include, but are not limited to, Invitation to Tender process or utilisation of a predetermined framework agreement
Procurements Recommended route.	The recommendation will be that a subsequent procurement route options analysis will be undertaken between the department and procurement to determine the route(s) which will represent best value for the Council. Formal sign off will be sought for the recommended route, which will be in accordance with Contract Standing Orders and Public Contract Regulations.
Who is your Procurement Lead?	Simone Newark
Is this business case a purchase of a commercial property	No
If yes then provide evidence to show that it is not 'primarily for yield'	N/A
Which Members have you engaged with and how have they been consulted (<i>including the Leader, Portfolio Holders and Ward Members</i>)	Cabinet Member for Health and Adult Social Care. Cabinet Member for Finance.

SECTION 4: FINANCIAL ASSESSMENT

CAPITAL COSTS AND FINANCING

Breakdown of project costs including fees surveys and contingency	Prev. Yr. £	23/24 £	24/25 £	25/26 £	26/27 £	27/28 £	Future Yrs. £	Total £
Enabling Works			£464,400					£464,400
Fees & Project Management		£15,000	£55,000					£70,000
Total capital spend		£15,000	£519,400					£534,400

Provide details of proposed funding: *Funding to match with Project Value*

Breakdown of proposed funding	Prev. Yr. £	23/24 £	24/25 £	25/26 £	26/27 £	27/28 £	Future Yrs. £	Total £
Corporate Borrowing		£15,000	£519,400					£534,000
Total funding		£15,000	£519,400					£534,000

Which external funding sources been explored	External funding has been secured to support the up-front options and feasibility work to identify the best solution to the challenge of attenuating surface water. However, this funding cannot be used to cover the Council's internal Project Management costs.
Are there any bidding constraints and/or any restrictions or conditions attached to your funding	The funding secured by the NHS Trust to deliver the CDC requires that the building is completed in 2025.
Tax and VAT implications	<p>The Council has opted to tax the site of Colin Campbell Court. Provided that the option to tax is not disapplied for any reason, any associated supply of land will be taxable, which means that the VAT incurred on the sewer diversion project costs will be fully recoverable provided that:</p> <ul style="list-style-type: none"> • The Council places the purchase order • The contractor issues a VAT invoice in the name of the Council • The Council pays the invoice(s) using its own funds. <p>As a result of the option to tax at Colin Campbell Court, though, the Council is required to charge VAT on income received from the NHS relating to land and property transactions such as any contribution towards the cost of the diversion works.</p>
Tax and VAT reviewed by	Sarah Scott.

REVENUE COSTS AND IMPLICATIONS

Cost of Developing the Capital Project (To be incurred at risk to Service area)

Total Cost of developing the project	£70,000
Revenue cost code for the development costs	N/A
Revenue costs incurred for developing the project are to be included in the capital total, some of the expenditure could be capitalised if it meets the criteria	£70,000
Budget Managers Name	Matt Ward

Ongoing Revenue Implications for Service Area

	Prev. Yr. £	23/24 £	24/25 £	25/26 £	26/27 £	27/28 £	Future Yrs. £
Service area revenue cost							
Other (eg: maintenance, utilities, etc)	N/A						
Loan repayment (terms agreed with Treasury Management)	N/A						
Total Revenue Cost (A)	N/A						

Service area revenue benefits/savings								
Annual revenue income (eg: rents, etc)			N/A					
Total Revenue Income (B)			N/A					
Service area net (benefit) cost (B-A)			N/A					
Has the revenue cost been budgeted for or would this make a revenue pressure			N/A					
Which cost centre would the revenue pressure be shown			N/A	Has this been reviewed by the budget manager			Y	
Name of budget manager			Matt Ward					
Loan value	£	Interest Rate	%	Term Years		Annual Repayment	£	
Revenue code for annual repayments			N/A					
Service area or corporate borrowing			N/A					
Revenue implications reviewed by			N/A					


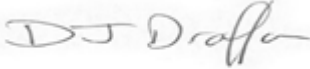
Version Control:

Author of Business Case	Date	Document Version	Reviewed By	Date
Iain Mackelworth	14/02/2024	VI	Matt Ward	19/02/2023
Iain Mackelworth	19/02/2024	Final Draft		
Iain Mackelworth	12/03/2024	Final		

SECTION 6: RECOMMENDATION AND ENDORSEMENT

It is recommended that the Leader:

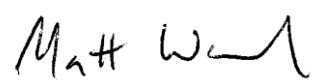
- Approves the sale of Council owned land at Colin Campbell Court for £1 to University Hospitals Plymouth NHS Trust to enable the delivery of the Community Diagnostic Centre (CDC).
- Approves the Capital Business Case to deliver enabling works to support the delivery of the CDC.
- Authorises the procurement process for the enabling works.
- Approved the virement of £534,400, Corporate Borrowing, from a project on the same site which is not now proceeding to the Clinical Diagnostic Centre project.
- Approves the removal of £2,594,679.47, Corporate Borrowing from the Capital Programme allocated to a project on the same site which is not now proceeding.
- Grants authority to the Service Director for Economic Development to award all contracts and complete any agreements associated with the sale of the land and completion of the Council's enabling works.

Councillor Tudor Evans OBE (Leader of the Council)		Service Director	
Either email dated:	<i>date</i>	Either email dated:	
Or signed: 		Or signed: 	
Date: 14 March 2024		Date: 12 March 2024	

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EQUALITY IMPACT ASSESSMENT – TAVISTOCK PLACE, BROWNFIELD LAND RELEASE FUNDING ROUND 2

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): This is the person completing the EIA template.	Iain Mackelworth	Department and service:	Economic Development, Strategic Development Projects.	Date of assessment:	03/01/2024
Lead Officer: Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.	Matt Ward	Signature:		Approval date:	11/3/24
Overview:	<p>The NHS Trust in Plymouth, with support from Plymouth City Council, submitted a successful bid to government for funding for a new Community Diagnostic Centre (CDC) with the aim of improving health outcomes in Plymouth.</p> <p>The Project will provide additional diagnostic capacity, reduce waiting times and relieve pressure on acute treatment services through early diagnosis and detection (<i>NHS Trust, Full Business Case, 25/5/23</i>)</p> <p>The delivery of the CDC is strongly aligned with the Council's Corporate Plan which includes a priority to work with the NHS to provide better access to health, care and dentistry and supports the regeneration of the City Centre as set out in the Joint Local Plan.</p> <p>As such, the Council has agreed to support the delivery of this important project by selling land within Colin Campbell Court to the NHS Trust for one pound.</p>				
Decision required:	<ul style="list-style-type: none"> • Approves the sale of Council owned land at Colin Campbell Court for £1 to University Hospitals Plymouth NHS Trust to enable the delivery of the Community Diagnostic Centre (CDC). • Approves the Capital Business Case to deliver enabling works to support the delivery of the CDC. • Authorises the procurement process for the enabling works. 				

- Approved the virement of £534,400, Corporate Borrowing, from a project on the same site which is not now proceeding to the Clinical Diagnostic Centre project.
- Approves the removal of £2,594,679.47, Corporate Borrowing from the Capital Programme allocated to a project on the same site which is not now proceeding.
- Grants authority to the Service Director for Economic Development to award all contracts and complete any agreements associated with the sale of the land and completion of the Council's enabling works.

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	No
Potential internal impacts: Does the proposal have the potential to negatively impact Plymouth City Council employees?	Yes		No	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	No
If you do not agree that a full equality impact assessment is required, please set out your justification for why not.	The decision relates to the sale of Council land and the land in question is currently vacant, the previous buildings having been acquired and demolished to support the regeneration of the area. The sale of land will have no negative impact on staff or residents. However, it is worth noting that the CDC will have a positive impact providing additional testing capacity in a highly accessible location and supporting the regeneration of the area.			

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.			

	<ul style="list-style-type: none"> • 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>			
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>It is estimated that 26 per cent of the homeless population in the UK have care experience. In Plymouth there are currently 7 per cent of care leavers open to the service (6 per cent aged 18-20 and 12 per cent of those aged 21+) who are in unsuitable accommodation.</p> <p>The Care Review reported that 41 per cent of 19-21 year old care leavers are not in education, employment or training (NEET) compared to 12 per cent of all other young people in the same age group.</p> <p>In Plymouth there are currently 50 per cent of care leavers aged 18-21 Not in Education Training or Employment (54 per cent of all those care leavers aged 18-24 who are open to the service).</p> <p>There are currently 195 care leavers aged 18 to 20 (statutory service) and 58 aged 21 to 24 (extended offer). There are more care leavers aged 21 to 24 who could return for support from services if they wished to.</p>			
Disability	<p>9.4 per cent of residents in Plymouth have their activities limited 'a lot' because of a physical or mental health problem.</p> <p>12.2 per cent of residents in Plymouth have their activities limited 'a little' because of a</p>			

	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.			
Race	In 2021, 94.9 per cent of Plymouth's population identified their ethnicity as White, 2.3 per cent as Asian and 1.1 per cent as Black (2021 Census) People with a mixed ethnic background comprised 1.8 per cent of the population. 1 per cent of the population use a different term to describe their ethnicity (2021 Census) 92.7 per cent of residents speak English as their main language. 2021 Census data shows			

	that after English, Polish, Romanian, Chinese, Portuguese, and Arabic are the most spoken languages in Plymouth (2021 Census).			
Religion or belief	48.9 per cent of the Plymouth population stated they had no religion. 42.5 per cent of the population identified as Christian (2021 Census). Those who identified as Muslim account for 1.3 per cent of Plymouth’s population while Hindu, Buddhist, Jewish or Sikh combined totalled less than 1 per cent (2021 Census).			
Sex	51 per cent of our population are women and 49 per cent are men (2021 Census).			
Sexual orientation	88.95 per cent of residents aged 16 years and over in Plymouth describe their sexual orientation as straight or heterosexual. 2.06 per cent describe their sexuality as bisexual, 1.97 per cent of people describe their sexual orientation as gay or lesbian. 0.42 per cent of residents describe their sexual orientation using a different term (2021 Census).			

SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

Human Rights	Implications	Mitigation Actions	Timescale and responsible department
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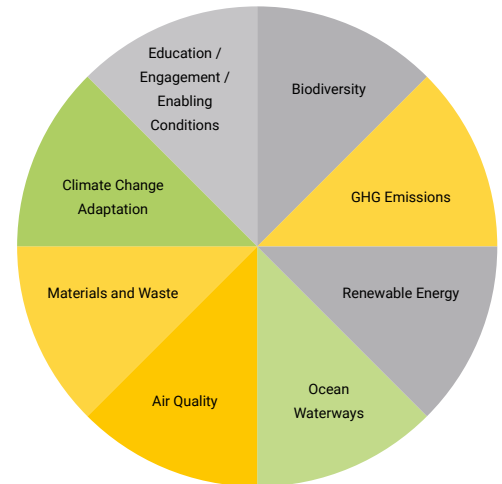
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SECTION FIVE: OUR EQUALITY OBJECTIVES

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

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Community Diagnostic Centre - Enabling Works FINAL



Assessment ID: COM943

Assessment Author: Iain Mackelworth

Assessment Initial Summary:

Enabling works to support the delivery of a new Community Diagnostic Centre on Colin Campbell Court

Assessment Final Summary:

The project will make a positive contribution to the management of surface water in the Critical Drainage Water. There will be a limited negative impact on air quality and GHG emissions associated with delivering the works. The tender process will including an assessment of the tenderers commitment to carbon reduction.

Biodiversity Score: 3

Biodiversity Score Justification: The works involve the relocation of a sewer and other utilities to enable delivery of a new Community Diagnostic Centre. The sewer is currently located within an existing car park. The preferred location for the sewer is within the same car park.

Biodiversity Score Mitigate: No

GHG Emissions Score: 2

GHG Emissions Score Justification: There will be GHG Emissions associated with the construction works.

GHG Emissions Score Mitigate: Yes

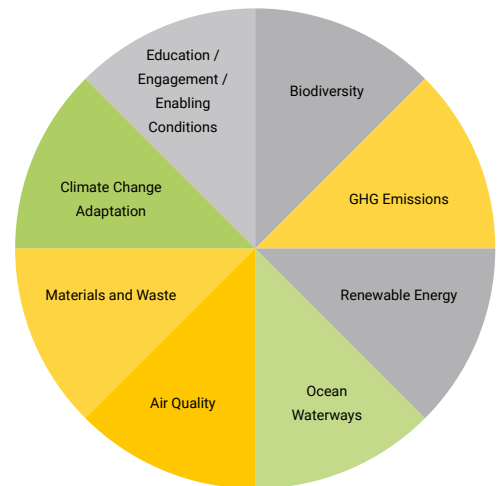
GHG Emissions Revised Score: 2

GHG Emissions Revised Score Justification: The tender process to appoint a contract will assess the bidders commitment to reducing GHG emissions.

Renewable Energy Score: 3

Renewable Energy Score Justification: The project involves the relocation of existing infrastructure (mainly a sewer) and has no implications for RE.

Community Diagnostic Centre - Enabling Works FINAL



Renewable Energy Score Mitigate: No

Ocean and Waterways Score: 4

Ocean and Waterways Score Justification: The Community Diagnostic Centre (CDC) will be delivered in a Critical Drainage Area. The CDC needs to demonstrate how it will manage surface water in accordance with policy. The relocation of the sewer enables an attenuation tank to be located adjacent to the CDC in a future proofed location. Other locations around the building are not viable or considered temporary.

Ocean and Waterways Score Mitigate: No

Air Quality Score: 2

Air Quality Score Justification: The construction activity is likely to lead to a small negative impact in air quality associated with construction traffic and plant.

Air Quality Score Mitigate: No

Materials and Waste Score: 2

Materials and Waste Score Justification: As the project involves the relocation of existing infrastructure some of the material should be able to be reused on site.

Materials and Waste Score Mitigate: Yes

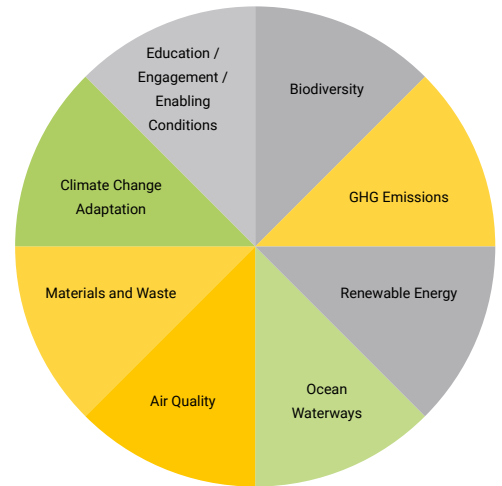
Materials and Waste Revised Score: 2

Materials and Waste Revised Score Justification: Re-use materials wherever practical.

Climate Change Adaptation Score: 4

Climate Change Adaptation Score Justification: The works are necessitated by and support the

Community Diagnostic Centre - Enabling Works FINAL



delivery of planning policy requirements to deliver a segregated surface and foul drainage system and to manage surface water run off.

Climate Change Adaptation Score Mitigate: No

Education / Engagement / Enabling Conditions Score: 3

Education / Engagement / Enabling Conditions Score Justification: Not considered appropriate for a project of this nature and scale.

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

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EXECUTIVE DECISION

made by the Council Leader




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

Executive Decision Reference Number – L 58 23/24

Decision	
1	Title of decision: Security Contract Renewal, Procurement Authorisation
2	Decision maker: Councillor Tudor Evans OBE (Leader of the Council)
3	Report author and contact details: Ray House ray.house@plymouth.gov.uk 01752 307024
4	Decision to be taken: <ol style="list-style-type: none"> 1. To approve the Business Case 2. To approve the new procurement of security services contract for a maximum period of 10 years (initial contract period 5 years with an option to extend it further for up to 5 additional years). Estimated total contract value is £8,880,000; 3. To delegate authority for the award of contract/-s to the Head of Service for Facilities Management, where they would otherwise not have the authority to do so within the scheme of delegation.
5	Reasons for decision: <p>A new full procurement of the security contract is required to ensure the Council has continuity of security cover over service areas that require this. The existing contract is set to expire on 30/12/24.</p> <p>Security services are essential because the authority has legislative compliance requirement for security during events. The Council also is required to provide guards in its buildings. The Council's insurance policies require that it take all reasonable precautions to stop theft and damage to its property. Lack of security cover may adversely affect the current insurance covers making them ineffective. The authority also has a duty of care to protect its staff at the Council facilities and security services form part of measures to achieve this.</p> <p>The procurement will put in place a company, or companies, who will be able to work with the authority as it adjusts its property portfolio and service delivery changes. This will allow the authority better to predict its annual spend and budget for security provision.</p>
6	Alternative options considered and rejected: <ol style="list-style-type: none"> 1. Do not tender a new contract: Rejected, as this would leave the authority at risk, without security services and unable to comply with legislation or with legal and procurement guidance.
7	Financial implications and risks: <p>The financial implications of this decision will be a revenue commitment of approximately £8,888,000 over the 10 years, funded through the revenue budgets for Facilities Management, Events and Electoral services. This may reduce as the authority slims its portfolio of property and streamlines services. A final contract sum will be agreed through a contract award decision, following the procurement process.</p>

8	Is the decision a Key Decision? (please contact Democratic Support for further advice) Please type an X into the relevant boxes		Yes	No	Per the Constitution, a key decision is one which:
				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 , annually.
				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, publication date on the Forward Plan:			N/A		
9	Please specify how this decision is linked to the Council's corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget:		<p>Working with the police to tackle crime and anti-social behaviour at events and in public buildings protecting both public and staff.</p> <p>Keeping children, adults and Communities safe during events, meeting licensing objectives assisting with public safety and counter terrorism.</p>		
10	Please specify any direct environmental implications of the decision (carbon impact)		There are no direct environmental implications anticipated from this procurement process.		
Urgent decisions					
11	Is the decision urgent and to be implemented immediately in the interests of the Council or the public? Please type an X into the relevant box		Yes		(If yes, please contact Democratic Support (democraticsupport@plymouth.gov.uk) for advice)
			No	x	(If no, go to section 13a)
12a	Reason for urgency:				
12b	Scrutiny Chair Signature:		Date		
	Scrutiny Committee name:				
	Print Name:				
Consultation					
13a	Are any other Cabinet members' portfolios affected by the decision? Please type an X into the relevant box		Yes	x	
			No		(If no go to section 14)

13b	Which other Cabinet member's portfolio is affected by the decision?	Councillor Jemima Laing (Deputy Leader and Cabinet Member for Children's Social Care, Culture, Events, and Communications) Councillor Chris Penberthy (Cabinet Member for Housing, Cooperative Development and Communities)		
13c	Date Cabinet member consulted	8/2/2024		
14	Has any Cabinet member declared a conflict of interest in relation to the decision? Please type an X into the relevant box	Yes		If yes, please discuss with the Monitoring Officer
		No	X	
15	Which Corporate Management Team member has been consulted?	Name	Giles Perritt	
		Job title	Assistant Chief Executive	
		Date consulted	05/02/24	
Sign-off				
16	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS 121 23/24	
		Finance (mandatory)	DJN.23.24.216	
		Legal (mandatory)	LS/00001312/2/AC/I 2/3/24.	
		Human Resources (if applicable)	N/A	
		Corporate property (if applicable)	N/A	
		Procurement (if applicable)	GA/PS/721/ED/0324	
Appendices				
17	Ref.	Title of appendix		
	A	Business case		
	B	EIA		
Confidential/exempt information				
18a	Do you need to include any confidential/exempt information? Please type an X into the relevant box	Yes		If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in 18b below. (Keep as much information as possible in the briefing report that will be in the public domain)
		No	X	
		Exemption Paragraph Number		

		1	2	3	4	5	6	7
18b	Confidential/exempt briefing report title:							
Background Papers								
19	<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 (2010) and those who do not. For further details please see the EIA attached.</p>							
Signature				Date of decision		14 March 2024		
Print Name		Councillor Tudor Evans OBE (Leader of the Council)						

BUSINESS CASE 24328–**SECURITY CONTRACT RENEWAL PROCUREMENT AUTHORISATION****EXECUTIVE SUMMARY****About a project**

PCC under its legal responsibilities must make provision for security at its buildings, events and elections. The provision covers keyholding, patrols and guarding at buildings and depots including 365-day cover which also includes callouts. Part of this also meets the council's responsibility for staff safety and public safety.

Security services are essential because the authority has legislative compliances requiring security around events to enable delivery. There is also a requirement that in line with the council's insurance policies we take all reasonable precautions to stop theft and damage to our property, lack of cover could adversely affect the insurance cover.

The authority also has a duty of care to protect staff at council facilities and security form part of these measures.

With the impending introduction of Martyn's Law PCC will be required to ensure that it has proportionate counter terrorism plans and measures at buildings, outdoor spaces and gatherings which security will form part of.

The contract will also cover part of PCCs mitigation regarding insurance cover for both claims against the council and claims regarding theft or damage.

The current contract covers three areas:

- Facilities Management within Customer and Corporate services,
- Events within Place
- Elections within Executive

Current Contract spend

The current annual spend is: £888,000

- Facilities Management – £787,00
- Events - £90,000
- Elections - £11,000 not including by-elections or general elections

Existing contractual arrangements

The current contractual arrangements have expired, subsequently the incumbent contractor is working on an extension basis.

The current contract requires the provider to work within the SIA guidance and current legislation. This covers various security services such as static guarding for PCC buildings and depots where controlled access and protection of property is required along with security patrols regarding PCC premises 365 days a year along with call out and key holding.

Security at events is much broader due to the role they play regarding public safety and counter terrorism in line with much broader legislation and licensing. There is a varied requirement covering: door staff, static guards, drugs and explosives dogs, close protection, search teams, traffic checkpoints and pit staff.

These services form part of a legal requirement to deliver events.

Elections presently has no security contract in place which leaves the returning officer vulnerable as the present contractor is not obligated to provide services for this. Post Covid, the elections team, as part of its safety measures, were required to provide security staff at all 114 polling stations and the count centre. Subsequent years security has been needed at schools and military facilities that have been used and at the count centre as part of its safeguarding and integrity at elections.

Objectives

To carry out a new procurement of security services contract for a maximum period of 10 years (initial contract period 5 years with an option to extend it further for up to 5 additional years). Estimated total contract value is £8,880,000.

- To have in place a 5 +5 year or 5 + 3+2 contract for security covering Facilities Management, Elections and Events.
- To have in place the ability to provide security for static sites where required that is registered with the SIA.
- To provide patrols on sites and other PCC premises.

- To provide key holding and call out if required for PCC sites.
- To provide a range of services in line with legislation and guidance regarding events delivered by PCC including a command-and-control structure.
- To provide security officers at various polling stations where there are young children or vulnerable adults, also at the count venue to ensure the integrity of the election.
- To provide officers at all polling stations in times such as COVID 19

Outcomes and Benefits

A longer-term contract allows for both business continuity and the ability to predict future cost and spending in relation to security within PCC.

It allows for a better working relationship between PCC and the contractor who will be able to understand our business and identify any areas of improvement and possible savings.

Ensuring that services are in line with any changes to government legislation involving security.

Reducing the risk of spiralling costs and ensuring that the authority has the required cover it needs so as not to leave it open to claim or risk.

To achieve efficiencies and control high costs of re-tendering by the Council and suppliers alike.

Financing

All three areas will be financed from existing annual Revenue budgets

Estimated contract value:

The estimated annual contract value is – £888,000 per annum which will break down as follows:

- Facilities Management– £787,000
- Events - £90,000
- Elections - £11,000 not including by elections or general elections

It is estimated that over the life of the contract the value will be £8,880,000 (over 10 years).

Key Risks

Failure to secure a contract will leave PCC exposed to reputational risk and financial loss should it be unable to provide cover at events or elections, risk of damage to property or noncompliance with any legislation or insurances or risk to staff or public health or well-being.

An inability to adequately demonstrate in a court correct cover in place and protect the council from claim.

Failure to appoint before changes in forthcoming legislation and pay increased rates due to demand.

Security contractor unable to cover elements currently not under contract and leave PCC exposed.

Timescales

Stage	NEW DATES	STAGE OF PROCESS
Pre-tender	By 015/03/24	Business Case & Executive Decision sign-off
	By 15/07/24	Democratic Service process completed and signed: Key Decision
	By 22/03/24	Pre-Publication Gateway (sourcing strategy) sign-off
Selection Questionnaire	03/04/24	Tender launched on Proactis – advert out
	07/05/24, Noon	Deadline for SQ returns
	09/05 – 11/06	SQ Evaluation and shortlisting to Stage 2
T e n	12/06/24	ITT out to shortlisted bidders and letters to unsuccessful

	09/07/24, Noon	Deadline for receipt of tenders
	11/07 – 29/08	Tender Evaluation
	30/08/24	Selection of MEAT Tender & Decision to Award
	09 – 13/09	Contract Award Report Sign-Off
	18/09/24	Publication of Reports - Part 1
	18/09/24	Send out Intention to Award letters (Standstill)
	19 – 30/09	Standstill period
	01/10/24	Issue Contract Award Letters (if unchallenged)
	01/01/25	Contract Commences

** Please note Part 5 – Part 7 have not been completed as part of the Business Case as these questions relate to capital borrowing loan repayments. This is a revenue procurement and these sections do not apply.*

RECOMMENDED DECISION**It is recommended that the Leader of the Council:**

1. Approves the Business Case
2. Authorises the undertaking of a new procurement and tender process for security services contract/-s. This will be achieved through outsourcing the provision to external contractor/-s.
3. Grants authority for the award of contract/-s to Head of Facilities Management (Soft Services or Hard Services) where they would otherwise not have the authority to do so.

PART I: PROJECT PARTICULARS

Project Value (indicate capital or revenue)	Revenue	Contingency (show as £ and % of project value)	N/A
Programme		Is the project on the 'Priority List' or a Council Pledge (Y/N)	No
Directorate	People	Service Director	
Senior Responsible Officer	Ann Thorpe	Project Manager	Ray House
Address and Post Code	N/A	Ward	N/A

Detailed Description of Proposal

This will be run as a full procurement exercise due to the value and term of commitment of this contract.

This procurement will cover the security contract renewal for a period of 5 +5 or 5+3+2 to secure best value for PCC for a fixed term.

The tender will be launched with prequalifying questions in a first round to narrow down the companies to those that meet the specification we have set and are looking for. This will be followed by the main tender asking these companies to evidence and answer the questions set out.

The tender will have 2 Lots contained within it the first for all keyholding, keys and building security. The second for Events, Elections and Plymouth Active Leisure. This is because these activities have specialist requirements to comply with the law and legislation and pose greater reputational and claims risk.

It is anticipated that some security companies will be able to fulfil both lots and offer best value, but this does give PCC protection and assure the correct company/companies are appointed.

The new contract will be for an initial period of 5 years with an option to extend it further for additional two periods of 3 years and 2 years. The overall contract period will not exceed 10 years. Below are reasons for this approach:

- Best value responses
- Fixed costs or annual increase
- Ability to forecast annual spend
- Partnership working with contractors regarding the way PCC works

The Council has varied the current contract by extending it by 1 year to ensure service continuity until the new contract deriving from the tender can commence. The tender will need to be completed, including a 3-month handover period, before 2025.

Due to the implementation of new legislation in 2025 around counter terrorism and security it is important that this contract is secured before this change drives the market value for security up.

PART 2: VISION AND STRATEGIC CASE

This is the opportunity to explain the strategic fit and should include how it helps to deliver the Corporate Plan / Plymouth Plan / Joint Local Plan, including how it assists delivery of the vision for the Council.

<p>a) What is the business need and current issues that this project seeks to address</p> <p>b) Identify and list the objectives</p>	<p>PCC is required by legislation to provide security at events to meet its licensing objectives as stipulated under the Licensing Act.</p> <p>The procurement will need to meet varied requirements across all areas of the procurement from basic guarding to close protection and counter terrorism.</p> <p>Security will also form part of the response plan regarding new legislation coming into force in 2025 where local authorities and others by law must have a counter terrorism plan and response in place for all places of gathering, events or places of work.</p> <p>It is the initial responsibility of PCC that security is on site at facilities and public buildings to deal with issues and not the responsibility of the police. This is a licensed activity by the Security Industry Authority and can be only carried out by licensed officers and registered companies.</p> <p>The procurement looks to appoint a company / companies that will meet the specific needs listed above regarding events, facilities, elections and Plymouth Active Leisure. And as such giving us best service, cover and value.</p> <p>This helps meet the following objectives in the Plymouth Plan:</p> <p>Providing quality public services, providing prevention and early intervention. Working with the police to tackle crime and anti-social behaviour.</p> <p>Objectives:</p> <ul style="list-style-type: none"> • Carry out a full procurement process to the wider market. • Set a specification that meets the diverse requirements. • Set out accurate costings to allow the ability to predict future spending. • Carry out a robust evaluation and appointment. • Ensure that there is a handover period in place before contract commencement. 		
<p>a) How does this meet your objectives above</p> <p>b) List the outcomes and benefits of this proposal</p>	n/a		
<p>How much additional Council Tax per year will this generate</p>	n/a		
<p>How much Business Rates per year will this create</p>	n/a		
<p>How much New Homes Bonus Grant will this raise</p>	n/a		
<p>How much CIL levy liability will be collected</p>	n/a		
<p>How many jobs will this proposal create (FTE)</p>	<p>Direct jobs</p> <p>n/a</p>	<p>Indirect jobs</p>	<p>Apprenticeship/Trainee</p>
<p>What are the consequences of not proceeding</p>	<p>If this procurement were not to proceed there are two potential issues. Extend the contract by exemption/noncompliance leaving PCC vulnerable to the good will of any contractor with no fixed prices or contractual agreement that they must provide a service. This would all need to be renegotiated. This also being outside of the agreeable extensions from a procurement and legal perspective.</p>		

<p>a) On completion of the project how will you know and report that the objectives have been met</p> <p>b) Date Benefit Realisation will be completed.</p>	<p>On completion of the procurement there will be a contract award report followed by award of contract letters and standstill period. After the standstill period contracts will be awarded and handover period will commence.</p> <p>The contract will have regular contract management meetings from Facilities Management and Event/ Elections.</p> <p>There will be set KPIs and monitoring throughout the contract</p>
<p>How does it deliver the Corporate Plan – http://www.plymouth.gov.uk/aboutcouncil/corporateplan</p>	
Growing Plymouth	n/a
Caring Plymouth	n/a
<p>How does it deliver the , Plymouth Plan / Joint Local Plan https://plymswdevonplan.co.uk/policy</p>	<p>Providing quality public services;</p> <p>Providing prevention and early intervention;</p> <p>Working with the police to tackle crime and anti-social behaviour.</p>
How does it achieve Growth Asset and Municipal Enterprise (GAME) objectives	n/a
How does it Deliver Public Health and Social Equality outcomes.	n/a
Is this a Statutory Obligation of the Council	No, but the council would not be to operate within legislation and its legal responsibilities without this contract.
In scope	Out of scope
<p>Security requirements within PCC at Events, Facility Management, Election and Plymouth Active Leisure.</p> <p>Also, any internal partners such a parking, schools.</p>	<p>Third party events on PCC land.</p>

PART 3: PROJECT DEVELOPMENT, PROCUREMENT AND DELIVERY			
Project Governance (insert flow chart)	<div><p>Procurement oversight</p><pre>graph TD SRO[Senior responsible Officer] <--> PM[Project manager] SRO --> Portfolio SRO --> SD[Service Director] PM --> Stakeholders SD --> Legal[Procurement- legal sign off] Legal --> Leader[Leader of the council (key decision)] Leader -- NO --> Cabinet[Cabinet decision] Leader -- YES --> Tender[Procurement to launch tender] Cabinet --> Tender Tender --> Eval[Stakeholder - procurement evaluation] Eval --> Med[Procurement mediation] Med --> Award[Award of contract]</pre></div>		
	Who are the key customers and beneficiaries	Facilities Management (parking, schools) Events Team Electoral Services Plymouth Active Leisure	<div><div>Which Partners are you working with</div><div>Who are the stakeholders</div></div> <div>Facilities Management Events, Elections Facilities Management Events, Elections</div>
Which Members have you engaged with and how have they been consulted	Councillor Chris Penberthy (Cabinet Member for Housing, Co-operative Development and Communities) Councillor Jemima Laing (Deputy Leader and Cabinet Member for Children’s Social Care, Culture, Events, and Communications)		

<p>Procurement Options How have you engaged with the Strategic Procurement Service on the options and preferred approach.</p>	<p>In line with the Council Contracts Standing Orders and Public Contracts Regulations 2015 the following procurement route to the market options have been considered:</p> <p>Option 1: Restricted Procedure – Public Contracts Regulations 2015</p> <p>Advertising the opportunity to the open market. The subject matter and value of the proposed contract/-s would make this procurement subject to the full force of the Public Contracts Regulations 2015. This is the most expensive and time-consuming option.</p> <p><u>Restricted Procedure</u> is a two-stage process. The opportunity will be openly advertised within the UK marketplace. Any interested party can express an interest and submit a pre-selection documentation – a Selection Questionnaire.</p> <p>Stage 1 - is a pre-selection stage which is used to assess the suitability of suppliers. This enables a detailed selection assessment. Submissions will be evaluated resulting with a shortlist of submissions to advance to Stage 2.</p> <p>Stage 2 - is the tender stage and is used to determine a successful supplier to whom a contract will be award. The contract will be awarded to the most economically advantageous tender (MEAT).</p> <p>This procedure lends itself to a market with a substantial number of suppliers.</p> <p>Option 2: Open Procedure – Public Contracts Regulations 2015</p> <p>Advertising the opportunity to the open market. The subject matter and value of the proposed contract/-s would make this procurement subject to the full force of the Public Contracts Regulations 2015.</p> <p><u>Open Procedure</u> is a one-stage process. The opportunity will be openly advertised within the UK marketplace. Any interested party can express an interest and submit a tender which comprises a Selection Questionnaire and contract award criteria.</p> <p>This procedure lends itself to a market with limited number of suppliers.</p> <p>Option 3: Request for Quotation (RFQ)</p> <p>In line with the Council's Contract Standing Orders the Procurement will seek at least 3 written quotations, from local suppliers, where possible. By undertaking a Request for Quotation the Council may select any supplier it thinks may be capable of delivering the contract in its entirety. This is a one-stage process, which comprises suitability assessment criteria and contract award criteria. The contract will be awarded to the most economically advantageous tender (MEAT).</p> <p>RECOMMENDATION:</p> <p>It is recommended that Option 1: Restricted Procedure, subject to Public Contracts Regulations 2015 is used. Recommendation is based on:</p> <ol style="list-style-type: none"> 1. High value of the contract deriving from a tender – the total value of the contract deriving from this tender exceeds the GPA threshold for Services which mandates the use of a sourcing process to the full force of PCR 2015 2. The size of the security marketplace – there are many suppliers in the market that may bid for this opportunity, which lends itself to the use of the Restrictive Procedure <p>Should a change in circumstances occur and the recommended procurement route cannot be undertaken or no longer represents best value for the Council any subsequent procurement route undertaken will be in accordance with the Council's Contract Standing Orders and Procurement Law.</p>
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Who is your Procurement Lead	Gosia Anthony, Category Lead (FM)
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PART 4: OPTION ANALYSIS**Option Analysis Undertaken**

Option 1: Do Nothing – Rejected as this would leave the Council at an unacceptable risk due to lack of security provision.

Option 2: Contract extension – This contract has already been extended previously. Issuing another extension is not preferred by Legal Services moving forward.

Option 3: Undertake a fully compliant procurement process by 30/12/24 when the current Contract expires.

The preferred option is Option 3

ANALYSIS OF PREFERRED OPTION

Demonstrate how this is the best option and most cost effective approach of achieving the objective you have identified. Provide evidence and validate how this is value for money.

1. PCC has a continuous requirement for a provision of security services.
2. The existing contract is due to expire on 30/12/24.
3. A tender exercise is mandated by the PCR 2015 regulations.
4. A competitive tender offers the Council the best opportunity to obtain competitive prices from the marketplace. **Please proceed to Part 8 Consultation / Endorsement**

PART 5: TIMESCALES AND CONSTRAINTS

Mandate Date	Presentation to CCIB date	Contract Award date	On Site date	Completion date
Have you engaged with Planning Department (if PP is required make sure you engage with planning prior to your BC going to CCIB)	N/A			
Is the budget cost reflective of planning requirements				
Who is your Planning Officer				
Planning Consent Date				
Give reasons for specific completion date				

PART 6: AFFORDABILITY AND FINANCING

In this section the robustness of the proposals should be set out in financial terms.

The Project Manager will need to work closely with the capital and revenue finance teams to ensure that these sections demonstrate the affordability of the proposals to the Council as a whole.

CAPITAL COSTS AND FINANCING

What is the estimated impact on the Annual Band D Council Tax as a result of making the investment decision (Corporate Borrowing only)		2018/19	2019/20	2020/21				
		£	£	£				
Breakdown of project costs including fees surveys and contingency	N/A	£						
		£						
		£						
		£						
	TOTAL	£						
Provide details of proposed funding								
Which alternative external funding sources have been explored (Provide evidence)								
Are there any bidding constraints and/or any restrictions or conditions attached to your funding								
Tax and VAT implications								
Tax and VAT reviewed by								
Confirm you have taken necessary advice if this proposal is State Aid compliant								
Will this project deliver capital receipts? (If so please provide details)								
Capital avoidance								
Schemes in excess of £0.5m should be supported by a Cost Benefit Analysis. Calculations undertaken should be attached as an appendix to support financial implications shown below. Please contact your revenue accountant for assistance with this section.								
Is the capital ask greater than £0.5m	Y/N	If the answer is yes, have you attached the Cost Benefit Analysis			Y/N			
Capital spend profile	Prev. Yr.	18/19	19/20	20/21	21/22	22/23	Future Yrs.	Status
Total capital spend								Funding to match with Project Value (Section I)
SI06 or CIL (Provide PA or site numbers)								

REVENUE COSTS AND IMPLICATIONS							
Feasibility Cost of Developing the Capital Project (To be incurred at risk to Service area)							
Feasibility cost of developing the project				Not required			
Revenue cost code for the feasibility costs							
Revenue costs incurred for developing the project are to be included in the capital total, the expenditure could be capitalised if it meets the criteria							
Budget Managers Name							
Ongoing Revenue Implications for Service Area							
	Prev. Yr.	18/19 £	19/20 £	20/21 £	21/22 £	22/23 £	Future Yrs.
Service area revenue cost							
Loan repayment (terms agreed with Treasury Management)	N/A as not a capital project						
Other (eg: maintenance, utilities, etc)							
Total Revenue Cost (A)							
Service area revenue benefits/savings							
Annual revenue income (eg: rents, etc)	N/A as not a capital project						
Total Revenue Income (B)							
Service area net (benefit) cost (B-A)							
Has the revenue cost been budgeted for or would this make a revenue pressure							
Which cost centre would the revenue pressure be shown				Has this been reviewed by the budget manager		Y/N	
Name of budget manager							
Loan value	£	Interest Rate	%	Term Years		Annual Repayment	£
Revenue code for annual repayments							
Service area or corporate borrowing							
Revenue implications reviewed by							

PART 7: ACHIEVABILITY				
Is there an impact on the service delivery during delivery of project. How will this be mitigated	There cannot be any disruption to the service.			
Interdependencies – are there any projects reliant on the delivery of this project.	N/A			
KEY RISKS				
Include up to 5 key risks depending on scale of project, the first two risks are required to be mitigated along with a further 3 key risks to the project..				
Potential Risk 1 Identified				
Description	No funding failure risks as an essential service			
Mitigation				
Risk assessment	Initial	Post mitigation	Current	Current total rating
Likelihood To be scored 1 (low) – 5 (high)				
Impact To be scored 1 (low) – 5 (high)				
Trend		Lead officer Risk champion		
Calculated risk value in £ (Extent of financial risk)				
Potential Risk 2 Identified				
Description	Provide details of cost risk if the proposal overspends			
Mitigation				
Risk assessment	Initial	Post mitigation	Current	Current total rating
Likelihood To be scored 1 (low) – 5 (high)				
Impact To be scored 1 (low) – 5 (high)				
Trend		Lead officer Risk champion		
Calculated Risk Value in £				
Potential Risk 3 Identified				
Description				
Mitigation				
Risk assessment	Initial	Post mitigation	Current	Current total rating
Likelihood To be scored 1 (low) – 5 (high)				
Impact To be scored 1 (low) – 5 (high)				
Trend		Lead officer Risk champion		
Calculated Risk Value in £				

Potential Risk 4 Identified				
Description				
Mitigation				
Risk assessment	Initial	Post mitigation	Current	Current total rating
Likelihood To be scored 1 (low) – 5 (high)				
Impact To be scored 1 (low) – 5 (high)				
Trend		Lead officer		
		Risk champion		
Calculated Risk Value in £				
Potential Risk 5 Identified				
Description				
Mitigation				
Risk assessment	Initial	Post mitigation	Current	Current total rating
Likelihood To be scored 1 (low) – 5 (high)				
Impact To be scored 1 (low) – 5 (high)				
Trend		Lead officer		
		Risk champion		
Calculated Risk Value in £				

PART 8: CONSULTATION / ENDORSEMENT				
Date business case went to CMT (if required)			Equalities Impact Assessment updated from Project Mandate stage (Y/N)	
Author of Business Case	Date	Document Version	Reviewed By	Date
Senior Responsible Officer sign off I confirm the Business Case is policy compliant, affordable, value for money and has been fully risk assessed.				

CONFIRMATION OF PROMOTORS APPROVAL

Cabinet Member		Service Director	
<i>Councillor Tudor Evans OBE (Leader of the Council)</i>		<i>Giles Perritt</i>	
Either email dated:		Either email dated:	<i>13/3/24</i>
Or signed:		Signed:	
Date:		Date:	
		Service Director	
		<i>All covered by G Perritt</i>	
		Either email dated:	<i>date</i>
		Signed:	
		Date:	

EQUALITY IMPACT ASSESSMENT – SECURITY CONTRACT RENEWAL PROCUREMENT AUTHORISATION

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): This is the person completing the EIA template.	Ray House (Electoral Services Safety Officer)	Department and service:	Facilities Management People	Date of assessment:	12.02.2024
Lead Officer: Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.	Ann Thorp (Service Manager, Soft FM)	Signature:	A R Thorp	Approval date:	12.02.2024
Overview:	<p>The current security contract is set to expire shortly, and has run the maximum extension periods. Plymouth City Council has a legal obligation to provide security at council run events to meet its duties under public safety as well as ensuring safety at elections and measures in place to protect against interference at polling stations and the count.</p> <p>This provision will also cover the councils' responsibilities for static guarding, patrols and key holding responsibilities of its facilities. This spans 3 service areas: Facilities Management as the largest stakeholder with Events and Elections carrying the bigger risk.</p> <p>Aims</p> <ul style="list-style-type: none"> To run a full procurement tender regarding security services, with separate award by executive decision when complete. Secure a 5+5-year contract worth £ 8,880,000, for the 10 years Allow for better budget prediction and value for money. 				
Decision required:	<ol style="list-style-type: none"> To Approve the business case To approve the new procurement of security services contract for a maximum period of 10 years (initial contract period 5 years with an option to extend it further for up to 5 additional years). Estimated total contract value is £8,880,000; To delegate authority for the award of contract/-s to the Head of Service for Facilities Management, where they would otherwise not have the authority to do so within the scheme of delegation. 				

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.	There are no equality implications arising from authorisation of the procurement process. A full EIA will be completed at Contract Award Stage.			

SECTION THREE: FULL EQUALITY IMPACT ASSESSMENT

Protected characteristics (Equality Act, 2010)	Evidence and information (e.g. data and consultation feedback)	Adverse impact	Mitigation activities	Timescale and responsible department
Age	Plymouth <ul style="list-style-type: none"> 16.4 per cent of people in Plymouth are children aged under 15. 65.1 per cent are adults aged 15 to 64. 18.5 percent are adults aged 65 and over. 	None anticipated		

	<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</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>	None anticipated		

	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)	None 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).	None 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).	None 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.	None anticipated		

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>	None anticipated		
Religion or belief	<p>48.9 per cent of the Plymouth population stated they had no religion. 42.5 per cent of the population identified as Christian (2021 Census).</p> <p>Those who identified as Muslim account for 1.3 per cent of Plymouth's population while Hindu, Buddhist, Jewish or Sikh combined totalled less than 1 per cent (2021 Census).</p>	None anticipated		
Sex	<p>51 per cent of our population are women and 49 per cent are men (2021 Census).</p>	None anticipated		
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>	None anticipated		

SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

Human Rights	Implications	Mitigation Actions	Timescale and responsible department
	None 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.	None anticipated		
Pay equality for women, and staff with disabilities in our workforce.	None anticipated		
Supporting our workforce through the implementation of Our People Strategy 2020 – 2024	None 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.	None anticipated		
Plymouth is a city where people from different backgrounds get along well.	None anticipated		

LEADER'S EXECUTIVE DECISION



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

Executive Decision Reference Number – L59 23/24

Decision	
1	Title of decision: Brickfields: Relocation of a hockey pitch to Stoke Damerel Community College and budget update
2	Decision maker: Councillor Tudor Evans OBE, Leader of the Council
3	Report authors and contact details: Jackie Keith, Project Manager jacqueline.keith@plymouth.gov.uk Matt Ward, Head of Regeneration & Growth, matt.ward@plymouth.gov.uk
4	Decision to be taken: It is recommended that the Leader: <ul style="list-style-type: none"> • Approves the relocation of the hockey pitch from Brickfields to Stoke Damerel Community College • Grants authority to the Director of Public Health to award a works contract at Stoke Damerel Community College for the installation of a 2G hockey pitch, 3G football pitch, a grass rugby pitch, a small athletics track and flood lighting. Tenders have been sought from specialist contractors approved by the Football Foundation. The appointed contractor will be employed by the Council, and the contract managed by project managers approved by the Football Foundation. • Approves the completion of a legal agreement with Greenshaw Learning Trust (the Trust) for the installation of the new sports facilities at Stoke Damerel Community College (subject to planning permission). This will require the Council, on receipt of the third party financial contributions, to carry out the works, and require the Trust as site owner to facilitate the works, and to enter into an agreement for community use of the new facilities outside of school hours (subject to Department for Education approval). • Approves the allocation of a further £917,944 to the capital programme to be funded by: <ul style="list-style-type: none"> - Football Foundation Grant - £250,000 - Greenshaw Learning Trust Contribution - £432,500 - Section 106 - £53,000 - Service Borrowing – Public Health £182,444
5	Reasons for decision: 1. To improve the provision of sports and health and wellbeing activities throughout Plymouth. 2. To ensure a sustainable long-term future for outdoor sports facilities.

	<p>3. The proposal is to generate more outdoor sports in the city. This plays into three key themes of the plan for sport:-</p> <p>Participation – this will increase the community use around sport and physical activity, widening the different opportunities and ensuring that the offer is more engaging and accessible.</p> <p>Places – the proposal seeks to maximise the potential at Stoke Damerel Community College.</p> <p>Pride – Strengthens the sporting links around the city and making it more accessible to young people in the city.</p>			
6	<p>Alternative options considered and rejected:</p> <p>Do nothing: The existing facility is currently in a poor state of repair and has been closed since 2022. The facility requires inward investment at a time when the Council is reducing its operating subsidy for council-owned leisure facilities. If the Council does nothing, there will be no inward investment, more facilities will fall into disrepair and the facilities will not align to the needs of the community.</p> <p>Alternative locations: A thorough exercise was undertaken to review the most appropriate site for the relocation of the existing hockey pitch. This included considering the enhancement of existing facilities, as well as the opportunities to provide a new facility. Various sites were considered – some of which were owned by the Council and others which were in third party ownership. Following this review, Stoke Damerel was selected as the preferred location as the Trust was a willing partner, the location of the site is relatively close to Brickfields and therefore serves the west of the city and it would not result in the loss of any existing green spaces or other playing pitches. The location was also supported by England Hockey and other National Governing Bodies including the Football Foundation and Sport England.</p>			
7	<p>Financial implications and risks: The proposal will require additional investment from the Council of up to £182,444. However, in the long term the Council will benefit financially from the proposal as the operation of the hockey pitch will no longer require annual revenue and a subsidy from the Council. Furthermore, the Council will no longer have the responsibility of the asset, such as replacement of new pitch surface.</p> <p>The Council’s capital investment will be funded from service borrowing and this revenue provision will be available as a result of savings achieved from no longer providing a subsidy for the provision of services at Brickfields.</p> <p>The Council will be responsible for delivering this and will manage the budget and risks in the usual manner.</p>			
8	<p>Is the decision a Key Decision? (please contact Democratic Support for further advice)</p>	<p>Yes</p>	<p>No</p>	<p>Per the Constitution, a key decision is one which:</p>
			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.
	<p>If yes, date of publication of the notice in the Forward Plan of Key</p>			

	<u>Decisions</u>	
9	Please specify how this decision is linked to the Council's corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget:	<p>One of Plymouth's key priorities in its Corporate Plan is "Caring for People and Communities". This proposal supports this priority by:</p> <ul style="list-style-type: none"> - Helping to reduce health inequalities; and - Improving the focus on prevention and early intervention. <p>Implication on Medium Term Financial Plan and resource implications:-</p> <p>This proposal will assist in the Council's financial revenue benefit of the running cost of Brickfields as the site will no longer require revenue subsidy from the Council.</p>
10	Please specify any direct environmental implications of the decision (carbon impact)	<p>As part of the proposal the site will encourage walking, cycling and car sharing.</p> <p>Contractors will be required to provide a waste management plan that set out how waste is reduced during construction.</p>

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	X	
		No		(If no go to section 14)
13b	Which other Cabinet member's portfolio is affected by the decision?	Councillor Sue Dann, Cabinet Member for Customer Services, Sport, Leisure and HR & OD		
13c	Date Cabinet member consulted	11/3/2024		

14	Has any Cabinet member declared a conflict of interest in relation to the decision?	Yes		If yes, please discuss with the Monitoring Officer				
		No	X					
15	Which Corporate Management Team member has been consulted?	Name		Ruth Harrell				
		Job title		Director of Public Health				
		Date consulted		27/2/2024				
Sign-off								
16	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)			DS130 23/24			
		Finance (mandatory)			CH 12.03.24 0741			
		Legal (mandatory)			LS/00001312/3/AC/12/3/24			
		Human Resources (if applicable)						
		Corporate property (if applicable)						
		Procurement (if applicable)						
Appendices								
17	Ref.	Title of appendix						
	1	Part I Briefing Paper						
	2	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	Part II Briefing Paper Appendix I Budget			X				
Background Papers								
19	Please list all unpublished, background papers relevant to the decision in the table below.							

<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
<p>Cabinet Member Signature</p>								
20	<p>I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act (2010) and those who do not. For further details please see the EIA attached.</p>							
<p>Signature</p> 		<p>Date of decision</p>		<p>14 March 2024</p>				
<p>Print Name</p>		<p>Cllr Tudor Evans OBE, Leader of Plymouth City Council</p>						

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BRICKFIELDS: RELOCATION OF HOCKEY TO STOKE DAMEREL COMMUNITY COLLEGE AND BUDGET UPDATE



Briefing Paper: Part I

- I.1 A Cabinet Paper was approved on 9 March 2023 for the Brickfields Masterplan. In that paper a commitment was made to “secure and protect the future of hockey in the city”. At that time no decision had been made as to whether this commitment would result in investment being made to enhance an existing facility or whether a new pitch would need to be provided somewhere. A site for relocating the hockey pitch had not been identified.
- I.2 The existing all-weather sand and grass pitch at Brickfields is in a poor state of repair and has been closed since 2022.
- I.3 A feasibility study was undertaken and the preferred site was identified as Stoke Damerel Community College (SDCC), who have a well-established indoor and outdoor sports facility with changing rooms. SDCC requires reconfiguring with a new 3G football pitch and a grass 9 x 9 rugby pitch, as well as a small athletics track and floodlighting.
- I.4 Since the Cabinet decision last year, various changes have also been made to the wider proposals which have resulted in changes to the original budget (some positive and some negative). For example:
 - Sport England requested that a formal planning application should be submitted for the new petanque facility at Stonehouse Creek. This resulted in additional survey and project management costs.
 - Legal and internal project management fees are higher than originally envisaged as the transactions required to enable the project are more complex than had been first thought.
 - Savings have been made in relation to the ongoing maintenance of the hockey and petanque facilities as these will be maintained by third parties.
 - Some additional costs have been incurred in making good existing facilities at Brickfields prior to them being handed over to Plymouth Argyle Community Trust.
- I.5 The total PCC-approved budget following last year’s Cabinet approval was £2,752,903. However, this included £425,000 of revenue expenditure. The capital budget approved was therefore £2,327,903.
- I.6 The proposed total investment will now be £3,245,847. However, various contributions towards this additional investment have been secured or are expected to be secured. The table below sets out the contributions that will be made by each party.

Table 1: Proposed Budget

Proposed Budget	Status	£
Approved Budget in Capital Programme	Approved	2,327,903
Budget Pressure	This ask	917,944
Total Projected Budget		3,245,847
Proposed Funding		
Service Borrowing	Approved	2,327,903
Stoke Damerel Community College - Football Foundation Grant – Grant	TBC	250,000
Greenshaw Learning Trust – Contribution	Confirmed	432,000
Section 106	Confirmed	53,000
Service Borrowing – Public Health	This ask	182,944
Total Project Funding		3,245,847

2.0 Improving a Sporting Facility and access for Community Use

The existing hockey pitch at Brickfields does not have floodlighting so by adding this at the new facility at SDCC, it will enhance the use of the site and opening times. There will be a Community Use Agreement (CUA) between the Council and SDCC, providing for community use of the new facilities outside of school hours and covering the future maintenance arrangements. If planning permission for the new facilities is granted, it is also understood that there will be a planning condition requiring community use of the facilities. Because SDCC is an academy the CUA will require approval from the Department for Education.

The wider community use proposed for the new facilities at SDCC is an essential part of the Council's vision to provide more sports facilities for local residents and to increase the opportunities for residents to access services that will improve their health and wellbeing. The CUA that will be agreed between the Council and SDCC will ensure that these opportunities are protected into the future.

There are no subsidy control issues here as SDCC is not an enterprise for the purposes of the Subsidy Control Act 2022.

3.0 Risks

3.1 The risks of not undertaking the works at SDCC are financial and reputational as the Brickfields Masterplan would not be able to proceed without them.

3.2 The Council will be responsible for delivering the new facilities and will manage the budget and risks in the usual manner.

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.

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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.

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EQUALITY IMPACT ASSESSMENT – BRICKFIELDS

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): This is the person completing the EIA template.	Matt Ward	Department and service:	Public Health, Place, Economic Development	Date of assessment:	12 March 2024
Lead Officer: Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.	Ruth Harrell	Signature:		Approval date:	13 March 2024
Overview:	<p>The Brickfields Masterplan, encompasses outdoor sports facilities and the existing sports centre at Brickfields. Inward investment would result in the redevelopment of the outdoor facilities to increase the number and scope of playing pitches, as well as the reconfiguration of the existing sports centre to create a new community wellbeing and sports hub.</p> <p>Brickfields Master Plan, places Brickfields as the central physical activity hub, with a wider vision encompassing greater connection with neighbouring activity spaces; Devonport Park, Stonehouse Creek, and Victoria Park. Core outcomes are:</p> <p>Community Engagement - To connect the local community with the site, through community services, and develop a Hub to act as a central pillar for our community.</p> <p>Increased Usage - to be both financially and environmentally sustainable, enabling programmes of activity which widen participation and increasing usage and link to the City’s Active to Thrive, Physical Activity, Sport and Leisure plan. For ‘Plymouth to be the most physically active coastal city in England by 2034’.</p> <p>Regeneration – Providing social and economic benefits, including training and education (at Brickfields), to act as a catalyst for social and economic regeneration.</p> <p>Sustainability - Providing a sustainable future for a community hub and for sport in our city (both financially and environmentally)</p> <p>Sporting Excellence - To enhance an underused site, improving facilities for the local community and providing an exemplar multisport venue that develops sporting talent within our city.</p>				
Decision required:	It is recommended that the Leader:				

	<ul style="list-style-type: none"> • Approves the relocation of the hockey pitch from Brickfields to Stoke Damerel Community College • Grants authority to the Director of Public Health to award a works contract at Stoke Damerel Community College for the installation of a 2G hockey pitch, 3G football pitch, a grass rugby pitch, a small athletics track and flood lighting. Tenders have been sought from specialist contractors approved by the Football Foundation. The appointed contractor will be employed by the Council, and the contract managed by project managers approved by the Football Foundation. • Approves the completion of a legal agreement with Greenshaw Learning Trust (the Trust) for the installation of the new sports facilities at Stoke Damerel Community College (subject to planning permission). This will require the Council, on receipt of the third party financial contributions, to carry out the works, and require the Trust as site owner to facilitate the works, and to enter into an agreement for community use of the new facilities outside of school hours (subject to Department for Education approval). • Approves the allocation of a further £917,944 to the capital programme to be funded by: <ul style="list-style-type: none"> - Football Foundation Grant - £250,000 - Greenshaw Learning Trust Contribution - £432,500 - Section 106 - £53,000 - Service Borrowing – Public Health £182,444
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SECTION TWO: EQUALITY IMPACT ASSESSMENT SCREENING TOOL

Potential external impacts: Does the proposal have the potential to negatively impact service users, communities or residents with protected characteristics?	Yes	x	No	
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	x	No	
If you do not agree that a full equality impact assessment is required, please set out your justification for why not.				

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 adverse impact.	<ul style="list-style-type: none"> • Collaborative links to the new Family Hubs on-site. / nearest Green Ark • Integrate wider services to deliver holistic development opportunities. • Secure stakeholder engagement and delivery partners to utilise the hub as a dual-use services base. • Create an on-site crèche/soft play and fully inclusive holiday club offer. • Create an on-site base for youth work, including a youth club, for structured and unstructured activity and specific provision for young people; for example a 'youth area' and 'e-sports zone' 	Leisure Partnership Manager / monitor through an 'annual community benefit statement'.

			<ul style="list-style-type: none">• Engage local education providers, including City College and provide a suitable delivery space, with a particular emphasis on STEM topics.• A Management Plan will outline the expected usage of the improved facility.• Programmed activities for older people such as walking football, veterans sports, seated exercise as well as low impact fitness classes including table tennis and short-mat bowls; such provision aligns to the needs of older people; with 25%* of older people reported as undertaking no physical activity at all (*Sport England).• A soft play area will encourage community cohesion whilst providing social opportunity for young families, single-parents, and education providers.• Provide digital/IT support to older people.	
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			<ul style="list-style-type: none"> Using Appreciative Enquiry Methodology, older people in Devonport and Stonehouse said they wanted 'warm safe places, a place that welcomes them'. These needs will be met by through the provision of a café, somewhere people can chat. The provision of well being services will support the mental well-being of older people. <p>Physically activity programmes will also focus on opportunities for inter-generational 'togetherness'.</p>	
Care experienced individuals (Note that as per the Independent Review of Children's Social Care recommendations, Plymouth City Council is treating care experience	<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>Identify Care leavers as a priority group within the Community Use Agreement.</p> <p>Work with key partners to increase playing opportunities for care leavers through positive programming and pricing.</p>	<p>This will be monitored through the Community Use Agreement and collection of data.</p>

as though it is a protected characteristic).	<p>In Plymouth there are currently 50 per cent of care leavers aged 18-21 Not in Education Training or Employment (54 per cent of all those care leavers aged 18-24 who are open to the service).</p> <p>There are currently 195 care leavers aged 18 to 20 (statutory service) and 58 aged 21 to 24 (extended offer). There are more care leavers aged 21 to 24 who could return for support from services if they wished to.</p>			
Disability	<p>9.4 per cent of residents in Plymouth have their activities limited 'a lot' because of a physical or mental health problem.</p> <p>12.2 per cent of residents in Plymouth have their activities limited 'a little' because of a physical or mental health problem (2021 Census)</p>	No adverse impact.	<ul style="list-style-type: none"> • Work with key partners to increase playing opportunities for disabled players. • Develop coaches to work with people with disabilities. • Design accessible facilities considering changing rooms, toilets, access/egress, lifts, parking etc; including changing places provision. • Delivery of the ACT Equality and Diversity Policy. • Develop a support programme for young carers. <p>Ensure staff are equipped to deal confidently with requests from disabled customers for reasonable adjustments.</p>	Leisure Partnership Manager / monitor through an 'annual community benefit statement'.

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.	<ul style="list-style-type: none">• Deliver a hub development project that ensures the needs/interests of diverse communities are respected, celebrated, and valued.• Delivery of the ACT Equality and Diversity Policy.• Deliver a suite of programmes that promotes community cohesion.• Ensure diverse communities have access to, and lead upon place-based projects, through on-going consultation.• Provide a suite of opportunities for people to learn about modern life and societal difference.• Facilitate targeted workshops that embrace difference (i.e., anti-hate crime workshops and workshops that celebrate specific cultures). <p>Governance of the facilities will ensure proportionate community representation</p>	Leisure Partnership Manager / monitor through an ‘annual community benefit statement’.
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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>	<p>No adverse impact.</p>	<ul style="list-style-type: none"> • The provision of a well-being hub is central to the new community offer at Brickfields. Working with partners such as Live Well, other statutory and charitable organisations, there will be a range of services that support all members of the community and the challenges that gender, relationships, pregnancy and maternity can present. Examples of programmes are noted below: • Develop a community activities programme including ante-natal and post-natal support, mum-and-baby groups etc. • A significant part of the delivery programme is the development of girls and women's football. Key outcomes include increasing the number of female participants in physical activity programmes, developing and supporting female employees. 	<p>Leisure Partnership Manager / monitor through an 'annual community benefit statement'.</p>
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			<ul style="list-style-type: none"> • Delivery of female and male only fitness sessions. • Delivery of the ACT Equality and Diversity Policy. <p>Work force development and training, including the encouragement of female leaders.</p>	
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	<ul style="list-style-type: none"> • Delivery of female and male only fitness sessions. • Delivery of the ACT Equality and Diversity Policy. 	Leisure Partnership Manager / monitor through an 'annual community benefit statement'.
Race	<p>In 2021, 94.9 per cent of Plymouth's population identified their ethnicity as White, 2.3 per cent as Asian and 1.1 per cent as Black (2021 Census)</p> <p>People with a mixed ethnic background comprised 1.8 per cent of the population. 1 per cent of the population use a different term to describe their ethnicity (2021 Census)</p> <p>92.7 per cent of residents speak English as their main language. 2021 Census data shows that after English, Polish, Romanian, Chinese, Portuguese, and Arabic are the most spoken languages in Plymouth (2021 Census).</p>	No adverse impact.	<ul style="list-style-type: none"> • Deliver a hub development project that ensures the needs/interests of diverse communities are respected, celebrated, and valued. • Delivery of the ACT Equality and Diversity Policy. • Deliver a suite of programmes that promotes community cohesion. • Ensure diverse communities have access to, and lead upon place-based 	Leisure Partnership Manager / monitor through an 'annual community benefit statement'.

			<p>projects, through on-going consultation.</p> <ul style="list-style-type: none"> • Provide a suite of opportunities for people to learn about modern life and societal difference. • Facilitate targeted workshops that embraces difference (i.e., anti-hate crime workshops and workshops that celebrate specific cultures). <p>Continue to support the HOPE festival at Brickfields and community engagement events.</p>	
Religion or belief	<p>48.9 per cent of the Plymouth population stated they had no religion. 42.5 per cent of the population identified as Christian (2021 Census).</p> <p>Those who identified as Muslim account for 1.3 per cent of Plymouth's population while Hindu, Buddhist, Jewish or Sikh combined totalled less than 1 per cent (2021 Census).</p>	No adverse impact.	<ul style="list-style-type: none"> • Deliver a hub development project that ensures the needs/interests of diverse communities are respected, celebrated, and valued. • Delivery of the ACT Equality and Diversity Policy. • Deliver a suite of programmes that promotes community cohesion. • Ensure diverse communities have access to, and lead upon place-based 	Leisure Partnership Manager / monitor through an 'annual community benefit statement'.

			<p>projects, through on-going consultation.</p> <ul style="list-style-type: none"> • Provide a suite of opportunities for people to learn about modern life and societal difference. • Facilitate targeted workshops that embraces difference (i.e., anti-hate crime workshops and workshops that celebrate specific cultures). <p>Continue to support the HOPE festival at Brickfields and community engagement events.</p>	
Sex	51 per cent of our population are women and 49 per cent are men (2021 Census).	No adverse impact	<ul style="list-style-type: none"> • Delivery of female and male only fitness sessions. • Delivery of the ACT Equality and Diversity Policy. 	Leisure Partnership Manager / monitor through an 'annual community benefit statement'.
Sexual orientation	88.95 per cent of residents aged 16 years and over in Plymouth describe their sexual orientation as straight or heterosexual. 2.06 per cent describe their sexuality as bisexual, 1.97 per cent of people describe their sexual orientation as gay or lesbian. 0.42 per cent of residents describe their sexual orientation using a different term (2021 Census).	No adverse impact	<ul style="list-style-type: none"> • Deliver a hub development project that ensures the needs/interests of diverse communities are respected, celebrated, and valued. • Delivery of the ACT Equality and Diversity Policy. 	Leisure Partnership Manager / monitor through an 'annual community benefit statement'.

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SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

Human Rights	Implications	Mitigation Actions	Timescale and responsible department
	None		

SECTION FIVE: OUR EQUALITY OBJECTIVES

Equality objectives	Implications	Mitigation Actions	Timescale and responsible department
Celebrate diversity and ensure that Plymouth is a welcoming city.	Positive opportunities to promote diversity	Deliver a hub development project that ensures the needs/interests of diverse communities are respected	Dept of Health annual monitoring
Pay equality for women, and staff with disabilities in our workforce.	None		Dept of Health annual monitoring
Supporting our workforce through the implementation of Our People Strategy 2020 – 2024	Positive opportunities to promote diversity	Deliver a hub development project that ensures the needs/interests of diverse communities are respected	Dept of Health annual monitoring
Supporting victims of hate crime so they feel confident to report incidents, and working with, and through our partner organisations to achieve positive outcomes.	Positive opportunities to promote diversity	Deliver a hub development project that ensures the needs/interests of diverse communities are respected	Dept of Health annual monitoring
Plymouth is a city where people from different backgrounds get along well.	Positive opportunities to promote diversity	Deliver a hub development project that ensures the needs/interests of diverse communities are respected	Dept of Health annual monitoring

EXECUTIVE DECISION

made by The Leader




REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY BY THE LEADER

Executive Decision Reference Number – L60 23/24

Decision				
1	Title of decision: BORDER CONTROL POST – SERVICE LEVEL AGREEMENT WITH LONDON PORT HEALTH AUTHORITY			
2	Decision maker (Cabinet member name and portfolio title): Councillor Tudor Evans OBE, Leader of the Council			
3	Report author and contact details: Katharine O'Connor, Service Manager, Katharine.O'Connor@plymouth.gov.uk, T 01752 304142			
4	Decision to be taken: Approval to pursue a Service Level Agreement with London Port Health Authority for the Border Control Post at Millbay.			
5	Reasons for decision: Due to current low food freight throughput, Plymouth Port Health Authority cannot recover adequate fees to support the service and does not wish to use tax payer money to subsidise it.			
6	Alternative options considered and rejected: 1. Plymouth will not have a designated Border Control Post, therefore existing food freight customers must use a different port ; 2. The Border Control Post runs at a significant loss to Plymouth City Council .			
7	Financial implications and risks: None, there will be a small income from London Port Health Authority for the Plymouth based work .			
8	Is the decision a Key Decision? (please contact Democratic Support for further advice) Please type an X into the relevant boxes	Yes	No	Per the Constitution, a key decision is one which:
			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:		Checks on food at the point of import into the UK are in place to control risks to health. Ensuring a resilient, efficient and effective service for food importers under the new Border Target Operating Model contributes to the vision of a vibrant waterfront city and protects Plymouth and the wider UK. Having a Designated Border Control Post puts Plymouth Port firmly on the map and supports growth.	
10	Please specify any direct environmental implications of the decision (carbon impact)		None. Only a small percentage of food imports will require physical checks. Imports are risk assessed and many checks can be undertaken remotely.	
Urgent decisions				
11	Is the decision urgent and to be implemented immediately in the interests of the Council or the public? Please type an X into the relevant box	Yes		(If yes, please contact Democratic Support (democraticsupport@plymouth.gov.uk) for advice)
		No	x	(If no, go to section 13a)
12a	Reason for urgency:			
12b	Scrutiny Chair Signature:		Date	
	Scrutiny Committee name:			
	Print Name:			
Consultation				
13a	Are any other Cabinet members' portfolios affected by the decision? Please type an X into the relevant box	Yes		
		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? Please type an X into the relevant box	Yes		If yes, please discuss with the Monitoring Officer				
		No	X					
15	Which Corporate Management Team member has been consulted?	Name		Ruth Harrell				
		Job title		Director of Public Health				
		Date consulted		24 January 2024				
Sign-off								
16	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)			DS13I 23/24			
		Finance (mandatory)			DJN.23.24.218			
		Legal (mandatory)			LS/00001312/4/AC/I 2/3/24			
		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? Please type an X into the relevant box	Yes		If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in 18b below. (Keep as much information as possible in the briefing report that will be in the public domain)				
		No	X					
		Exemption Paragraph Number						
		1	2	3	4	5	6	7
18b	Confidential/exempt briefing report title:							

Background Papers								
19	Please list all unpublished, background papers relevant to the decision in the table below. Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.							
Title of background paper(s)		Exemption Paragraph Number						
		1	2	3	4	5	6	7
Leader 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		14 March 2024			
Print Name	Councillor Tudor Evans OBE							

APPENDIX A

BORDER CONTROL POST

PUBLIC PROTECTION SERVICE, ODPH



1. EXECUTIVE SUMMARY

1.1 The Border Target Operating Model sets out the Government's new approach to Safety and Security controls (applying to all imports), and Sanitary and Phytosanitary controls (applying to imports of live animals, germinal products, animal products, plants and plant products) at the border. All such imports must come through a designated Border Control Post (BCP).

1.2 Plymouth Port Health Authority (part of ODPH) is in the final stages of gaining designated BCP status at Millbay, however there are concerns about operating a resilient service on a full cost recovery basis due to the current low throughput of food freight.

2. BACKGROUND

2.1 From 30 April 2024, animal products, high risk food of non-animal origin and medium and high-risk plants and plant products must come into the UK through a port of entry with the relevant Border Control Post (BCP). If a port is no longer able to carry out checks on particular types of goods, traders will need to find an alternative route to import their goods into the country.

2.2 Previous discussions have confirmed that it is in the interest of Plymouth to have a designated BCP. The required facilities (which have been DEFRA funded) are almost complete and Plymouth PHA is on schedule to gain designated status ahead of April 30 2024.

2.3 However, the Border Target Operating Model (BTOM) is designed to achieve full cost recovery and Plymouth PHA will not be able to achieve this with current freight traffic.

2.4 Roles and responsibilities are still being discussed, but it is almost certain that Plymouth Port Health Authority will require the services of a fully qualified portal veterinarian to sign off the required checks and oversee physical inspections. Plymouth PHA already know that in order to fully cost recover enough in fees to pay for a vet and all other expenses, the charges will be prohibitively expensive. Brittany Ferries is the main freight customer and they have confirmed that they do not wish to pass any further costs on to their importers, meaning that freight traffic would be directed to the other Brittany Ferries ports. As Plymouth PHA cannot currently compete with other ports charging models, Plymouth PHA will almost certainly lose the freight traffic that the port currently sees, in direct contrast to Plymouth's aspirations as a Port.

2.5 Based on best available evidence, current estimates are that Plymouth PHA will be required to undertake approximately 150 remote documentary checks a year and perhaps one or two physical inspections at the BCP. Plymouth PHA must also deal robustly with anything unforeseen that appears at the port once the new regime begins.

2.6 Plymouth PHA are seeking approval to enter a short to medium term Service Level Agreement with City of London Port Health Authority to provide immediate resilience at the Border Control Post. Plymouth PHA believe that entering a Service Level Agreement with a larger port will ensure that Plymouth Port can continue to grow and attract more freight customers, whilst minimising BCP set up costs and demand on its existing team of food safety inspectors. Plymouth PHA have chosen London because it is a well-resourced port health authority at the forefront of all new developments.

2.7 Plymouth PHA have DEFRA grant funding until July 2024. This will be used to cover set up costs and SLA negotiation. In the proposed SLA model, London Port Health Authority would undertake all of the remote documentary checks, including all invoicing. Plymouth PHA anticipate 150

checks will be required (this is an insignificant number in relation to London PHA's 200,000 checks per year), therefore costs can be recouped easily by London, providing a competitive service for Plymouth customers.

2.8 Plymouth Port Health Officers would retain local control over the BCP, undertaking local verification checks, assisting with emergencies and dealing with the port operator locally to resolve any issues. The service would operate using Plymouth staff and London PHA procedures and templates. Plymouth PHA would also undertake the one or two physical checks required, signed off by the London PHA portal vet.

3. ALTERNATIVE OPTIONS

3.1 Alternative options would be:

- Plymouth doesn't have a designated Border Control Post. However, the facility is built and mainly ready, subject to procedures and staffing. If there is no BCP, all relevant freight would be diverted away from Plymouth
- Run the BCP at a significant loss to Plymouth City Council.

4. FINANCIAL IMPLICATIONS AND RISK

4.1 Under this arrangement there will be no costs to either Plymouth or London PHA – there will be a small income from London PHA to cover the local Plymouth PHA work. Plymouth PHA consider this as the best option for Plymouth in the short term, ensuring resilience, competence and good customer service at Plymouth Port in highly unpredictable circumstances.

4.2 Most of the food freight currently entering Plymouth will fall into the low and medium risk categories. It is likely that the most frequent freight carriers will benefit from the Trusted Trader scheme (currently in pilot), therefore there will be little demand for officers onsite. However, Plymouth offers a good route to Wales and the west side of England and may be a useful alternative to avoid delays at the short straits. Once the BCP is operational, Plymouth PHA believes that freight traffic will increase, especially if Plymouth offers a smooth, value for money service.

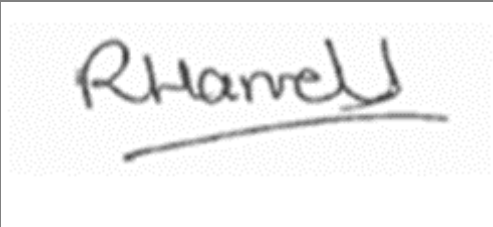
5. TIMESCALES

5.1 The designation inspection took place at Millbay on 22 February 2024.

5.2 Confirmation of proposals for staffing and procedures must be with the relevant stakeholders as part of the final application for designation by the end of March 2024.

EQUALITY IMPACT ASSESSMENT – BORDER CONTROL POST AT MILLBAY

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): This is the person completing the EIA template.	KATHARINE O'CONNOR	Department and service:	PUBLIC PROTECTION SERVICE, ODPH	Date of assessment:	23 FEBRUARY 2024
Lead Officer: Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.	RUTH HARRELL	Signature:		Approval date:	13 MARCH 2024
Overview:	The Border Target Operating Model sets out the Government's new approach to Safety and Security controls (applying to all imports), and Sanitary and Phytosanitary controls (applying to imports of live animals, germinal products, animal products, plants and plant products) at the border. All such imports must come through a designated Border Control Post (BCP). Plymouth Port Health Authority (part of ODPH) is in the final stages of gaining designated BCP status at Millbay, however there are concerns about operating a resilient service on a full cost recovery basis due to the current low throughput of food freight.				
Decision required:	Approval to pursue a Service Level Agreement with London Port Health Authority for the Border Control Post at Millbay.				

SECTION TWO: EQUALITY IMPACT ASSESSMENT SCREENING TOOL

Potential external impacts: Does the proposal have the potential to negatively impact service users, communities or residents with protected characteristics?	Yes		No	X
Potential internal impacts:	Yes		No	X

Does the proposal have the potential to negatively impact Plymouth City Council employees?				
Is a full Equality Impact Assessment required? (if you have answered yes to either of the questions above then a full impact assessment is required and you must complete section three)	Yes		No	X
If you do not agree that a full equality impact assessment is required, please set out your justification for why not.	This proposal is a no cost resilient option for Plymouth CC, mainly affecting international trade. This proposal is not expected to impact negatively on any individual with protected characteristics			

SECTION THREE: FULL EQUALITY IMPACT ASSESSMENT

Protected characteristics (Equality Act, 2010)	Evidence and information (e.g. data and consultation feedback)	Adverse impact	Mitigation activities	Timescale and responsible department
Age	<p>Plymouth</p> <ul style="list-style-type: none"> 16.4 per cent of people in Plymouth are children aged under 15. 65.1 per cent are adults aged 15 to 64. 18.5 percent are adults aged 65 and over. 2.4 percent of the resident population are 85 and over. <p>South West</p> <ul style="list-style-type: none"> 15.9 per cent of people are aged 0 to 14, 61.8 per cent are aged 15 to 64. 22.3 per cent are aged 65 and over. 			

	<p>England</p> <ul style="list-style-type: none"> • 17.4 per cent of people are aged 0 to 14. • 64.2 per cent of people are aged 15 to 64. • 18.4 per cent of people are aged 65 and over. <p>(2021 Census)</p>			
<p>Care experienced individuals</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>			

Disability	<p>9.4 per cent of residents in Plymouth have their activities limited 'a lot' because of a physical or mental health problem.</p> <p>12.2 per cent of residents in Plymouth have their activities limited 'a little' because of a physical or mental health problem (2021 Census)</p>			
Gender reassignment	<p>0.5 per cent of residents in Plymouth have a gender identity that is different from their sex registered at birth. 0.1 per cent of residents identify as a trans man, 0.1 per cent identify as non-binary and, 0.1 per cent identify as a trans women (2021 Census).</p>			
Marriage and civil partnership	<p>40.1 per cent of residents have never married and never registered a civil partnership. 10 per cent are divorced, 6 percent are widowed, with 2.5 per cent are separated but still married.</p> <p>0.49 per cent of residents are, or were, married or in a civil partnerships of the same sex. 0.06 per cent of residents are in a civil partnerships with the opposite sex (2021 Census).</p>			
Pregnancy and maternity	<p>The total fertility rate (TFR) for England was 1.62 children per woman in 2021. The total fertility rate (TFR) for Plymouth in 2021 was 1.5.</p>			

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>			
Religion or belief	<p>48.9 per cent of the Plymouth population stated they had no religion. 42.5 per cent of the population identified as Christian (2021 Census).</p> <p>Those who identified as Muslim account for 1.3 per cent of Plymouth's population while Hindu, Buddhist, Jewish or Sikh combined totalled less than 1 per cent (2021 Census).</p>			
Sex	<p>51 per cent of our population are women and 49 per cent are men (2021 Census).</p>			
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>			

SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

Human Rights	Implications	Mitigation Actions	Timescale and responsible department

SECTION FIVE: OUR EQUALITY OBJECTIVES

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

EXECUTIVE DECISION

made by a Cabinet Member



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

Executive Decision Reference Number – L6I 23/24


Decision	
1	Title of decisions: THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2024.2137315 TRO REVIEW.12) ORDER (Richmond Walk section)
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
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 (Richmond Walk section)</p> <p>The effect of the order shall be to:</p> <p>1. Add/Amend Parking Restrictions on lengths of the following road:</p> <p>Richmond Walk</p> <p>As set out in the briefing report.</p>
5	<p>Reasons for decision:</p> <ul style="list-style-type: none"> Richmond Walk – Extend double yellow lines to increase visibility on the bend and to allow access for larger vehicles. Richmond Walk (near boat yard) – Extend double yellow lines to allow access for boat yard and deliveries. <p>It is recommended that:</p> <p>Richmond Walk restrictions are reduced to allow a section of parking.</p>
6	<p>Alternative options considered and rejected:</p> <p>The alternative option would be to do nothing. This option was discounted on the basis that the changes are needed for safety improvements.</p>
7	<p>Financial implications and risks:</p> <p>The Traffic Regulation Orders (TRO's) and associated works are being funded by the Traffic Management teams TRO review budget.</p>

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				
I3a	Are any other Cabinet members' portfolios affected by the decision?	Yes	x	
		No		(If no go to section I4)
I3b	Which other Cabinet member's portfolio is affected by the decision?	Councillor Mark Coker (Cabinet Member for Strategic Planning and Transport)		
I3c	Date Cabinet member consulted	13 March 2024		
I4	Has any Cabinet member declared a conflict of interest in relation to the decision?	Yes	x	
		No		
I5	Which Corporate Management Team member has been consulted?	Name	Anthony Payne	
		Job title	Strategic Director for Place	
		Date consulted	07 March 2024	
Sign-off				
I6	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS I32 23/24	
		Finance (mandatory)	CH I4.03.24 I028	
		Legal (mandatory)	LS/2960(6)/JP/080324	
		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

		No	x	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 I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.</p>							
Title of background paper(s)		Exemption Paragraph Number						
		1	2	3	4	5	6	7
Cabinet Member Signature								
20	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		13 March 2024			
Print Name	Councillor Tudor Evans OBE							



TRO REVIEW 12

1. INTRODUCTION

This report seeks authority to implement amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004 (Richmond Walk section).

2. TRAFFIC REGULATION ORDERS REQUIRED

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

No Waiting At Any Time

(xxxviii) Richmond Walk, the east side from its junction with Devonport Hill for a distance of 50 metres in a southerly direction

(xxxix) Richmond Walk, the north side from a point 572 metres south west of its junction with Devonport Hill for a distance of 190 metres in a westerly direction **THIS SECTION HAS NOW BEEN CHANGED TO THE BELOW:**

- **Richmond Walk, the north side, from a point 24 metres north of the centre line of its junction with Mayflower Marina for a distance of 189 metres in a northerly direction**
- **Richmond Walk, the north side, from its centre line of its junction with Mayflower Marina for a distance of 11 metres in a northerly direction and 82 metres in a southerly direction**
- **Richmond Walk, the north side, from the eastern kerb of the substation to the start of the Mount Batten footpath**

REVOCATIONS

No Waiting At Any Time

- i. Richmond Walk, the north & west side, from a point 572 metres south and west of the junction with Devonport Hill for a distance of 90 metres in a westerly direction
- ii. Richmond Walk, the east & south side, from the junction with Stonehouse bridge for a distance of 25 metres in a southerly direction
- iii. Richmond Walk, the north & west side, from a point 572 metres south and west of the junction with Devonport Hill for a distance of 90 metres in a westerly direction

No Waiting Mon-Fri 8am-6pm and Sat 8am-1pm

- i. Richmond Walk, the east & s-e side, from a point 25 metres south of the junction with Stonehouse Bridge for a distance of 31 metres in a southerly direction

3. STATUTORY CONSULTATION

Proposals

The proposals for the TRO review 12 (Richmond Walk section) were advertised on street, in the Herald and on the Plymouth City Council website on 17th January 2024. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 12th January 2024.

There have been no comments received for Richmond Walk.

4. RECOMMENDATION

It is recommended that Richmond Walk restrictions are reduced to allow a section of parking

5. LEGAL CONSIDERATIONS

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

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

EQUALITY IMPACT ASSESSMENT – TRO REVIEW 12

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): This is the person completing the EIA template.	Amy Neale	Department and service:	Plymouth Highways, Traffic Management	Date of assessment:	07/03/2024
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:	07/03/2024
Overview:	<ul style="list-style-type: none"> • Rocky Park Road – Add double yellow lines on the bend to prevent obstruction. • Pomphlett Road – Add double yellow lines to keep the carriageway clear and to prevent congestion at the traffic signals. • Hooe Road/ Barton Road – Add double yellow lines for junction protection and to prevent vehicles parking on the grass. • Lipson Vale – Add School Keep Clear marking to protect school entrance and prevent visibility issues. • Wandle Place – Add double yellow lines to central verge to prevent parking on the grass, damage to the Highway and risk to drivers and pedestrians. • Marsh Close – Add double yellow lines to one side to prevent obstruction. • Rothbury Gardens – Extend double yellow lines to protect pedestrian dropped kerb and increase visibility. • Wythburn Gardens/ Keswick Crescent – Add double yellow lines for junction protection, currently the lining is only on one side of the junction. • Upper Knollys Terrace Lane – Add double yellow lines to southeast side to prevent obstruction. • Ponsonby Road – Add double yellow lines to prevent obstruction on narrow section of the road. • Maristow Avenue/ St Aubyn Avenue – Add double yellow lines for junction protection. • Hotham Place – Extend double yellow lines to prevent obstruction of the pavement and allow access. • Fishers Road/ Ganges Road – Removal of double yellow lines on the east side to increase on street parking and add junction protection on the west side. • Frogmore Avenue – Add prohibition of driving to section that has a barrier to ensure this is enforceable. • Dunstone Drive – Extend double yellow lines to prevent visibility issues and make Traffic Regulation Order correct. • Pennys Lane – Change speed limit to 30mph to increase safety in a residential area. • George Street – Amend double yellow lines and add parking bays to allow access for larger vehicles. • Richmond Walk – Extend double yellow lines to increase visibility on the bend and to allow access for larger vehicles. 				

	<ul style="list-style-type: none"> • Richmond Walk (near boat yard) – Extend double yellow lines to allow access for boat yard and deliveries. • Cecil Street – Admin only, School Keep Clear requires a Traffic Regulation Order. • Pembroke Street/ George Street – Add double yellow lines for junction protection. • Normandy Way/ Kernow Gate – Add double yellow lines for junction protection. • Greatlands Place – Make the eastern arm One Way to prevent obstruction and increase safety. • Old Priory – Admin only to make Traffic Regulation Order correct & to remove the historic No loading restriction. • Church Road – Add double yellow lines on bend to prevent large vehicle causing damage to properties & the footway. • Derry Avenue – Reduce double yellow lines to create on street permit parking. • North Road East - Reduce double yellow lines to create on street permit parking. • Restormel Road- Reduce double yellow lines to create on street permit parking. • Taunton Avenue – Remove double yellow lines from large parking bay to prevent confusion for residents and increase parking. • Earls Mill Road – Add double yellow lines for junction protection. • Beacon Park Road/ Montpelier Road/ Langstone Road - Add double yellow lines and Limited Waiting as part of the new road safety scheme that was recently implemented, this will protect the new build out and allow visitors to use the local shops.
Decision required:	<p>THE CITY OF PLYMOUTH (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) (AMENDMENT ORDER No. 2024.2137315 TRO REVIEW.12) ORDER & THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2024.2137315 TRO REVIEW.12) ORDER</p> <p>This report seeks delegated authority to implement amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004 & The City of Plymouth (Traffic Movement and Speed Limit Regulations) (Consolidation) Order 2022 in association with the TRO review 12.</p> <p>The effect of the order shall be to:</p> <p>Add/Amend Parking Restrictions on lengths of the following roads:</p> <p>Barton Road, Beacon Park Road, Cecil Street, Church Road, Derry Avenue, Dunstone Drive, Earls Mill Road, Fisher Road, Ganges Road, George Street, Hooe Road, Hotham Place, Keswick Crescent, Langstone Road, Lipson Vale, Market Road, Maristow Avenue, Marsh Close, Montpelier Road, Normandy Way, North Road East, Old Priory, Pembroke Street, Pomphlett Road, Ponsonby Road, Priory Mill, Restormel Road, Richmond Walk, Rocky Park Road, Rothbury Gardens, St Aubyn Avenue, Taunton Avenue, Upper Knollys Terrace Lane, Wandle Place, Wythburn Gardens.</p> <p>Add 30mph speed limit to; Pennys Lane</p> <p>Add Prohibition of Driving to; Frogmore Avenue</p>

Add One Way to; Greatlands Place

As set out in the briefing report.

It is recommended that:

Upper Knollys Terrace Lane double yellow lines are reduced from 13 metres to 7 metres to allow one extra car parking space.

Richmond Walk restrictions are reduced to allow a section of parking

After consultation with the Public & Councillors, Maristow Avenue & St Aubyn Avenue is abandoned.

All other proposals are implemented as advertised.

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 two)	Yes	√	No	
If you do not agree that a full equality impact assessment is required, please set out your justification for why not.				

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>All data is from the 2011 Census except for age and sex which has been updated with 2021 data. Data will be updated with the 2021 Census data as it becomes available.</p> <p>Plymouth</p> <ul style="list-style-type: none"> • 16.4 per cent of people in Plymouth are children aged under 15. • 65.1 per cent are adults aged 15 to 64. • 18.5 percent are adults aged 65 and over. • 2.4 percent of the resident population are 85 and over. <p>South West</p> <ul style="list-style-type: none"> • 15.9 per cent of people are aged 0 to 14, 61.8 per cent are aged 15 to 64. • 22.3 per cent are aged 65 and over. <p>England</p> <ul style="list-style-type: none"> • 17.4 per cent of people are aged 0 to 14. • 64.2 per cent of people are aged 15 to 64. • 18.4 per cent of people are aged 65 and over. <p>(Data sourced from the 2021 Census)</p>	<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>		

Disability	10 per cent of our population have their day-to-day activities limited a lot by a long-term health problem or disability (2011 Census).	No adverse impact anticipated		
Gender reassignment	<p>There are no official estimates for gender reassignment at either national or local level (awaiting 2021 Census data).</p> <p>However, in a study funded by the Home Office, the Gender Identity Research and Education Society (GIREs) estimate that between 300,000 and 500,000 people aged 16 or over in the UK are experiencing some degree of gender variance.</p>	No adverse impact anticipated		
Marriage and civil partnership	<p>There were 234,795 marriages in England and Wales in 2018.</p> <p>In 2020, there were 7,566 opposite-sex civil partnerships formed in England and Wales, of which 7,208 were registered in England and 358 were registered in Wales.</p> <p>There were 785 civil partnerships formed between same-sex couples in England and Wales in 2020, of which 745 were registered in England and 40 were registered in Wales.</p>	No adverse impact anticipated		
Pregnancy and maternity	<p>There were 640,370 live births in England and Wales in 2019, a decrease of 2.5 per cent since 2018. The mid-year 2019 population estimates show that there were 2,590 births in Plymouth.</p> <p>The total fertility rate (TFR) for England and Wales decreased from 1.70 children per woman in 2018 to 1.65 children per woman in 2019.</p>	No adverse impact anticipated		

Race	<p>92.9 per cent of Plymouth's population identify themselves as White British. 7.1 per cent identify themselves as Black, Asian or Minority Ethnic.</p> <p>Census data suggests at least 43 main languages are spoken in the city, showing Polish, Chinese and Kurdish as the top three (2011 Census).</p>	No adverse impact anticipated		
Religion or belief	<p>Christianity is the biggest faith in the city with more than 58 per cent of the population (148,917). 32.9 per cent (84,326) of the Plymouth population stated they had no religion (2011 Census).</p> <p>Those who identified as Muslim were just under 1 per cent while Hindu, Buddhist, Jewish or Sikh combined totalled less than 1 per cent (2011 Census).</p>	No adverse impact anticipated		
Sex	51 per cent of our population are women and 49 per cent are men (2021 Census).	No adverse impact anticipated		
Sexual orientation	There is no precise local data on sexual orientation in Plymouth (awaiting 2021 Census data).	No adverse impact anticipated		

SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

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

SECTION FIVE: OUR EQUALITY OBJECTIVES

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

EXECUTIVE DECISION

made by a Cabinet Member



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

Executive Decision Reference Number – SPT18 23/24

Decision	
1	Title of decisions: THE CITY OF PLYMOUTH (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) (AMENDMENT ORDER No. 2024.2137315 TRO REVIEW.12) ORDER & THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2024.2137315 TRO REVIEW.12) ORDER
2	Decision maker: Councillor Mark Coker (Cabinet Member for Strategic Planning and Infrastructure)
3	Report author and contact details: Amy Neale (Senior Traffic Management Technician) email: trafficmanagementinbox@plymouth.gov.uk
4	<p>Decision to be taken:</p> <p>To implement the following amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004 & The City of Plymouth (Traffic Movement and Speed Limit Regulations) (Consolidation) Order 2022.</p> <p>The effect of the order shall be to:</p> <p>1. Add/Amend Parking Restrictions on lengths of the following roads:</p> <p>Barton Road, Beacon Park Road, Cecil Street, Church Road, Derry Avenue, Dunstone Drive, Earls Mill Road, Fisher Road, Ganges Road, George Street, Hooe Road, Hotham Place, Keswick Crescent, Langstone Road, Lipson Vale, Market Road, Maristow Avenue, Marsh Close, Montpelier Road, Normandy Way, North Road East, Old Priory, Pembroke Street, Pomphlett Road, Ponsonby Road, Priory Mill, Restormel Road, Rocky Park Road, Rothbury Gardens, St Aubyn Avenue, Taunton Avenue, Upper Knollys Terrace Lane, Wandle Place, Wythburn Gardens.</p> <p>2. Add 30mph speed limit to; Pennys Lane</p> <p>3. Add Prohibition of Driving to; Frogmore Avenue</p> <p>4. Add One Way to; Greatlands Place</p> <p>As set out in the briefing report.</p>
5	<p>Reasons for decision:</p> <ul style="list-style-type: none"> Rocky Park Road – Add double yellow lines on the bend to prevent obstruction. Pomphlett Road – Add double yellow lines to keep the carriageway clear and to prevent congestion at the traffic signals.

- Hooe Road/ Barton Road – Add double yellow lines for junction protection and to prevent vehicles parking on the grass.
- Lipson Vale – Add School Keep Clear marking to protect school entrance and prevent visibility issues.
- Wandle Place – Add double yellow lines to central verge to prevent parking on the grass, damage to the Highway and risk to drivers and pedestrians.
- Marsh Close – Add double yellow lines to one side to prevent obstruction.
- Rothbury Gardens – Extend double yellow lines to protect pedestrian dropped kerb and increase visibility.
- Wythburn Gardens/ Keswick Crescent – Add double yellow lines for junction protection, currently the lining is only on one side of the junction.
- Upper Knollys Terrace Lane – Add double yellow lines to southeast side to prevent obstruction.
- Ponsonby Road – Add double yellow lines to prevent obstruction on narrow section of the road.
- Maristow Avenue/ St Aubyn Avenue – Add double yellow lines for junction protection.
- Hotham Place – Extend double yellow lines to prevent obstruction of the pavement and allow access.
- Fishers Road/ Ganges Road – Removal of double yellow lines on the east side to increase on street parking and add junction protection on the west side.
- Frogmore Avenue – Add prohibition of driving to section that has a barrier to ensure this is enforceable.
- Dunstone Drive – Extend double yellow lines to prevent visibility issues and make Traffic Regulation Order correct.
- Pennys Lane – Change speed limit to 30mph to increase safety in a residential area.
- George Street – Amend double yellow lines and add parking bays to allow access for larger vehicles.
- Cecil Street – Admin only, School Keep Clear requires a Traffic Regulation Order.
- Pembroke Street/ George Street – Add double yellow lines for junction protection.
- Normandy Way/ Kernow Gate – Add double yellow lines for junction protection.
- Greatlands Place – Make the eastern arm One Way to prevent obstruction and increase safety.
- Old Priory – Admin only to make Traffic Regulation Order correct & to remove the historic No loading restriction.
- Church Road – Add double yellow lines on bend to prevent large vehicle causing damage to properties & the footway.
- Derry Avenue – Reduce double yellow lines to create on street permit parking.
- North Road East - Reduce double yellow lines to create on street permit parking.
- Restormel Road- Reduce double yellow lines to create on street permit parking.
- Taunton Avenue – Remove double yellow lines from large parking bay to prevent confusion for residents and increase parking.
- Earls Mill Road – Add double yellow lines for junction protection.
- Beacon Park Road/ Montpelier Road/ Langstone Road - Add double yellow lines and Limited Waiting as part of the new road safety scheme that was recently implemented, this will protect the new build out and allow visitors to use the local shops.


It is recommended that:

Upper Knollys Terrace Lane double yellow lines are reduced from 13 metres to 7 metres to allow one extra car parking space.

	After consultation with the Public & Councillors, Maristow Avenue & St Aubyn Avenue is abandoned.			
	All other 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 for safety improvements.			
7	Financial implications and risks: The Traffic Regulation Orders (TRO's) and associated works are being funded by the Traffic Management teams TRO review budget.			
8	Is the decision a Key Decision? (please contact Democratic Support for further advice)	Yes	No	Per the Constitution, a key decision is one which:
			x	in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total
			x	in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1million
			x	is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.
	If yes, date of publication of the notice in the Forward Plan of Key Decisions			
9	Please specify how this decision is linked to the Council's corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget:		The Local Transport Plan (LTP) details the transport strategies and policies that the City Council has adopted and will be key in helping the city meet its Corporate Plan priorities, and growth agenda.	
10	Please specify any direct environmental implications of the decision (carbon impact)		None.	
Urgent decisions				
11	Is the decision urgent and to be implemented immediately in the interests of the Council or the public?	Yes		(If yes, please contact Democratic Support (democraticsupport@plymouth.gov.uk) for advice)
		No	x	(If no, go to section 13a)
12a	Reason for urgency:			

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	07 March 2024	
Sign-off				
16	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS 119 23/24	
		Finance (mandatory)	DJN.23.24.211	
		Legal (mandatory)	LS/2960(6)/JP/0803 24.	
		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 <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.							
Title of background paper(s)		Exemption Paragraph Number						
		1	2	3	4	5	6	7
Cabinet Member Signature								
20	I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act and those who do not. For further details please see the EIA attached.							

Signature		Date of decision	13/03/2024
Print Name	Councillor Mark Coker		



TRO REVIEW 12

1. INTRODUCTION

This report seeks authority to implement amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004 & The City of Plymouth (Traffic Movement and Speed Limit Regulations) (Consolidation) Order 2022 in association with the TRO review 12.

2. TRAFFIC REGULATION ORDERS REQUIRED

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

No Waiting At Any Time

- (i) Barton Road, both sides from its centre line with Hooe Road for a distance of 18 metres in a northerly direction
- (ii) Beacon Park Road, the south side from its junction with Montpelier Road for a distance of 10 metres in an easterly direction
- (iii) Cecil Street, the west side from a point 8 metres south of its junction with Neswick Street to a point 27 metres north of its junction with Neswick Street
- (iv) Cecil Street, the west, north & east side from a point 52.5 metres north of its junction with Neswick Street for a distance of 67 metres in a northerly, easterly & southerly direction - including the turning head.
- (v) Church Road, the west & north side from a point 27 metres north of its junction with Fore Street for a distance of 27 metres in a northerly & easterly direction
- (vi) Derry Avenue, the east side from a point 72 metres south of its junction with Glen Park Avenue to a point 85 metres north of its junction with North Road East
- (vii) Dunstone Drive, the east side from its junction with Dunstone Road for a distance of 23 metres in a northerly direction
- (viii) Earls Mill Road, the north side from its junction with the access road to the west of 70 Earls Mill Road for a distance of 10 metres in an easterly and westerly direction
- (ix) Fisher Road, the east side from its junction with St Levan Road for a distance of 12 metres in a southerly direction
- (x) Fisher Road, the west side from its junction with St Levan Road for a distance of 10 metres in a southerly direction
- (xi) Ganges Road, the east side from its junction with St Levan Road for a distance of 12 metres in a southerly direction
- (xii) Ganges Road, the west side from its junction with St Levan Road for a distance of 10 metres in a southerly direction
- (xiii) George Street, the east side from its junction with Pembroke Street for a distance of 6 metres in a northerly & southerly direction
- (xiv) George Street, the east side from its junction with Theatre Ope for a distance of 7.5 metres in a northerly direction

- (xv) George Street, the east side from a point 19.5 metres north of its junction with Theatre Ope to its junction with Cumberland Road
- (xvi) Hooe Road, the north side from its junction with Barton Road to a point 8 metres east of its junction with Harris Court
- (xvii) Hotham Place, the south-east & north-east side from a point 29.5 metres east of its junction with Molesworth Road to the boundary of house numbers 2 & 3 Hotham Place
- (xviii) Keswick Crescent, the north side from its junction with Wythburn Gardens for a distance of 10 metres in a westerly direction
- (xix) Langstone Road, the south side from its junction with Montpelier Road to a point 19 metres east of its junction with Beauchamp Road
- (xx) Lipson Vale, the south side from a point 12 metres east of its junction with Chudleigh Road to a point 40 metres west of its junction with Chudleigh Road
- (xxi) Maristow Avenue, the east side from its junction with St Aubyn Avenue for a distance of 7 metres in a northerly & southerly direction- **THIS IS NOW TO BE ABANDONED.**
- (xxii) Marsh Close, the north-east side for its entirety.
- (xxiii) Montpelier Road, the north-west side from its junction with Beacon Park Road for a distance of 10 metres in a southerly direction
- (xxiv) Montpelier Road, the north-west side from a point 33 metres south of its junction with Beacon Park Road for a distance of 10 metres in a southerly direction
- (xxv) Montpelier Road, the south-east side from its junction with The Range for a distance of 5.5 metres in a northerly & southerly direction
- (xxvi) Montpelier Road, the south-east side from its centre line of Beacon Park Road for a distance of 25 metres in a southerly direction
- (xxvii) Normandy Way, the south side from its junction with Kernow Gate for a distance of 15 metres in an easterly direction & 10 metres in a westerly direction
- (xxviii) North Road East, the south side from a point 11 metres west of its junction with James Street to a point 8 metres south west of its boundary of 69/67 North Road East
- (xxix) Old Priory, the north side from its junction with Market Road for a distance of 33 metres in an easterly direction
- (xxx) Old Priory, the north side from a point 18 metres east of its junction with Osmand Gardens for a distance of 13 metres in an easterly direction
- (xxxi) Old Priory, the south side from its junction with Market Road for a distance of 23 metres in an easterly direction
- (xxxii) Pembroke Street, both sides from its junction with George Street for a distance of 6 metres in an easterly direction
- (xxxiii) Pomphlett Road, the north-east side from a point 5 metres south east of its boundary of 141/143 Pomphlett Road to its junction with Church Road
- (xxxiv) Ponsonby Road, the east & south side from a point 5 metres north of its boundary with number 42 & 41 to its junction with Alma Road
- (xxxv) Restormel Road, the west side from a point 5 metres south of its junction with Glen Park Avenue to a point 6 metres north of its junction with Glen Park Avenue
- (xxxvi) Restormel Road, the west side from a point 16 metres north of its junction with Glen Park Avenue to its junction with Glen Park Avenue Lane North

- (xxxvii) Restormel Road, the west side from its junction with North Road East for a distance of 12 metres in a northerly direction
- (xl) Rocky Park Road, the south & east side from its boundary with 11A & 15 for a distance of 24 metres in a westerly and southerly direction
- (xli) Rothbury Gardens, the east side from its junction with Miller Way for a distance of 12 metres in a northerly direction
- (xlii) Rothbury Gardens, the west side from its junction with Miller Way for a distance of 20 metres in a northerly direction
- (xliii) St Aubyn Avenue, the north side from its junction with Maristow Avenue for a distance of 5 metres in an easterly direction- **THIS IS NOW TO BE ABANDONED.**
- (xliv) St Aubyn Avenue, the south side from its junction with Maristow Avenue for a distance of 7 metres in an easterly direction- **THIS IS NOW TO BE ABANDONED.**
- (xlv) Taunton Avenue, the north side from a point 8 metres west to a point 33 metres east of its western junction with Aylesbury Crescent
- (xlvi) Upper Knollys Terrace Lane (southerly Lane), the north-west side from its junction with Upper Knollys Terrace Lane (easterly lane) for a distance of 13 metres in a south westerly direction **THIS IS TO BE REDUCED TO 7 METRES.**
- (xlvii) Wandle Place, the internal circumference of the verge for its entirety
- (xlviii) Wythburn Gardens, the west side from its junction with Keswick Crescent for a distance of 8 metres in a northerly direction

Limited Waiting To 30 Mins No Return For 30 Mins Mon-Sat 8am-6.30pm

- (i) Montpelier Road, the north-west side from a point 10 metres south of its junction with Beacon Park Road for a distance of 23 metres in a southerly direction
- (ii) Montpelier Road, the south-east side from a point 25 metres south of its centre line of Beacon Park Road for a distance of 27 metres in a southerly direction

Permit Parking Mon-Sat 9am-7pm

- (i) Derry Avenue, the east side from a point 56 metres north of its junction with North Road East for a distance of 29 metres in a northerly direction
- (ii) North Road East, the south side from a point 8 metres south west of its boundary of 69/67 North Road East for a distance of 47 meters in a north easterly direction
- (iii) Restormel Road, the west side from a point 6 metres north of its junction with Glen Park Avenue for a distance of 10 metres in a northerly direction
- (iv) Restormel Road, the west side from a point 12 metres north of its junction with North Road East for a distance of 19 metres in a northerly direction

School Entrance Clearway At Any Time

Cecil Street, the west side from a point 27 metres north of its junction with Neswick Street for a distance of 25.5 metres in a northerly direction

School Entrance Clearway Mon-Fri 8am-5pm

Lipson Vale, the south side from a point 40 metres west of its junction with Chudleigh Road for a distance of 26 metres in a westerly direction

30mph speed limit

Pennys Lane – for its entirety

Prohibition of Driving

Frogmore Avenue – from a point 14m east of its junction with Frogmore Court for a distance of 35m in an easterly direction

One Way

Greatlands Place – from 10 Greatlands Place to its junction with Wolseley Road

REVOCATIONS

No Waiting At Any Time

- i. Barton Road, the east side, from the junction with Hooe Road for a distance of 32 metres
- ii. Barton Road, the east side, from a point 100 metres north of the junction with Hooe Road for a distance of 8 metres in a northerly direction
- iii. Barton Road, the west side, from the junction with Hooe Road for a distance of 104 metres
- iv. Cecil Street South Section, the west side, from the northern extent including the turning head to a point 8 metres south of the junction with Neswick Street
- v. Derry Avenue, the east side, from a point 71 metres south of the junction with Glen Park Avenue for a distance of 18 metres in a southerly direction
- vi. Fisher Road, the east side, from the junction with St Levan Road for a distance of 39 metres
- vii. Ganges Road, the east side, from the junction with St Levan Road for a distance of 39 metres
- viii. George Street, the east side, from the junction with Cumberland Road to the junction with Theatre Ope
- ix. Langstone Road, the south side, from a point 5 metres west to a point 19 metres east of the junction with Beauchamp Road
- x. Langstone Road, the south side, from a point 5 metres west to a point 19 metres east of the junction with Beauchamp Road
- xi. Lipson Vale, the south side, from the junction with Chudleigh Road Lane West to a point 12 metres east of the junction with Chudleigh Road
- xii. North Road East, the south side, from a point 11 metres west of its junction with James Street to a point 38 metres east of its junction with James Street
- xiii. Old Priory, both sides, from the junction with Market Road for a distance of 23 metres
- xiv. Pomphlett Road, the north-east side, from the junction with Church Road for a distance of 57 metres
- xv. Restormel Road, the west side, from the junction with Glen Park Avenue Lane to a point 5 metres south of the junction with Glen Park Avenue
- xvi. Restormel Road, the west side, from the junction with North Road East for a distance of 18 metres
- xvii. Rothbury Gardens, both sides, from the junction with Miller Way for a distance of 22 metres

- xviii. Taunton Avenue, the north side, from a point 33 metres west to a point 33 metres east of the western junction with Aylesbury Crescent
- xix. Hooe Road, the north side, from its junction with Barton Road to a point 8 metres east of its junction with Harris Court
- xx. Beacon Park Road, the south side, from a point 10 metres west of its junction with Montpelier Road in an easterly direction to a point 10 metres south of that junction
- xxi. Dunstone Drive, the east side, from its junction with Dunstone Road to a point 7 metres north of its boundary between 2 & 4 Dunstone Drive
- xxii. Marsh Close, the north side, from its junction with Marsh Close (Access road to houses 34-56) for a distance of 8 metres in a westerly direction and 9 metres in a easterly direction
- xxiii. Marsh Close, the north side, from a point 94.3 metres east from its junction with Longbridge Close for a distance of 10 metres in a westerly direction
- xxiv. Marsh Close, the north side, from a point 100 metres east from its junction with Longbridge Close for a distance of 10 metres in an easterly direction
- xxv. Marsh Close, the north side, from a point 40 metres east from its junction with Longbridge Close for a distance of 10 metres in an easterly direction
- xxvi. Marsh Close, the north side, side from a point 33.8 metres east from its junction with Longbridge Close for a distance of 10 metres in a westerly direction
- xxvii. Marsh Close, the north side, from its junction with Longbridge Close for a distance of 8 metres in an easterly direction
- xxviii. Hotham Place, the south-east side, from a point 29.5 metres east of its junction with Molesworth Road for a distance of 13 metres in a north easterly & north westerly direction

Limited Waiting To 1 Hour No Return For 3 Hours 8am-6.30pm

- i. Barton Road, the east side, from a point 32 metres north of the junction with Hooe Road for a distance of 68 metres in a northerly direction

Permit Parking Mon-Sat 9am-7pm

- i. Derry Avenue, the east side, from a point 61 metres north of the junction with North Road East for a distance of 18 metres in a northerly direction
- ii. North Road East, the south side, from a point 40 metres east of the junction with James Street for a distance of 37 metres
- iii. Restormel Road, the west side, from a point 18 metres north of the junction with North Road East for a distance of 13 metres in a northerly direction

No Loading/Unloading At Any Time

- i. Market Road, the east side, from its junction with Old Priory for a distance of 8 metres in a northerly direction
- ii. Market Road, the east side, from its junction with Old Priory to its junction with Priory Mill
- iii. Old Priory, the north side, from its junction with Market Road for a distance of 22 metres in an easterly direction
- iv. Old Priory, the south side, from its junction with Market Road for a distance of 24 metres in an easterly direction
- v. Priory Mill, the north side, from its junction with Market Road for a distance of 11 metres in an easterly direction

3. STATUTORY CONSULTATION

Proposals

The proposals for the TRO review 12 were advertised on street, in the Herald and on the Plymouth City Council website on 17th January 2024. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 12th January 2024.

There have been 11 representations received relating to the proposals included in the Traffic Regulation Order as detailed below:

There have been 3 representations received relating to Earls Mill Road

Consultation	Comment
<p>I would like to register my support for double yellow lines to be painted on the junction corner of Earls mill Road.</p> <p>I am a resident and use the rear access lane regularly to access my garage.</p> <p>Cars park too close to the junction which restricts viewing up and down the road so at times we pull out blind as to what's coming.</p> <p>Double yellow lines at the junction would ensure safety when exiting the rear access lane and stop cars parking illegally and inconsiderately.</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2024.2137315.</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>We are residents of Earls Mill Road who use access to our garage on a daily basis via the service lane at the rear of house numbers 32 to 70.</p> <p>On many occasions we struggle to exit the service lane due to cars parked right on/overlapping the lane. This is extremely dangerous as there is no clear sight either way which means we need to drive forward on what is a busy road as it is a through road for traffic taking shortcuts off Glen Road/Moorland Road, the Police and Parents using it to drop off/pick up their children from Plympton Academy.</p> <p>My husband and I fully support the idea of placing double yellow lines on the corners, which will not only assist us and other residents of the street but those who also use the road in staying safe.</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2024.2137315.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>I am emailing in support of the proposed double yellow lines at the rear service lane junction on Earls mill road.</p> <p>AMD. 2024.2137315</p> <p>I live on that side of the road and at times when I use the rear lane there are cars parked so close to the corner it's dangerous to pull out onto earls mill road as you cannot see if any cars are coming. Also police cars use the road and go along at speed which is dangerous. Also at times I struggle to pull out as there are cars parked both sides of the road at the junction so there is not space to swing around.</p> <p>Double yellow lines will be welcomed.</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2024.2137315.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>

There have been 2 representations received relating to Hooe Road & Barton Road

Consultation	Comment
<p>As a resident of Hooe, I am writing in regards to “THE CITY OF PLYMOUTH (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) (AMENDMENT ORDER No. 2024.2137315 TRO REVIEW.120 ORDER) to express my concerns and opposition to the proposals in the document related to the above listed reference, especially as pertaining to Hooe Road and Barton Road.</p> <p>It is proposed that double yellow lines are added to Hooe Road / Barton Road for “junction protection” and “to prevent vehicles” parking on the grass. However, if the implementation of these double yellow lines is permitted, it will eliminate the perfectly legal parking area along Barton Road on which so many people in Hooe depend. There is very little public parking available in Hooe and reducing it even further will have numerous determinantal effects:</p> <ul style="list-style-type: none"> • The village of Hooe is home to a Primary School, an Infant School and a Nursery. Many parents temporarily park in Barton Road so they can safely drop their children off, or take their children to one of these area establishments. As neither the nursery or the schools have their own parking facilities, removal of the limited parking area in Barton Road could indirectly put the lives of children at risk, children who could be dropped off on the main road instead of a safe place such as Barton Road. The removal of these lines could also directly cause congestion as parents attempt to park in areas close to the schools, regardless whether it is safe or legal to do so as they will have no other choice. • For similar reasons to my last point, the village of Hooe has a number of small businesses who rely on passing traffic for their custom. This of course requires that those passing customers are able to stop and access the businesses. Again, Barton Road is perfect for this. Reducing the available parking will deter people from stopping or trying to stop as it will be easier, safer and more convenient for them to drive to other businesses where they can park, thus resulting in the potential loss of these Hooe based businesses. While people might state that there is a parking facility behind the flats, as far as I am aware, these are for residents of the flats only and are not meant for public parking. • Barton Road allows the park in Hooe to become accessible to many as it allows people to drive and park right beside the park and to enjoy its benefits, 	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2024.2137315.</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>

to get exercise, to socialise and simply just to be out in the fresh air. However, not all people can simply walk there as they might not be physically able. Senior citizens for example, or those who have underlying conditions or disabilities. In essence, removing the ability to park in Barton Road would be a form of discrimination against these very individuals. The only other method of transportation to the park, the bus service is in itself impractical, especially if an individual does not live on a direct bus route to Hooe. Said individual would still be required to walk and then take a bus. There are then the problems inherent with the bus service itself. Buses to Hooe are few and far between, are often late or fail to turn up at all and are overpriced for what they are.

- I mentioned this briefly in my first point but I would like to discuss congestion in greater detail. Thanks to the purposeful and moronic narrowing of the road outside McMullin Motors and the bus stop beside the Chinese takeaway, Ying Wah, we already have congestion. Every time a bus stops at this bus stop, no car behind the bus is able to overtake the stationary bus as there is no longer any room. Not only does this cause congestion, but additional pollution as cars waiting to complete their journey sit behind the bus with idling engines. These measures were already a complete waste of money and of everyone's time. Now, imagine if this was compounded by the effect of people trying to find alternative places to park because Barton Road is no longer an option.

Not being familiar with the other areas listed in the proposal, I can only comment generally. However, such measures seem to be a concerted effort on mass to reduce parking across Plymouth without providing suitable and free parking alternatives and to penalise those who own a motor vehicle regardless of their situation. In general, the proposed actions are ill conceived and fail to take into account the consequences of what will happen to each area if the proposed course of action is allowed to proceed. I therefore oppose specifically those proposed actions relating to Hooe and generally oppose those proposed actions across Plymouth until such a time that serious thought has been given to A) the consequences of such actions and B) how to mitigate these consequences in way that isn't detrimental to the people in and around these areas, especially drivers.

Thank you for your time and consideration.

I am writing to you to convey objections to a section of the Order stated in the title - particularly in reference to the intended extension of parking prohibition reaching up Barton Road from its junction with Hooe Road.

I present objections as follows:

1) The area in question is in close proximity to a school - Hooe Primary Academy - and its accompanying preschool. I would imagine a fairly significant group of attending children would be transported in by parents or guardians through use of a vehicle.

As the parking in the local area is predominantly either privatised or prioritised to residents that live nearby (notably in Lake Road), parents and guardians must find other places to stop. Barton Road has been one such place, but its exclusion may lead to children being dropped off on Hooe Road itself. That is unquestionably the more dangerous of the two options.

2) Another aspect of Barton Road has been overlooked. Turnchapel Wharf (formerly a Marine barracks) now hosts a number of businesses, many of which deal with maritime operations. As a result of this Barton Road is used as the sole access route to and from the wharf, most importantly for transportation of water-going vessels.

Because of this, the access route needs to be wide. However, as the road bottlenecks where it starts to run alongside Hooe Lake it would take only one parked vehicle in the section to cause a blockage.

It would seem economically imprudent not to acknowledge this concern in addition to what has been proposed in the Order. Having less space for vehicles to park towards the junction means vehicles are more likely to park at the bottleneck.

3) I am led to understand that Barton Road is a private road; as such Plymouth City Council should have no jurisdiction. I am curious as to whether or not the person or people responsible for Barton Road have been consulted on this matter, and whether or not they have permitted the Council to make such an alteration.

Response Sent:

Thank you for your recent comments towards the proposals – 2024.2137315.

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.

I can confirm the section of Barton Road we currently are proposing to place restrictions on is Plymouth City Councils land. The first approx. 70 metres of Barton Road (from the junction with Hooe Road) is owned by Plymouth City Council. As the restrictions on Barton Road are proposed for 18 metres, this is well within Plymouths land and we do not need permission from any other land owners.

The section of the road running alongside the lake is not Plymouth City Councils and therefore we would not be able to carry out restrictions on this section.

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

There have been 3 representations received relating to Hotham Place

Consultation	Comment
Please take this email as rejection of double yellows to be added outside 98 Hotham Place and continuing around the corner of Hotham Place.	Response Sent: Thank you for your recent comments towards the proposals – 2024.2137315.
The current parking is already difficult due to Wilton Street and Molesworth Road parking on Hotham	Your comments have been logged on our records and will be considered as part of the final decision making

<p>Place, we also have the molesworth road shops and the park which makes parking worse. Ocean Lodge (previously The Edgecumbe) which I can only say has multiple occupancy of at least 3/4 cars has also caused no end of issues with these cars parking for long periods of time in the same spot, without being moved regularly. At weekends regular football matches and lots of cars parked for dog/kids makes leaving the house on weekends difficult especially as I have a young baby, managing to get both the baby and shopping is almost impossible. Sometimes I have to park 10/15 houses away.</p> <p>The additional lines remove 3 parking spaces on the street pushing the problem down the road and to side roads. Individuals who applied for the lines moved in August 2023 aware their front door opened onto the pavement and was purchased with this knowledge. This property also has private off street parking spaces so this is done with no consideration to the rest of the street. Their child is not in a Push chair and therefore access in and out of their door isn't an issue.</p> <p>Speed is also another issue, sometimes travelling 30+mph to avoid the crossing on Moleswroth road. Could the end of the road be blocked off with bollards to create addition parking ? And to stop taxis delivery drivers and all in sundry speeding down our road? Could a permit system be installed to rectify this issue?</p> <p>We also have an issue with people leaving cars for long periods and walking to the train station.</p>	<p>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>Implementing a Controlled Parking Zone (CPZ) would not effectively address the parking issues on Hotham Place and the surrounding streets, which are primarily caused by the high level of car ownership among residents exceeding the available parking spaces. In fact, the introduction of a CPZ may lead to a further reduction in the overall parking space on the road compared to the current situation. Further parking prohibitions where parking is deemed dangerous or obstructive maybe a necessary measure to allow for passing points, access, and visibility. Consequently, there may be occasions when the available parking spaces for both residents and their visitors are insufficient. It is important to note that even if residents pay a fee for a permit, a CPZ does not guarantee them a parking space.</p> <p>With regard to engineering interventions, as I am sure you appreciate, there are a large number of locations throughout the City where casualties are occurring on a regular basis as a result of highway collisions. There is a limited road safety budget and therefore a need to prioritise remedial treatment to those locations where maximum benefit would be achieved. Hotham Place currently has a good safety record with no personal injury collisions recorded by the Police in the previous five years. Making Hotham Place a No Through Road, would not be a feasible option for a number of reasons. The vast majority of the residents would need to be in favour, there are not any turning areas for residents to turn safely, there would be displacement onto other roads, the main access point would be from Wilton Street which is already a very busy junction with the local shop and many children going to School in this direction, the busier you make this junction adds to risk of conflict and would add to residents journey times during peak travel times.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>We would like to raise our concerns about the application of double yellow in Hotham Place as this will take away parking spaces in already overcrowded street where residents cannot park.</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2024.2137315.</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>Please find this email as a rejection to the plans to extend the double yellow lines on Hotham Place.</p> <p>Currently parking is already problematic with people living on adjacent Wilton Street and Molesworth Road parking on Hotham Place. Also, with the change of occupancy to Ocean Lodge (previously The Edgecumbe) on the end of Hotham Place which adjoins Molesworth Road, there are increased cars on Hotham Place. At weekends the park is busy with regular football matches and lots of cars parked (ignoring the current double yellow lines).</p> <p>I moved in to Hotham Place 7.5 yrs ago and parking has become much worse in those years. I live on my own with one car and often have to park away from my house and walk back late at night due to working at the hospital.</p> <p>The proposed plans will take out a further 3 parking spaces on the street pushing the problem further down the road and to the surrounding areas. I believe the people that applied for the lines are new to the street and moved in in August 2023 knowing full well that their front door opened onto the pavement. This property also has parking for two private off street parking spaces so this will cause no problem for them.</p> <p>Myself and neighbours have been talking about parking for a number of years now; it would be better if the road was permit parking or a no through road where Hotham Place meets Molesworth Road. Hotham Place is regularly used as a cut through to jump the lights at the junction of Molesworth and Wilton street. Cars travel at speed and dogs have been knocked over. It is also challenging for people when they have things to unload from their cars or young Mum's taking baby's out of the car when feeling pressure from drivers who want to whizz along.</p> <p>Another reason why permits would be a good idea is people use our street to park in the day to go to the train station and if working in close vicinity.</p> <p>To confirm; please find this email as a rejection to the proposed extension of double yellow lines at Hotham Place.</p>	<p>You will be notified if and when the proposals will be implemented.</p> <p>Response Sent:</p> <p>Thank you for your recent comments towards the proposals – 2024.2137315.</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>Implementing a Controlled Parking Zone (CPZ) would not effectively address the parking issues on Hotham Place and the surrounding streets, which are primarily caused by the high level of car ownership among residents exceeding the available parking spaces. In fact, the introduction of a CPZ may lead to a further reduction in the overall parking space on the road compared to the current situation. Further parking prohibitions where parking is deemed dangerous or obstructive maybe a necessary measure to allow for passing points, access, and visibility. Consequently, there may be occasions when the available parking spaces for both residents and their visitors are insufficient. It is important to note that even if residents pay a fee for a permit, a CPZ does not guarantee them a parking space.</p> <p>With regard to engineering interventions, as I am sure you appreciate, there are a large number of locations throughout the City where casualties are occurring on a regular basis as a result of highway collisions. There is a limited road safety budget and therefore a need to prioritise remedial treatment to those locations where maximum benefit would be achieved. Hotham Place currently has a good safety record with no personal injury collisions recorded by the Police in the previous five years. Making Hotham Place a No Through Road, would not be a feasible option for a number of reasons. The vast majority of the residents would need to be in favour, there are not any turning areas for residents to turn safely, there would be displacement onto other roads, the main access point would be from Wilton Street which is already a very busy junction with the local shop and many children going to School in this direction, the busier you make this junction adds to risk of conflict and would add to residents journey times during peak travel times.</p> <p>You will be notified if and when the proposals will implemented.</p>
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There has been 1 representation received relating to Maristow Avenue

Consultation	Comment
<p>I'm writing this email to oppose the introduction of new No Waiting Areas on the junction of Maristow Avenue and St Aubyn Avenue.</p> <p>These are already very quiet streets and parking in this area is already at a premium, implementing this would cause local residents a headache in the future and I believe will just move the issue to another local area.</p> <p>I hope that this decision can be amended and stopped.</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2024.2137315.</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. You will be notified if and when the proposals will be implemented.</p>

There has been 1 representation received relating to Rocky Park Road

Consultation	Comment
<p>Regarding Rocky Park Road, whilst I agree the order is needed, the issue has arisen because the high wall was not included in the original planning consent and PCC failed to enforce it with previous owners of 15 Rocky Park Road, 11A was initially the garage for 15 and the high wall didn't exist.</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2024.2137315.</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. You will be notified if and when the proposals will be implemented.</p>

There has been 1 representation received relating to Upper Knollys Terrace Lane

Consultation	Comment
<p>I hope this email finds you well, I have noted your notice in regards to the RTO. Primarily I would like to bring to your attention the proposal for the yellow lines to be implemented on the southeastern side of Upper Knollys Terrace Lane. Whilst I agree this is a much needed measure that needs to be implemented as the road is often blocked for any vehicle larger than a typical 5 door vehicle, this would also create a bottleneck reducing the amount of parking spaces available. This will therefore have a detrimental impact on us, the local residents of the streets who struggle already with on street parking to access our homes. Due to the position of the street and houses on Alma Road but also Upper Knollys Terrace Lane we often struggle to park anywhere near if the lane has no spaces, which it often does not. There is a lack of free parking in the surrounding areas as well which make it</p>	<p>Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2024.2137315.</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>I regret to inform you that, based on our current policy, 64 to 102 Alma Road and 1 and 11 Upper Knollys Terrace Lane does not meet the criteria to introduce a Controlled Parking Zone. This decision is based on the fact that over 50% of the properties</p>

even more difficult for the residents. I have just finished a night shift and have had to walk at 4 in morning to get home up a dark back Lane. Please can you consider and implement a permit parking system like you have done for most of the surrounding streets on Upper Knollys Terrace Lane.	either already possess parking facilities within their property boundaries or could create parking facilities within the curtilage of their own property. You will be notified if and when the proposals will be implemented.
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4. RECOMMENDATION

It is recommended that:

Upper Knollys Terrace Lane double yellow lines are reduced from 13 metres to 7 metres to allow one extra car parking space.

After consultation with the Public & Councillors, Maristow Avenue & St Aubyn Avenue is abandoned.

All other 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 – TRO REVIEW 12

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): This is the person completing the EIA template.	Amy Neale	Department and service:	Plymouth Highways, Traffic Management	Date of assessment:	07/03/2024
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:	07/03/2024
Overview:	<ul style="list-style-type: none"> • Rocky Park Road – Add double yellow lines on the bend to prevent obstruction. • Pomphlett Road – Add double yellow lines to keep the carriageway clear and to prevent congestion at the traffic signals. • Hooe Road/ Barton Road – Add double yellow lines for junction protection and to prevent vehicles parking on the grass. • Lipson Vale – Add School Keep Clear marking to protect school entrance and prevent visibility issues. • Wandle Place – Add double yellow lines to central verge to prevent parking on the grass, damage to the Highway and risk to drivers and pedestrians. • Marsh Close – Add double yellow lines to one side to prevent obstruction. • Rothbury Gardens – Extend double yellow lines to protect pedestrian dropped kerb and increase visibility. • Wythburn Gardens/ Keswick Crescent – Add double yellow lines for junction protection, currently the lining is only on one side of the junction. • Upper Knollys Terrace Lane – Add double yellow lines to southeast side to prevent obstruction. • Ponsonby Road – Add double yellow lines to prevent obstruction on narrow section of the road. • Maristow Avenue/ St Aubyn Avenue – Add double yellow lines for junction protection. • Hotham Place – Extend double yellow lines to prevent obstruction of the pavement and allow access. • Fishers Road/ Ganges Road – Removal of double yellow lines on the east side to increase on street parking and add junction protection on the west side. • Frogmore Avenue – Add prohibition of driving to section that has a barrier to ensure this is enforceable. • Dunstone Drive – Extend double yellow lines to prevent visibility issues and make Traffic Regulation Order correct. • Pennys Lane – Change speed limit to 30mph to increase safety in a residential area. • George Street – Amend double yellow lines and add parking bays to allow access for larger vehicles. • Richmond Walk – Extend double yellow lines to increase visibility on the bend and to allow access for larger vehicles. 				

	<ul style="list-style-type: none"> • Richmond Walk (near boat yard) – Extend double yellow lines to allow access for boat yard and deliveries. • Cecil Street – Admin only, School Keep Clear requires a Traffic Regulation Order. • Pembroke Street/ George Street – Add double yellow lines for junction protection. • Normandy Way/ Kernow Gate – Add double yellow lines for junction protection. • Greatlands Place – Make the eastern arm One Way to prevent obstruction and increase safety. • Old Priory – Admin only to make Traffic Regulation Order correct & to remove the historic No loading restriction. • Church Road – Add double yellow lines on bend to prevent large vehicle causing damage to properties & the footway. • Derry Avenue – Reduce double yellow lines to create on street permit parking. • North Road East - Reduce double yellow lines to create on street permit parking. • Restormel Road- Reduce double yellow lines to create on street permit parking. • Taunton Avenue – Remove double yellow lines from large parking bay to prevent confusion for residents and increase parking. • Earls Mill Road – Add double yellow lines for junction protection. • Beacon Park Road/ Montpelier Road/ Langstone Road - Add double yellow lines and Limited Waiting as part of the new road safety scheme that was recently implemented, this will protect the new build out and allow visitors to use the local shops.
Decision required:	<p>THE CITY OF PLYMOUTH (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) (AMENDMENT ORDER No. 2024.2137315 TRO REVIEW.12) ORDER & THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2024.2137315 TRO REVIEW.12) ORDER</p> <p>This report seeks delegated authority to implement amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004 & The City of Plymouth (Traffic Movement and Speed Limit Regulations) (Consolidation) Order 2022 in association with the TRO review 12.</p> <p>The effect of the order shall be to:</p> <p>Add/Amend Parking Restrictions on lengths of the following roads:</p> <p>Barton Road, Beacon Park Road, Cecil Street, Church Road, Derry Avenue, Dunstone Drive, Earls Mill Road, Fisher Road, Ganges Road, George Street, Hooe Road, Hotham Place, Keswick Crescent, Langstone Road, Lipson Vale, Market Road, Maristow Avenue, Marsh Close, Montpelier Road, Normandy Way, North Road East, Old Priory, Pembroke Street, Pomphlett Road, Ponsonby Road, Priory Mill, Restormel Road, Richmond Walk, Rocky Park Road, Rothbury Gardens, St Aubyn Avenue, Taunton Avenue, Upper Knollys Terrace Lane, Wandle Place, Wythburn Gardens.</p> <p>Add 30mph speed limit to; Pennys Lane</p> <p>Add Prohibition of Driving to; Frogmore Avenue</p>

Add One Way to; Greatlands Place

As set out in the briefing report.

It is recommended that:

Upper Knollys Terrace Lane double yellow lines are reduced from 13 metres to 7 metres to allow one extra car parking space.

Richmond Walk restrictions are reduced to allow a section of parking

After consultation with the Public & Councillors, Maristow Avenue & St Aubyn Avenue is abandoned.

All other proposals are implemented as advertised.

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 two)	Yes	√	No	
If you do not agree that a full equality impact assessment is required, please set out your justification for why not.				

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>All data is from the 2011 Census except for age and sex which has been updated with 2021 data. Data will be updated with the 2021 Census data as it becomes available.</p> <p>Plymouth</p> <ul style="list-style-type: none"> • 16.4 per cent of people in Plymouth are children aged under 15. • 65.1 per cent are adults aged 15 to 64. • 18.5 percent are adults aged 65 and over. • 2.4 percent of the resident population are 85 and over. <p>South West</p> <ul style="list-style-type: none"> • 15.9 per cent of people are aged 0 to 14, 61.8 per cent are aged 15 to 64. • 22.3 per cent are aged 65 and over. <p>England</p> <ul style="list-style-type: none"> • 17.4 per cent of people are aged 0 to 14. • 64.2 per cent of people are aged 15 to 64. • 18.4 per cent of people are aged 65 and over. <p>(Data sourced from the 2021 Census)</p>	<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>		

Disability	10 per cent of our population have their day-to-day activities limited a lot by a long-term health problem or disability (2011 Census).	No adverse impact anticipated		
Gender reassignment	<p>There are no official estimates for gender reassignment at either national or local level (awaiting 2021 Census data).</p> <p>However, in a study funded by the Home Office, the Gender Identity Research and Education Society (GIREs) estimate that between 300,000 and 500,000 people aged 16 or over in the UK are experiencing some degree of gender variance.</p>	No adverse impact anticipated		
Marriage and civil partnership	<p>There were 234,795 marriages in England and Wales in 2018.</p> <p>In 2020, there were 7,566 opposite-sex civil partnerships formed in England and Wales, of which 7,208 were registered in England and 358 were registered in Wales.</p> <p>There were 785 civil partnerships formed between same-sex couples in England and Wales in 2020, of which 745 were registered in England and 40 were registered in Wales.</p>	No adverse impact anticipated		
Pregnancy and maternity	<p>There were 640,370 live births in England and Wales in 2019, a decrease of 2.5 per cent since 2018. The mid-year 2019 population estimates show that there were 2,590 births in Plymouth.</p> <p>The total fertility rate (TFR) for England and Wales decreased from 1.70 children per woman in 2018 to 1.65 children per woman in 2019.</p>	No adverse impact anticipated		

Race	<p>92.9 per cent of Plymouth's population identify themselves as White British. 7.1 per cent identify themselves as Black, Asian or Minority Ethnic.</p> <p>Census data suggests at least 43 main languages are spoken in the city, showing Polish, Chinese and Kurdish as the top three (2011 Census).</p>	No adverse impact anticipated		
Religion or belief	<p>Christianity is the biggest faith in the city with more than 58 per cent of the population (148,917). 32.9 per cent (84,326) of the Plymouth population stated they had no religion (2011 Census).</p> <p>Those who identified as Muslim were just under 1 per cent while Hindu, Buddhist, Jewish or Sikh combined totalled less than 1 per cent (2011 Census).</p>	No adverse impact anticipated		
Sex	51 per cent of our population are women and 49 per cent are men (2021 Census).	No adverse impact anticipated		
Sexual orientation	There is no precise local data on sexual orientation in Plymouth (awaiting 2021 Census data).	No adverse impact anticipated		

SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

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

SECTION FIVE: OUR EQUALITY OBJECTIVES

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

EXECUTIVE DECISION

made by a Cabinet Member




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

Executive Decision Reference Number – SPT19 23/24

Decision	
1	Title of decisions: THE CITY OF PLYMOUTH (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) (AMENDMENT ORDER No. 2024.2137316 BARRIER REMOVAL PROJECT) ORDER
2	Decision maker: Councillor Mark Coker (Cabinet Member for Strategic Planning and Infrastructure)
3	Report author and contact details: Amy Neale (Senior Traffic Management Technician) email: trafficmanagementinbox@plymouth.gov.uk & Jim Woffenden (Transport Planning Officer)
4	<p>Decision to be taken:</p> <p>To implement the following amendments to The City of Plymouth (Traffic Movement and Speed Limit Regulations) (Consolidation) Order 2022</p> <p>The effect of the order shall be to add Prohibition of Driving of Motor Vehicles to the tunnels under the railway line and immediate approaches to the tunnels on: Bulmer Road & Lucas Terrace</p> <p>As set out in the briefing report.</p>
5	<p>Reasons for decision:</p> <p>Over 2022-23, Sustrans carried out a barrier audit on the National Cycle Network (NCN), mapping out barriers and restrictions that make the network difficult or impossible to use for people who ride cycles adapted for disabilities, wheelchair and mobility scooter users, pushchairs, cargo bike and bike trailer users and others.</p> <p>Two of the barriers included for redesign are the staggered barriers on the underpasses on Bulmer Road and Lucas Terrace. These links provide an important connection from the local area to the city centre and employment in Marsh Mills, Plympton etc via the NCN.</p> <p>It is proposed that the staggered barriers are replaced with an arrangement of bollards at both the northern and southern end of the underpasses to ensure accessibility for all users whilst slowing cyclists. TSRGD Diagram 619 “No motorised vehicle” signs at both ends of the underpasses will also be installed so that motor vehicles, including motorcycles, are legally prohibited from using the underpasses.</p> <p>The design and construction of this work is funded from Department for transport funding that Sustrans has allocated to Plymouth to remove and redesign barriers on the National Cycle Network.</p>
6	Alternative options considered and rejected:

	An alternative option is to not prohibit motor vehicles but this would mean that there is no legal means of enforcing against motorcycles using these two tunnels.			
7	Financial implications and risks: The Traffic Regulation Orders (TRO's) and the associated works are funded by the Department for Transport National Cycle Network funding administered by Sustrans with a contribution from Section 106 Developer Contributions (12/02320/FUL). There are no implications for City Council budgets.			
8	Is the decision a Key Decision? (please contact Democratic Support for further advice)	Yes	No	Per the Constitution, a key decision is one which:
			x	in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total
			x	in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1million
			x	is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.
	If yes, date of publication of the notice in the Forward Plan of Key Decisions			
9	Please specify how this decision is linked to the Council's corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget:	The Local Transport Plan (LTP) details the transport strategies and policies that the City Council has adopted and will be key in helping the city meet its Corporate Plan priorities, and growth agenda.		
10	Please specify any direct environmental implications of the decision (carbon impact)	None.		
Urgent decisions				
11	Is the decision urgent and to be implemented immediately in the interests of the Council or the public?	Yes		(If yes, please contact Democratic Support (democraticsupport@plymouth.gov.uk) for advice)
		No	x	(If no, go to section 13a)
12a	Reason for urgency:			

I2b	Scrutiny Chair Signature:		Date	
	Scrutiny Committee name:			
	Print Name:			
Consultation				
I3a	Are any other Cabinet members' portfolios affected by the decision?	Yes		
		No	x	(If no go to section I4)
I3b	Which other Cabinet member's portfolio is affected by the decision?			
I3c	Date Cabinet member consulted			
I4	Has any Cabinet member declared a conflict of interest in relation to the decision?	Yes		If yes, please discuss with the Monitoring Officer
		No	x	
I5	Which Corporate Management Team member has been consulted?	Name	Anthony Payne	
		Job title	Strategic Director for Place	
		Date consulted	28/02/2024	
Sign-off				
I6	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS I20 23/24	
		Finance (mandatory)	DJN.23.24.208	
		Legal (mandatory)	LS/2960(5)/JP/08 0324.	
		Human Resources (if applicable)	N/A	
		Corporate property (if applicable)	N/A	
		Procurement (if applicable)	N/A	
Appendices				
I7	Ref.	Title of appendix		
	A	Briefing report for publication		
	B	Equalities Impact Assessment		

Confidential/exempt information								
18a	Do you need to include any confidential/exempt information?	Yes		If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in 18b below. (Keep as much information as possible in the briefing report that will be in the public domain)				
		No	x					
		Exemption Paragraph Number						
		1	2	3	4	5	6	7
18b	Confidential/exempt briefing report title:							
Background Papers								
19	Please list all unpublished, background papers relevant to the decision in the table below. Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.							
Title of background paper(s)		Exemption Paragraph Number						
		1	2	3	4	5	6	7
Cabinet Member Signature								
20	I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act and those who do not. For further details please see the EIA attached.							
Signature				Date of decision		13/03/2024		
Print Name		Councillor Mark Coker						



BARRIER REMOVAL PROJECT

1. INTRODUCTION

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

2. TRAFFIC REGULATION ORDERS REQUIRED

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

Prohibition of Motor Vehicles under the railway line on Bulmer Road & Lucas Terrace.

3. STATUTORY CONSULTATION

Proposals

The proposals for the Barrier Removal Project were advertised on street, in the Herald and on the Plymouth City Council website on 6th February 2024. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 2nd February 2024.

There have been 0 representations received relating to the proposals included in the Traffic Regulation Order.

4. RECOMMENDATION

It is recommended that the 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 – BARRIER MODIFICATION PROGRAMME

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): This is the person completing the EIA template.	Jim Woffenden	Department and service:	Strategic Planning and Infrastructure, Transport	Date of assessment:	17/01/2024
Lead Officer: Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.	Philip Heseltine	Signature:		Approval date:	07/02/2024
Overview:	It is proposed that barriers are removed from a number of locations on the National Cycle Network and in most locations replaced with bollards to ensure accessibility for legitimate users whilst stopping access for cars and seeking to slow cyclists where required.				
Decision required:	To implement the following amendments to The City of Plymouth (Traffic Movement and Speed Limit Regulations) (Consolidation) Order 2022. The effect of the order shall be to add Prohibition of Driving of Motor Vehicles to the tunnels under the railway line and immediate approaches to the tunnels on: Bulmer Road & Lucas Terrace. As set out in the briefing report.				

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.				

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. 	Elderly, less mobile and potentially frail pedestrians could potentially be adversely affected by more and faster moving cyclists as a result of the proposed removal of the barriers	<p>Risk assessments have been carried out for each of the designs and mitigation measures include the replacement of the barriers with staggered bollards to slow cycles.</p> <p>They also provide additional width for pedestrians and cyclists, helping to reduce conflict.</p> <p>Ward member and public consultation has also taken place and Plymouth Area Disability</p>	

	<ul style="list-style-type: none"> • 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>Action Network (PADAN) has been consulted on the proposals.</p> <p>The consultation responses indicated a high level of support, and where concerns have been raised, the designs have been modified where appropriate.</p>	
<p>Care experienced individuals</p> <p>(Note that as per the Independent Review of Children's Social Care recommendations, Plymouth City Council is treating care experience as though it is a protected characteristic).</p>	<p>It is estimated that 26 per cent of the homeless population in the UK have care experience. In Plymouth there are currently 7 per cent of care leavers open to the service (6 per cent aged 18-20 and 12 per cent of those aged 21+) who are in unsuitable accommodation.</p> <p>The Care Review reported that 41 per cent of 19-21 year old care leavers are not in education, employment or training (NEET) compared to 12 per cent of all other young people in the same age group.</p> <p>In Plymouth there are currently 50 per cent of care leavers aged 18-21 Not in Education Training or Employment (54 per cent of all those care leavers aged 18-24 who are open to the service).</p> <p>There are currently 195 care leavers aged 18 to 20 (statutory service) and 58 aged 21 to 24 (extended offer). There are more care leavers</p>	Not affected		

	aged 21 to 24 who could return for support from services if they wished to.			
Disability	<p>9.4 per cent of residents in Plymouth have their activities limited 'a lot' because of a physical or mental health problem.</p> <p>12.2 per cent of residents in Plymouth have their activities limited 'a little' because of a physical or mental health problem (2021 Census)</p>	Less mobile pedestrians with disabilities could potentially be adversely affected by more and faster moving cyclists as a result of the proposed removal of the barriers	<p>Risk assessments have been carried out for each of the designs and mitigation measures include the replacement of the barriers with staggered bollards to slow cycles.</p> <p>They also provide additional width for pedestrians and cyclists, helping to reduce conflict.</p> <p>Ward member and public consultation has also taken place and Plymouth Area Disability Action Network (PADAN) has been consulted on the proposals</p>	
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).	Not affected		
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	Not affected		

	<p>widowed, with 2.5 per cent are separated but still married.</p> <p>0.49 per cent of residents are, or were, married or in a civil partnerships of the same sex. 0.06 per cent of residents are in a civil partnerships with the opposite sex (2021 Census).</p>			
Pregnancy and maternity	<p>The total fertility rate (TFR) for England was 1.62 children per woman in 2021. The total fertility rate (TFR) for Plymouth in 2021 was 1.5.</p>	Not affected		
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>	Not affected		
Religion or belief	<p>48.9 per cent of the Plymouth population stated they had no religion. 42.5 per cent of the population identified as Christian (2021 Census).</p> <p>Those who identified as Muslim account for 1.3 per cent of Plymouth's population while Hindu, Buddhist, Jewish or Sikh combined totalled less than 1 per cent (2021 Census).</p>	Not affected		

Sex	51 per cent of our population are women and 49 per cent are men (2021 Census).	Not affected		
Sexual orientation	88.95 per cent of residents aged 16 years and over in Plymouth describe their sexual orientation as straight or heterosexual. 2.06 per cent describe their sexuality as bisexual, 1.97 per cent of people describe their sexual orientation as gay or lesbian. 0.42 per cent of residents describe their sexual orientation using a different term (2021 Census).	Not affected		

SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

Human Rights	Implications	Mitigation Actions	Timescale and responsible department
	Not affected		

SECTION FIVE: OUR EQUALITY OBJECTIVES

Equality objectives	Implications	Mitigation Actions	Timescale and responsible department
Celebrate diversity and ensure that Plymouth is a welcoming city.	Removal of barriers which exclude those with disabilities using larger mobility scooters or adapted cycles can be seen as positive in this regard.		
Pay equality for women, and staff with disabilities in our workforce.	Not affected		
Supporting our workforce through the implementation of Our People Strategy 2020 – 2024	Not affected		

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 affected		
Plymouth is a city where people from different backgrounds get along well.	Not affected		

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EXECUTIVE DECISION

made by a Council Officer



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

Executive Decision Reference Number – COD 36 23/24

Decision	
1	Title of decision: Increase of fees and charges as per the attached schedule for April 2024
2	Decision maker: David Northey (Service Director for Finance and Section 151 Officer)
3	Report author and contact details: Commercial Finance Team commercialfinanceteam@plymouth.gov.uk
4a	Decision to be taken: To approve the uplift of discretionary fees and charges as per the attached schedule, for 1 April 2024
4b	Reference number of original executive decision or date of original committee meeting where delegation was made: Cabinet Thursday 10 November 2022 3.30pm Minute 65
5	Reasons for decision: The Fees and Charges Policy states they should increase annually in line with the prevailing CPI which has been agreed to be 6%. Departments can increase in line with cost recovery and benchmarking.
6	Alternative options considered and rejected: Concerning Fees and Charges increases the alternative is to not increase them at all. The proposals have been considered fully by officers in light of benchmarking (where relevant) and the need to achieve cost recovery. They are proposed at the level considered appropriate in light of this and the substantial shortfall in resources needed to set a balanced budget for 2024/5. Setting no increase, is rejected on the basis it would not achieve cost recovery and/or may affect the level of income achieved from services.
7	Financial implications and risks: Robust and accurate financial monitoring underpins the Council's Medium Term Financial Plan (MTFP). The Council's MTFP is updated based on on-going monitoring information, both on a local and national context. Any adverse variations from the annual budget will place pressure on the MTFP going forward and require additional savings to be generated in future years. In relation to increases in charges there is some risk proposed increases will impact demand for some services and impact income. As such the impact of the increases, if approved, will be monitored and amendments sought as necessary. It is expected that this decision will generate a maximum amount of £200k.

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.
8b	If yes, date of publication of the notice in the Forward Plan of Key Decisions			
9	Please specify how this decision is linked to the Council's corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget:	The report is fundamentally linked to delivering the priorities within the Council's Corporate Plan. Allocating limited resources to key priorities will maximise the benefits to the residents of Plymouth, and links directly to 'providing quality public services', and 'spending money wisely'.		
10	Please specify any direct environmental implications of the decision (carbon impact)	<p>Commercial waste - no carbon impact.</p> <p>Bulky waste – potentially a minimal risk of an increase in fly tipping due to increased charges for bulky waste collection.</p> <p>Building control – no carbon impact.</p> <p>PCC asset & venue fee increase – no carbon impact.</p> <p>Library fee increase - no carbon impact.</p> <p>Maritime services - no carbon impact.</p> <p>Sport pitches, beach huts & allotments fee impact – no carbon impact.</p> <p>Strategic Planning fee increase – no carbon impact.</p> <p>Registration fee increase - no carbon impact.</p> <p>Street naming & numbering fee increase - no carbon impact.</p> <p>Public protection fee increase - no carbon impact.</p> <p>Community connections – no carbon impact.</p> <p>Licensing – no carbon impact.</p> <p>Education – no carbon impact.</p>		

Urgent decisions				
11	Is the decision urgent and to be implemented immediately in the interests of the Council or the public?	Yes		(If yes, please contact Democratic Support for advice)
		No	X	(If no, go to section 13a)
12a	Reason for urgency:			
12b	Scrutiny Chair signature:		Date	
	Scrutiny Committee name:			
	Print Name:			
Consultation				
13a	Which Cabinet Member's portfolio does this decision relate to?	All		
13b	Date Cabinet Member consulted	Cabinet Thursday 10 th November 2022 3.30pm Minute 65. Cabinet members have been regularly consulted in Portfolio Holder Meetings.		
13c	Are any other Cabinet members' portfolios affected by the decision?	Yes		
		No	X	(If no go to section 14)
13d	Which other Cabinet member's portfolio is affected by the decision?	N/A		
13e	Date other Cabinet member(s) consulted	N/A		
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	David Northey	
		Job title	Service Director for Finance	
		Date consulted	6 March 2024	
Sign-off				
16	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS 106 23/24	
		Finance (mandatory)	CH 11.03.24 1050	
		Legal (mandatory)	LS/2960(8)/LB/1103	

			24.					
		Human Resources (if applicable)						
		Corporate property (if applicable)						
		Procurement (if applicable)						
Appendices								
17	Ref.	Title of appendix						
	A	Briefing report for publication						
	B	Equalities Impact Assessment SPI						
	C	Equalities Impact Assessment Ship Sanitation						
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.						
		Exemption Paragraph Number						
		1	2	3	4	5	6	7
18b	Confidential/exempt briefing report title:							
Background Papers								
19	Please list all unpublished, background papers relevant to the decision in the table below. Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.							
Title of background paper(s)		Exemption Paragraph Number						
		1	2	3	4	5	6	7
Council Officer Signature								
20	I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act and those who do not. For further details please see the EIA attached.							

Signature		Date of decision	13 March 2024
Print Name	David Northey (Service Director for Finance and Section 151 Officer)		

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Fees and Charges Uplift – April 2024



1. Description of proposal

The proposal for the increase of discretionary fees and charges is in line with the Fees, Charges and Concessions Policy 2016. This policy states that all fees and charges should recover costs. When costs increase it is important that fees and charges also increase to keep pace with those rising costs. The current budget position at the Council means that these cost increases cannot be absorbed. By implementing Consumer Price Index (CPI) increases each year this will avoid long periods of no review and any subsequent need for sudden increases.

Failure to implement full cost recovery increases in discretionary fees and charges will require alternative savings to be developed and agreed by the Council.

2. Background

The Council has a range of Fees and Charges for discretionary and statutory services it provides. The Fees, Charges and Concessions Policy 2016 states that Fees and Charges should be increased annually in line with CPI. This proposal is to set the fees at the right amount going forwards into 2024/25. Inflation rates changed dramatically in 2023, the CPI agreed is 6%, which was the CPI reported in September 2023.

3. Proposal

Those Fees and Charges which have been reviewed and are able to be increased are set out in Appendix A. It is therefore proposed to increase these Fees and Charges as set out in Appendix A, the increase to take effect from 1st April 2024.

The proposals have been considered fully by officers in light of benchmarking (where relevant) and the need to achieve cost recovery. Setting no increase is rejected on the basis it would not achieve cost recovery and/or may affect the level of income achieved from services.

EIA's for fees and charges which are above CPI have been provided.

4. Context

PCC has seen a big impact from the inflation and rising costs and fees need to be increased to ensure cost recovery where possible. The list below is an overview of the increases per service areas.

5. Reasons for change

The increase in discretionary fees and charges will achieve the following:

- Cover the rising cost of providing services;
- Ensure a consistent approach across the Council;
- Ensure that fees and charges which have not been uplifted in years are reviewed and subsequently increased if appropriate.

6. Next Steps

Following the approval of the revised fees and charges set out in the schedule, services will raise their fees on or after the 1st April 2024, giving reasonable notice to service users. For any existing bookings made for ceremonies and hire of assets after 1st April 2024, where a booking has been confirmed and a deposit paid, previously quoted prices will be honoured.

Appendix A: Fees and Charges

The list of fees and charges below is non-exhaustive but indicative of the areas of Fees and Charges which will be subject to the increase. Prices include Vat where appropriate.

Category	Group	Fee or charge	Current fee	New fee	Rationale
Planning	Pre-Application	Need for planning permission/help to complete	£82.00	£89.00	Above CPI
Planning	Pre-Application	Assistance to agents	£82.00	£89.00	Above CPI
Planning	Pre-Application	Condition checking	£145.00	£159.00	Above CPI
Planning	Pre-Application	LBC minor works advice	£101.00	£111.00	Above CPI
Planning	Pre-Application	Householder	£165.00	£179.00	Above CPI
Planning	Pre-Application	Minors Residential (1-5 dwellings) per dwelling	£371.00	£398.00	Above CPI
Planning	Pre-Application	Minors Residential (6-9 dwellings) per dwelling	£211.00	£233.00	Above CPI
Planning	Pre-Application	Small scale major (10-30 dwellings or 1000-499sqm commercial)	£2,942.00	£3,236.00	Above CPI
Planning	Pre-Application	Medium scale major (31-149 dwellings or 5000-9999sqm commercial)	£5,403.00	£5,943.00	Above CPI
Planning	Pre-Application	Scoping meeting (majors)	£798.00	£855.00	Above CPI
Planning	Pre-Application	SI06 HoT's	£798.00	£855.00	Above CPI
Planning	Pre-Application	Senior Manager Attendance Man	£92.00	£101.00	Above CPI
Planning	Pre-Application	Condition discharge preapp household	£165.00	£179.00	Above CPI
Planning	Pre-Application	Condition discharge preapp small/ med major	£203.00	£220.00	Above CPI
Ship sanitation	Discretionary Services	Ships up to 1,000 gross tonnage	£125.00	£135.00	Above CPI
Ship sanitation	Discretionary Services	Ships 1,001 up to 3,000 gross tonnage	£170.00	£185.00	Above CPI
Ship sanitation	Discretionary Services	Ships from 3,001 to 10,000 gross tonnage	£250.00	£270.00	Above CPI

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Ship sanitation	Discretionary Services	Ships from 10,001 to 20,000 gross tonnage	£325.00	£355.00	Above CPI
Ship sanitation	Discretionary Services	Ships from 20,001 to 30,000 gross tonnage	£415.00	£450.00	Above CPI
Ship sanitation	Discretionary Services	Ships over 30,000 gross tonnage	£480.00	£520.00	Above CPI
Ship sanitation	Discretionary Services	Vessels with the capacity to carry between 50 and 1000 persons	£480.00	£520.00	Above CPI
Ship sanitation	Discretionary Services	Vessels with the capacity to carry more than 1000 persons	£820.00	£890.00	Above CPI
Ship sanitation	Discretionary Services	Extension of a Ship sanitation certificate	£95.00	£104.00	Above CPI
Education	School Admission	Plus 24/25 PAN X 14.93	£665.70	£705.64	CPI
Planning	Pre-Application	Others (COU, adverts/ Telecoms)	£362.00	£384.00	CPI + rounding
Planning	Pre-Application	Small scale major (additional meeting)	£1,451.00	£1,538.00	CPI + rounding
Planning	Pre-Application	Medium scale major (additional meeting)	£1,451.00	£1,538.00	CPI + rounding
Planning	Pre-Application	Senior Manager Attendance SD	£145.00	£154.00	CPI + rounding
Planning	Pre-Application	Senior Manager Attendance HoS	£109.00	£116.00	CPI + rounding
Planning	Pre-Application	Condition discharge preapp minor	£177.00	£188.00	CPI + rounding
Planning	Viability	Viability 0-7 dwellings	£1,967.00	£2,085.00	CPI + rounding
Planning	Viability	Viability 8-15 dwellings	£2,751.00	£2,916.00	CPI + rounding
Planning	Viability	Viability 15-50 dwellings	£4,263.00	£4,519.00	CPI + rounding
Planning	Viability	Viability 51-150 dwellings	£5,502.00	£5,832.00	CPI + rounding
Planning	Viability	Viability 151-299 dwellings	£7,074.00	£7,498.00	CPI + rounding
Planning	Viability	Viability 300-499 dwellings	£8,631.00	£9,149.00	CPI + rounding
Planning	Viability	Viability +500 dwellings	£10,619.00	£11,256.00	CPI + rounding

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Planning	Viability	Viability Up to 9,999sqm Commercial	£5,502.00	£5,832.00	CPI + rounding
Planning	Viability	Viability 10,000 to 19,999sqm Commercial	£7,074.00	£7,498.00	CPI + rounding
Planning	Viability	Viability 20,000+sqm Commercial	£10,619.00	£11,256.00	CPI + rounding
Planning	Viability	Viability Day Rates	£1,179.00	£1,250.00	CPI + rounding
Planning	HE & UD	Historic environment record	£84.00	£89.00	CPI + rounding
Planning	HE & UD	Urban design advice	£84.00	£89.00	CPI + rounding
Planning	Planning Enforcement	Enforcement - no action letter	£148.00	£157.00	CPI + rounding
Planning	Transport and Engineering	Travel plan audit B2 5000m2+	£5,194.00	£5,506.00	CPI + rounding
Planning	Transport and Engineering	Travel plan audit B2 4000-4999m2	£4,129.00	£4,377.00	CPI + rounding
Planning	Transport and Engineering	Travel plan audit B8 7500m2+	£5,194.00	£5,506.00	CPI + rounding
Planning	Transport and Engineering	Travel plan audit B8 5000-7499m2	£4,129.00	£4,377.00	CPI + rounding
Planning	Transport and Engineering	Travel plan audit C1 150+ bed	£5,194.00	£5,506.00	CPI + rounding
Planning	Transport and Engineering	Travel plan audit C1 100-149 bed	£4,129.00	£4,377.00	CPI + rounding
Planning	Transport and Engineering	Travel plan audit C2 75 bed+	£5,194.00	£5,506.00	CPI + rounding
Planning	Transport and Engineering	Travel plan audit C2 50-74 bed	£4,129.00	£4,377.00	CPI + rounding
Planning	Transport and Engineering	Travel plan audit C2A 225 students +	£5,194.00	£5,506.00	CPI + rounding
Planning	Transport and Engineering	Travel plan audit C2A 150-224 students	£4,129.00	£4,377.00	CPI + rounding
Planning	Transport and Engineering	Travel plan audit C3 150+ dwellings	£5,194.00	£5,506.00	CPI + rounding
Planning	Transport and Engineering	Travel plan audit C3 50-149 dwellings	£4,129.00	£4,377.00	CPI + rounding
Planning	Transport and Engineering	Travel plan audit C4 150+ dwellings	£5,194.00	£5,506.00	CPI + rounding

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Planning	Transport and Engineering	Travel plan audit C4 50-149 dwellings	£4,129.00	£4,377.00	CPI + rounding
Planning	Transport and Engineering	Travel plan audit E 3500m2+	£5,194.00	£5,506.00	CPI + rounding
Planning	Transport and Engineering	Travel plan audit E 800-3499m2+	£4,129.00	£4,377.00	CPI + rounding
Planning	Transport and Engineering	Travel plan audit F 1500m2+	£5,194.00	£5,506.00	CPI + rounding
Planning	Transport and Engineering	Travel plan audit F 1000-1490m2	£4,129.00	£4,377.00	CPI + rounding
Planning	Transport and Engineering	Bus pass marketing	£1,162.00	£1,232.00	CPI + rounding
Planning	Transport and Engineering	Flood Risk - Highway/ Structural	£84.00	£89.00	CPI + rounding
Planning	Transport and Engineering	Flood Risk - Drainage	£84.00	£89.00	CPI + rounding
Planning	Transport and Engineering	Flood defence consent	£363.00	£385.00	CPI + rounding
Planning	Transport and Engineering	Highway agreement -£20k below	£2,753.00	£2,918.00	CPI + rounding
Planning	Transport and Engineering	Highway agreement -£200k	£4,062.00	£4,306.00	CPI + rounding
Planning	Transport and Engineering	Highway agreement £200-500k	£16,873.00	£17,885.00	CPI + rounding
Planning	Transport and Engineering	Highway agreement +£500k	£45,321.00	£48,040.00	CPI + rounding
Planning	Transport and Engineering	Highway register - letter	£80.00	£85.00	CPI + rounding
Planning	Transport and Engineering	Highway register - plan	£80.00	£85.00	CPI + rounding
Planning	Transport and Engineering	Highway register - letter + plan	£135.00	£143.00	CPI + rounding
Planning	Transport and Engineering	Highway register - letter + info	£188.00	£199.00	CPI + rounding
Planning	Planning Obligation	Planning Obligations Management	£1,077.00	£1,142.00	CPI + rounding
Planning	Planning Obligation	CIL compliance check	£73.00	£77.00	CPI + rounding
Planning	Planning Obligation	CIL compliance check site visit	£135.00	£143.00	CPI + rounding

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Planning	Planning Obligation	S106 compliance check	£73.00	£77.00	CPI + rounding
Planning	Planning Obligation	S106 compliance check site visit	£135.00	£143.00	CPI + rounding
Planning	Planning Obligation	Dev contribtion history search	£42.00	£45.00	CPI + rounding
Planning	Planning Obligation	End of clawback review (new)	£83.00	£88.00	CPI + rounding
Planning	City Planning	Mapping & Graphics	£70.00	£74.00	CPI + rounding
Library Service	Photographs and other images	JPEG & TIFF file sent by email - non-commercial	£20.40	£21.60	CPI + rounding
Library Service	Posted	A4 black and white -, plus postage and packing POSTAGE ONLY	£2.50	£2.65	CPI + rounding
Library Service	Posted	A4 colour - plus postage and packing POSTAGE ONLY	£2.50	£2.65	CPI + rounding
Library Service	Posted	A3 black and white -, plus postage and packing POSTAGE ONLY	£2.50	£2.65	CPI + rounding
Library Service	Posted	A3 colour -, plus postage and packing POSTAGE ONLY	£2.50	£2.65	CPI + rounding
Library Service	Request fees for books,	Not in stock or on order item (notification by email)	£7.70	£8.20	CPI + rounding
Library Service	Request fees for books	Urgent requests (interlibrary loans) - Non-Plymouth Council Taxpayers:	£28.60	£30.30	CPI + rounding
Library Service	Request fees for books	Journal articles are charged as request fee plus the the rate for photocopies	£3.90	£4.15	CPI + rounding
Library Service	Hire of music sets/playsets (all per month) Plymouth based groups	Boxed Vocal/Orchestral sets per box - per month	£5.50	£5.80	CPI + rounding
Library Service	Hire of music sets/playsets (all per month) non Plymouth based groups	Vocal scores/Libretti per 10 copies - per month	£5.50	£5.80	CPI + rounding
Library Service	Hire of music sets/playsets (all per month) non Plymouth based groups	Boxed Vocal/Orchestral sets per box - per month	£7.70	£8.10	CPI + rounding
Library Service	Lost and damaged items	Adult paperback (including large print)	£10.00	£10.60	CPI + rounding
Library Service	Lost and damaged items	Children/Teen hardback	£10.00	£10.60	CPI + rounding
Library Service	Lost and damaged items	Picture book/Board book	£7.50	£7.95	CPI + rounding

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Library service	Meeting room hire	Central library - Scott room commercial organisation (per day)	£242.00	£256.00	CPI + rounding
Library service	Meeting room hire	Central library - Scott room (small B) - commercial organisation (per day)	£176.00	£186.00	CPI + rounding
Library service	Meeting room hire	Crownhill library - non-commercial organisation (per day)	£94.00	£99.00	CPI + rounding
Library service	Meeting room hire	Crownhill library - commercial organisation (per day)	£188.00	£198.00	CPI + rounding
Library service	Meeting room hire	Plymstock library - commercial organisation (per day)	£242.00	£256.00	CPI + rounding
Library service	Meeting room hire	Southway library - large room - commercial (per day)	£242.00	£256.00	CPI + rounding
Library service	Meeting room hire	Southway library - Small A - non-commercial organisation (per day)	£94.00	£99.00	CPI + rounding
Library service	Meeting room hire	Southway library - Small A - commercial organisation (per day)	£188.00	£198.00	CPI + rounding
Library service	Meeting room hire	Southway library - Small B - non-commercial organisation (per day)	£94.00	£99.00	CPI + rounding
Library service	Meeting room hire	Southway library - Small B - commercial organisation (per day)	£188.00	£198.00	CPI + rounding
Library service	Meeting room hire	St Budeaux library - Large room - commercial organisation (per day)	£242.00	£256.00	CPI + rounding
Library service	Meeting room hire	St Budeaux library - Small room - non-commercial organisation (per day)	£66.00	£69.00	CPI + rounding
Library service	Meeting room hire	St Budeaux library - Small room - commercial organisation (per day)	£132.00	£138.00	CPI + rounding
Library service	Meeting room hire	Plympton Library - commercial organisation (per hour)	£242.00	£256.00	CPI + rounding
Waste	Chelson Meadow HWRC (Commercial)	Fridges	£25.00	£26.50	CPI + rounding
Waste	Chelson Meadow HWRC (Commercial)	Asbestos (per tonne)	£523.00	£554.00	CPI + rounding
Waste	Chelson Meadow HWRC (Commercial)	Soil/Hardcore (per tonne)	£32.00	£34.00	CPI + rounding
Waste	Chelson Meadow HWRC (Commercial)	Plasterboard (per tonne)	£138.00	£146.00	CPI + rounding
Waste	Bulky Waste Collection	Up to 4 large items	£27.50	£29.00	CPI + rounding
Waste	Chelson Meadow HWRC	Soil/rubble - per bag	£2.40	£2.55	CPI + rounding

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Waste	Chelson Meadow HWRC	Soil/rubble - small trailer	£60.00	£63.50	CPI + rounding
Waste	Chelson Meadow HWRC	Soil/rubble - large trailer	£120.00	£127.00	CPI + rounding
Waste	Chelson Meadow HWRC	Plasterboard - per bag/sheet	£6.00	£6.35	CPI + rounding
Waste	Garden waste collections	Garden waste permit - annual - standard rate	£49.00	£52.00	CPI + rounding
Waste	Garden waste collections	Collection of garden waste bin	£10.00	£10.50	CPI + rounding
Waste	Chelson Meadow HWRC	Asbestos (per bag)	£11.00	£11.50	CPI + rounding
Waste	Domestic Waste	Delivery of household containers	£20.00	£21.00	CPI + rounding
Waste	Chelson Meadow HWRC	Asbestos (per tonne) (minimum charge)	£130.75	£138.50	CPI + rounding
Waste	Chelson Meadow HWRC	Soil/rubble (per tonne) (minimum charge)	£8.00	£8.50	CPI + rounding
Waste	Chelson Meadow HWRC	Plasterboard (per tonne) (minimum charge)	£34.50	£36.50	CPI + rounding
Waste	Domestic Waste	Delivery of communal bins	£40.00	£42.00	CPI + rounding
Building control (domestic)	Extension (not exceeding 15m2)	Full plan (inc VAT)	£140.00	£148.00	CPI + rounding
Building control (domestic)	Extension (not exceeding 15m2)	Inspection charge	£315.00	£334.00	CPI + rounding
Building control (domestic)	Extension (not exceeding 15m2)	Building notice	£560.00	£594.00	CPI + rounding
Building control (domestic)	Extension (not exceeding 15m2)	Regularisation	£760.00	£806.00	CPI + rounding
Building control (domestic)	Extension (not exceeding 40m2)	Full plan (inc VAT)	£220.00	£233.00	CPI + rounding
Building control (domestic)	Extension (not exceeding 40m2)	Inspection charge	£540.00	£572.00	CPI + rounding
Building control (domestic)	Extension (not exceeding 40m2)	Building notice	£940.00	£996.00	CPI + rounding
Building control (domestic)	Extension (not exceeding 40m2)	Regularisation	£1,140.00	£1,208.00	CPI + rounding
Building control (domestic)	Extension (not exceeding 100m2)	Full plan (inc VAT)	£250.00	£265.00	CPI + rounding

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Building control (domestic)	Extension (not exceeding 100m2)	Inspection charge	£610.00	£647.00	CPI + rounding
Building control (domestic)	Extension (not exceeding 100m2)	Building notice	£1,030.00	£1,092.00	CPI + rounding
Building control (domestic)	Extension (not exceeding 100m2)	Regularisation	£1,230.00	£1,304.00	CPI + rounding
Building control (domestic)	Loft Conversion (area up to 100m2)	Full plan (inc VAT)	£200.00	£212.00	CPI + rounding
Building control (domestic)	Loft Conversion (area up to 100m2)	Inspection charge	£460.00	£488.00	CPI + rounding
Building control (domestic)	Loft Conversion (area up to 100m2)	Building notice	£795.00	£843.00	CPI + rounding
Building control (domestic)	Loft Conversion (area up to 100m2)	Regularisation	£935.00	£991.00	CPI + rounding
Building control (domestic)	Removal of load bearing wall	Full plan + inspection charge (inc VAT)	£230.00	£244.00	CPI + rounding
Building control (domestic)	Removal of load bearing wall	Building notice	£250.00	£265.00	CPI + rounding
Building control (domestic)	Removal of load bearing wall	Regularisation	£300.00	£318.00	CPI + rounding
Building control (domestic)	Detached garage not exceeding 40m2	Full plan + inspection charge (inc VAT)	£330.00	£350.00	CPI + rounding
Building control (domestic)	Detached garage not exceeding 40m4	Building notice	£410.00	£435.00	CPI + rounding
Building control (domestic)	Detached garage not exceeding 40m5	Regularisation	£515.00	£546.00	CPI + rounding
Building control (domestic)	Conversion of garage	Full plan + inspection charge (inc VAT)	£440.00	£466.00	CPI + rounding
Building control (domestic)	Conversion of garage	Building notice	£550.00	£583.00	CPI + rounding
Building control (domestic)	Conversion of garage	Regularisation	£660.00	£700.00	CPI + rounding
Building control (domestic)	Renovation of thermal element (up to £75k)	Full plan + inspection charge (inc VAT)	£210.00	£223.00	CPI + rounding
Building control (domestic)	Renovation of thermal element (up to £75k)	Building notice	£260.00	£276.00	CPI + rounding
Building control (domestic)	Renovation of thermal element (up to £75k)	Regularisation	£330.00	£350.00	CPI + rounding
Building control (domestic)	Window/door replacement (1 to 4 units)	Full plan + inspection charge (inc VAT)	£140.00	£148.00	CPI + rounding

Building control (domestic)	Window/door replacement (1 to 4 units)	Building notice	£140.00	£148.00	CPI + rounding
Building control (domestic)	Window/door replacement (1 to 4 units)	Regularisation	£205.00	£217.00	CPI + rounding
Building control (domestic)	Window/door replacement (5+ units)	Full plan + inspection charge (inc VAT)	£205.00	£217.00	CPI + rounding
Building control (domestic)	Window/door replacement (5+ units)	Building notice	£205.00	£217.00	CPI + rounding
Building control (domestic)	Window/door replacement (5+ units)	Regularisation	£320.00	£339.00	CPI + rounding
Building control (domestic)	Cost of works (up to £2000)	Full plan + inspection charge (inc VAT)	£220.00	£233.00	CPI + rounding
Building control (domestic)	Cost of works (up to £2000)	Building notice	£300.00	£318.00	CPI + rounding
Building control (domestic)	Cost of works (up to £2000)	Regularisation	£350.00	£371.00	CPI + rounding
Building control (domestic)	Cost of works (£2001-£5000)	Full plan + inspection charge (inc VAT)	£340.00	£360.00	CPI + rounding
Building control (domestic)	Cost of works (£2001-£5000)	Building notice	£430.00	£456.00	CPI + rounding
Building control (domestic)	Cost of works (£2001-£5000)	Regularisation	£505.00	£535.00	CPI + rounding
Building control (domestic)	Cost of works (£5001-£10000)	Full plan + inspection charge (inc VAT)	£480.00	£509.00	CPI + rounding
Building control (domestic)	Cost of works (£5001-£10000)	Building notice	£600.00	£636.00	CPI + rounding
Building control (domestic)	Cost of works (£5001-£10000)	Regularisation	£715.00	£758.00	CPI + rounding
Building control (domestic)	Cost of works (£10001-£20000)	Full plan + inspection charge (inc VAT)	£615.00	£652.00	CPI + rounding
Building control (domestic)	Cost of works (£10001-£20000)	Building notice	£760.00	£806.00	CPI + rounding
Building control (domestic)	Cost of works (£10001-£20000)	Regularisation	£880.00	£933.00	CPI + rounding
Building control (domestic)	Cost of works (£20001-£30000)	Full plan + inspection charge (inc VAT)	£680.00	£721.00	CPI + rounding
Building control (domestic)	Cost of works (£20001-£30000)	Building notice	£845.00	£896.00	CPI + rounding
Building control (domestic)	Cost of works (£20001-£30000)	Regularisation	£990.00	£1,049.00	CPI + rounding

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Building control (domestic)	Cost of works (£30001-£40000)	Full plan (inc VAT)	£230.00	£244.00	CPI + rounding
Building control (domestic)	Cost of works (£30001-£40000)	Inspection charge	£530.00	£562.00	CPI + rounding
Building control (domestic)	Cost of works (£30001-£40000)	Building notice	£935.00	£991.00	CPI + rounding
Building control (domestic)	Cost of works (£30001-£40000)	Regularisation	£1,100.00	£1,166.00	CPI + rounding
Building control (domestic)	Cost of works (£40001-£50000)	Full plan (inc VAT)	£250.00	£265.00	CPI + rounding
Building control (domestic)	Cost of works (£40001-£50000)	Inspection charge	£570.00	£604.00	CPI + rounding
Building control (domestic)	Cost of works (£40001-£50000)	Building notice	£1,020.00	£1,081.00	CPI + rounding
Building control (domestic)	Cost of works (£40001-£50000)	Regularisation	£1,210.00	£1,283.00	CPI + rounding
Building control (domestic)	Cost of works (£50001-£60000)	Full plan (inc VAT)	£270.00	£286.00	CPI + rounding
Building control (domestic)	Cost of works (£50001-£60000)	Inspection charge	£630.00	£668.00	CPI + rounding
Building control (domestic)	Cost of works (£50001-£60000)	Building notice	£1,110.00	£1,177.00	CPI + rounding
Building control (domestic)	Cost of works (£50001-£60000)	Regularisation	£1,320.00	£1,399.00	CPI + rounding
Building control (domestic)	Cost of works (£60001-£70000)	Full plan (inc VAT)	£290.00	£307.00	CPI + rounding
Building control (domestic)	Cost of works (£60001-£70000)	Inspection charge	£660.00	£700.00	CPI + rounding
Building control (domestic)	Cost of works (£60001-£70000)	Building notice	£1,180.00	£1,251.00	CPI + rounding
Building control (domestic)	Cost of works (£60001-£70000)	Regularisation	£1,370.00	£1,452.00	CPI + rounding
Building control (domestic)	Cost of works (£70001-£80000)	Full plan (inc VAT)	£330.00	£350.00	CPI + rounding
Building control (domestic)	Cost of works (£70001-£80000)	Inspection charge	£750.00	£795.00	CPI + rounding
Building control (domestic)	Cost of works (£70001-£80000)	Building notice	£1,370.00	£1,452.00	CPI + rounding
Building control (domestic)	Cost of works (£70001-£80000)	Regularisation	£1,540.00	£1,632.00	CPI + rounding

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Building control (domestic)	Cost of works (£80001-£90000)	Full plan (inc VAT)	£360.00	£382.00	CPI + rounding
Building control (domestic)	Cost of works (£80001-£90000)	Inspection charge	£865.00	£917.00	CPI + rounding
Building control (domestic)	Cost of works (£80001-£90000)	Building notice	£1,530.00	£1,622.00	CPI + rounding
Building control (domestic)	Cost of works (£80001-£90000)	Regularisation	£1,705.00	£1,807.00	CPI + rounding
Building control (domestic)	Cost of works (£90001-£100000)	Full plan (inc VAT)	£410.00	£435.00	CPI + rounding
Building control (domestic)	Cost of works (£90001-£100000)	Inspection charge	£940.00	£996.00	CPI + rounding
Building control (domestic)	Cost of works (£90001-£100000)	Building notice	£1,650.00	£1,749.00	CPI + rounding
Building control (domestic)	Cost of works (£90001-£100000)	Regularisation	£1,815.00	£1,924.00	CPI + rounding
Building control (domestic)	New House (One)	Full plan (inc VAT)	£267.00	£283.00	CPI + rounding
Building control (domestic)	New House (One)	Inspection charge (included in plan)	£611.00	£648.00	CPI + rounding
Building control (domestic)	New House (One)	Building notice	£1,090.00	£1,155.00	CPI + rounding
Building control (domestic)	New House (One)	Regularisation	£1,290.00	£1,367.00	CPI + rounding
Building control (domestic)	New House (Two)	Full plan (inc VAT)	£400.00	£424.00	CPI + rounding
Building control (domestic)	New House (Two)	Inspection charge (included in plan)	£885.00	£938.00	CPI + rounding
Building control (domestic)	New House (Two)	Building notice	£1,590.00	£1,685.00	CPI + rounding
Building control (domestic)	New House (Two)	Regularisation	£1,790.00	£1,897.00	CPI + rounding
Building control (domestic)	New House (Three)	Full plan (inc VAT)	£473.00	£501.00	CPI + rounding
Building control (domestic)	New House (Three)	Inspection charge (included in plan)	£1,116.00	£1,183.00	CPI + rounding
Building control (domestic)	New House (Three)	Building notice	£1,190.00	£1,261.00	CPI + rounding
Building control (domestic)	New House (Three)	Regularisation	£2,290.00	£2,427.00	CPI + rounding

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Building control (domestic)	Searches	Building Control historic searches and decision notices - copy of certificate/decision	£58.00	£61.00	CPI + rounding
Building control (domestic)	Safety	Safety at Sports Grounds - copy	£6,050.00	£6,413.00	CPI + rounding
Building control (domestic)	Safety	Safety at Sports Grounds - amendment	£2,468.00	£2,616.00	CPI + rounding
Building control (domestic)	Safety	Safety at Sports Grounds - new certificate	£3,073.00	£3,257.00	CPI + rounding
Building control (domestic)	Call out charge	Dangerous Structure Call Out charges - office hours	£67.00	£71.00	CPI + rounding
Building control (domestic)	Call out charge	Dangerous Structure Call Out charges - OOH	£125.00	£133.00	CPI + rounding
Community Connections	HMO	Initial application (full fee)	£950.00	£1,007.00	CPI + rounding
Community Connections	HMO	Initial application (discounted fee for holding accreditation)	£850.00	£901.00	CPI + rounding
Community Connections	HMO	Renewal application (full fee)	£900.00	£954.00	CPI + rounding
Community Connections	HMO	Renewal application (discounted fee for holding accreditation)	£800.00	£848.00	CPI + rounding
Community Connections	HMO	Request a copy of the register	£45.00	£48.00	CPI + rounding
PCC asset charges and hire	Plymouth Guildhall Great Hall/Lounge charges	Weekday (8am-8pm)	£135.00	£143.00	CPI + rounding
PCC asset charges and hire	Plymouth Guildhall Great Hall/Lounge charges	Evening/weekend/ bank holiday enhanced rate (8pm-11pm)	£154.00	£163.00	CPI + rounding
PCC asset charges and hire	Plymouth Guildhall Lounge Bar only charges	Weekday standard rate (8am-8pm)	£68.00	£72.00	CPI + rounding
PCC asset charges and hire	Plymouth Guildhall Lounge Bar only charges	Evening/weekend/ bank holiday enhanced rate (8pm-11pm)	£111.00	£118.00	CPI + rounding
PCC asset charges and hire	Plymouth Guildhall Drake Room charges	Weekday (8am-8pm)	£70.00	£74.00	CPI + rounding
PCC asset charges and hire	Plymouth Guildhall Drake Room charges	Evening/weekend/ bank holiday enhanced rate (8pm-11pm)	£81.00	£86.00	CPI + rounding
PCC asset charges and hire	Plymouth Guildhall Astor Room charges	Weekday (8am-8pm)	£38.00	£40.00	CPI + rounding
PCC asset charges and hire	Plymouth Guildhall Astor Room charges	Evening/weekend/ bank holiday enhanced rate (8pm-11pm) if booked with Great Hall/ Drake Room	£40.00	£42.00	CPI + rounding
PCC asset charges and hire	Plymouth Guildhall Astor Room charges	Evening/weekend/ bank holiday enhanced rate (8pm-11pm) if booked alone	£69.00	£73.00	CPI + rounding

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PCC asset charges and hire	Plymouth Guildhall Charter Room charges	Weekday (8am-8pm)	£36.00	£38.00	CPI + rounding
PCC asset charges and hire	Plymouth Guildhall Charter Room charges	Evening/weekend/ bank holiday enhanced rate (8pm-11pm) if booked with Great Hall/ Drake Room	£37.00	£39.00	CPI + rounding
PCC asset charges and hire	Plymouth Guildhall Charter Room charges	Evening/weekend/ bank holiday enhanced rate (8pm-11pm) if booked alone	£69.00	£73.00	CPI + rounding
PCC asset charges and hire	Plymouth Guildhall Wedding Ceremony - Great hall	Weekday (8am-8pm)	£839.00	£889.00	CPI + rounding
PCC asset charges and hire	Plymouth Guildhall Wedding Ceremony - Great hall	Evening/weekend/ bank holiday enhanced rate (8pm-11pm)	£991.00	£1,050.00	CPI + rounding
PCC asset charges and hire	Plymouth Guildhall Wedding Ceremony - Charter Room	Weekday (8am-8pm)	£274.00	£290.00	CPI + rounding
PCC asset charges and hire	Plymouth Guildhall Wedding Ceremony - Charter Room	Evening/weekend/ bank holiday enhanced rate (8pm-11pm)	£305.00	£323.00	CPI + rounding
PCC asset charges and hire	Plymouth Guildhall Wedding reception - Great Hall	Weekday (8am-8pm)	£2,211.00	£2,344.00	CPI + rounding
PCC asset charges and hire	Plymouth Guildhall Wedding reception - Great Hall	Evening/weekend/ bank holiday enhanced rate (8pm-11pm)	£2,516.00	£2,667.00	CPI + rounding
PCC asset charges and hire	Plymouth Guildhall Wedding Ceremony & reception - Great Hall	Weekday (8am-8pm)	£3,202.00	£3,394.00	CPI + rounding
PCC asset charges and hire	Plymouth Guildhall Wedding Ceremony & reception - Great Hall	Evening/weekend/ bank holiday enhanced rate (8pm-11pm)	£3,964.00	£4,202.00	CPI + rounding
PCC asset charges and hire	Plymouth Guildhall Wedding reception - Drake Hall	Weekday (8am-8pm)	£1,525.00	£1,617.00	CPI + rounding
PCC asset charges and hire	Plymouth Guildhall Wedding reception - Drake Hall	Evening/weekend/ bank holiday enhanced rate (8pm-11pm)	£1,906.00	£2,020.00	CPI + rounding
PCC asset charges and hire	Plymouth Guildhall Wedding Ceremony in Charter & reception in Lounge	Weekday (8am-8pm)	£1,799.00	£1,907.00	CPI + rounding
PCC asset charges and hire	Plymouth Guildhall Wedding Ceremony in Charter & reception in Lounge	Evening/weekend/ bank holiday enhanced rate (8pm-11pm)	£2,211.00	£2,344.00	CPI + rounding
PCC asset charges and hire	Plymouth Guildhall Wedding Reception - The Lounge	Weekday (8am-8pm)	£1,525.00	£1,617.00	CPI + rounding
PCC asset charges and hire	Plymouth Guildhall Wedding Reception - The Lounge	Evening/weekend/ bank holiday enhanced rate (8pm-11pm)	£1,906.00	£2,020.00	CPI + rounding

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PCC asset charges and hire	Plympton St maurice Guildhall Main Hall/servery	Standard Rate (weekly 8am-8pm)	£19.00	£20.00	CPI + rounding
PCC asset charges and hire	Plympton St maurice Guildhall Main Hall/servery	Out of hours (eve 8pm-11pm & weekends)	£22.50	£24.00	CPI + rounding
PCC asset charges and hire	Plympton St Maurice Guildhall Council chamber	Standard Rate (weekly 8am-8pm)	£14.00	£15.00	CPI + rounding
PCC asset charges and hire	Plympton St Maurice Guildhall Council chamber	Out of hours (eve 8pm-11pm & weekends)	£18.00	£19.00	CPI + rounding
PCC asset charges and hire	Plympton St Maurice Guildhall Private party rates	Standard Rate (weekly 8am-8pm) - 3 hour minimum hire	£36.00	£38.00	CPI + rounding
PCC asset charges and hire	Plympton St Maurice Guildhall Private party rates	Out of hours (eve 8pm-11pm & weekends) - 3 hours minimum hire	£46.00	£49.00	CPI + rounding
PCC asset charges and hire	Tothill Community Centre Large Hall	Weekday standard rate (8am-8pm)	£21.00	£22.00	CPI + rounding
PCC asset charges and hire	Tothill Community Centre Large Hall	Out of hours (eve 8pm-11pm & weekends)	£28.00	£30.00	CPI + rounding
PCC asset charges and hire	Tothill Community Centre Small Hall	Weekday standard rate (8am-8pm)	£17.00	£18.00	CPI + rounding
PCC asset charges and hire	Tothill Community Centre Small Hall	Out of hours (eve 8pm-11pm & weekends)	£21.00	£22.00	CPI + rounding
PCC asset charges and hire	Tothill Community Centre Large Hall	Party rate (teenage/adult) Weekday	£42.00	£45.00	CPI + rounding
PCC asset charges and hire	Tothill Community Centre Large Hall	Party rate (teenage/adult) (eve 8pm-11pm & weekends)	£50.00	£53.00	CPI + rounding
PCC asset charges and hire	Tothill Community Centre Small Hall	Party rate (teenage/adult) (eve 8pm-11pm & weekends)	£37.00	£39.00	CPI + rounding
PCC asset charges and hire	Tothill Community Centre Small Hall	Party rate (teenage/adult) Weekday	£33.50	£36.00	CPI + rounding
PCC asset charges and hire	Tothill Community Centre Room 1	Evening/weekend & bank holiday enhanced rate (8pm-11pm)	£15.00	£16.00	CPI + rounding
PCC asset charges and hire	Tothill Community Centre Room 2	Weekday standard rate (8am-8pm)	£12.00	£12.75	CPI + rounding
PCC asset charges and hire	Tothill Community Centre Room 2	Evening/weekend & bank holiday enhanced rate (8pm-11pm)	£15.00	£16.00	CPI + rounding
PCC asset charges and hire	Tothill Community Centre Lounge	Weekday standard rate (8am-8pm)	£12.00	£12.75	CPI + rounding
PCC asset charges and hire	Tothill Community Centre Lounge	Evening/weekend & bank holiday enhanced rate (8pm-11pm)	£15.00	£16.00	CPI + rounding
PCC asset charges and hire	PCC Council House	Civil ceremony ONLY	£425.00	£451.00	CPI + rounding

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PCC asset charges and hire	Guildhall extras - Great Hall	Un-tuned Steinway Concert Grand Piano	£315.60	£335.00	CPI + rounding
PCC asset charges and hire	Guildhall extras - Great Hall	Un-tuned Brinsmead Grand Piano	£164.40	£174.00	CPI + rounding
PCC asset charges and hire	Guildhall extras - Great Hall	Piano Tuned for Event	£112.80	£120.00	CPI + rounding
PCC asset charges and hire	Guildhall extras - Great Hall	Additional Cleaning i.e. (Boxing, Wrestling Beer Festivals) or if applicable	£302.40	£321.00	CPI + rounding
PCC asset charges and hire	Guildhall extras - Drake Room	Upright Piano	£72.00	£76.00	CPI + rounding
PCC asset charges and hire	Guildhall extras - Drake Room	Piano Tuned for Event	£112.80	£120.00	CPI + rounding
PCC asset charges and hire	Guildhall extras - Drake Room	AV System	£60.00	£64.00	CPI + rounding
PCC asset charges and hire	Guildhall extras - Drake Room	Additional Cleaning i.e. (Boxing, Wrestling Beer Festivals) or if applicable	£122.40	£130.00	CPI + rounding
PCC asset charges and hire	Guildhall extras - General	Chair Covers (per chair)	£2.16	£2.30	CPI + rounding
PCC asset charges and hire	Guildhall extras - General	Red Carpet	£122.40	£130.00	CPI + rounding
PCC asset charges and hire	Guildhall extras - General	Extra Facilities Officer on Duty	£34.80	£37.00	CPI + rounding
Library Service	Printing from microform	A4 black and white	£1.00	£1.05	CPI + rounding
Library Service	Printing from microform	A3 black and white	£2.00	£2.10	CPI + rounding
Library Service	Computer access for non-members	30 minutes	£2.20	£2.35	CPI + rounding
Library Service	Computer access for non-members	60 minutes	£3.60	£3.85	CPI + rounding
Library Service	Computer access for non-members	120 minutes	£6.10	£6.50	CPI + rounding
Library Service	Request fees for books	Urgent requests (interlibrary loans) - Plymouth Council Taxpayers:	£15.40	£16.30	CPI + rounding
Library Service	Research service	Hourly charge (first 15 min free)	£60.50	£64.00	CPI + rounding
Library Service	Hire of music sets/playsets (all per month) Plymouth based groups	Vocal scores/Libretti per 10 copies - per month	£3.30	£3.50	CPI + rounding
Library Service	Hire of music sets/playsets (all per month) Plymouth based groups	Playsets - per month	£2.80	£2.95	CPI + rounding

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Library Service	Language courses one to two items - per item	£1.70 for up to 1 week then then 50p per day up to max £12	£1.70	£1.80	CPI + rounding
Library Service	Lost and damaged items	Adult hardback (including large print)	£20.00	£21.00	CPI + rounding
Library Service	Lost and damaged items	Children/Teen paperback	£5.00	£5.30	CPI + rounding
Library service	Meeting room hire	Central library - Scott room non-commercial organisation (per hour)	£19.00	£20.00	CPI + rounding
Library service	Meeting room hire	Central library - Scott room non-commercial organisation (per day)	£121.00	£128.00	CPI + rounding
Library service	Meeting room hire	Central library - Scott room commercial organisation (per hour)	£38.00	£40.00	CPI + rounding
Library service	Meeting room hire	Central library - Scott room (small room A) - non-commercial organisations (per hour)	£14.00	£15.00	CPI + rounding
Library service	Meeting room hire	Central library - Scott room (small room A) - non-commercial organisations (per day)	£99.00	£105.00	CPI + rounding
Library service	Meeting room hire	Central library - Scott room (small room A) - commercial organisations (per hour)	£28.00	£30.00	CPI + rounding
Library service	Meeting room hire	Central library - Scott room (small room A) - commercial organisations (per day)	£198.00	£210.00	CPI + rounding
Library service	Meeting room hire	Central library - Scott room (small B) - non-commercial organisation (per hour)	£13.00	£14.00	CPI + rounding
Library service	Meeting room hire	Central library - Scott room (small B) - non-commercial organisation (per day)	£88.00	£93.00	CPI + rounding
Library service	Meeting room hire	Central library - Scott room (small B) - commercial organisation (per hour)	£26.00	£28.00	CPI + rounding
Library service	Meeting room hire	Crownhill library - non-commercial organisation (per hour)	£13.00	£14.00	CPI + rounding
Library service	Meeting room hire	Crownhill library - commercial organisation (per hour)	£26.00	£28.00	CPI + rounding
Library service	Meeting room hire	Devonport library - non-commercial organisation (per hour)	£18.00	£19.00	CPI + rounding
Library service	Meeting room hire	Devonport library - commercial organisation (per hour)	£36.00	£38.00	CPI + rounding
Library service	Meeting room hire	Efford library - non-commercial organisation (per hour)	£13.00	£14.00	CPI + rounding
Library service	Meeting room hire	Efford library - commercial organisation (per hour)	£26.00	£28.00	CPI + rounding
Library service	Meeting room hire	Plymstock library - non-commercial organisation (per hour)	£19.00	£20.00	CPI + rounding

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Library service	Meeting room hire	Plymstock library - non-commercial organisation (per day)	£121.00	£128.00	CPI + rounding
Library service	Meeting room hire	Plymstock library - commercial organisation (per hour)	£38.00	£40.00	CPI + rounding
Library service	Meeting room hire	Southway library - large room - non-commercial (per hour)	£19.00	£20.00	CPI + rounding
Library service	Meeting room hire	Southway library - large room - non-commercial (per day)	£121.00	£128.00	CPI + rounding
Library service	Meeting room hire	Southway library - large room - commercial (per hour)	£38.00	£40.00	CPI + rounding
Library service	Meeting room hire	Southway library - Small A - non-commercial organisation (per hour)	£13.00	£14.00	CPI + rounding
Library service	Meeting room hire	Southway library - Small A - commercial organisation (per hour)	£26.00	£28.00	CPI + rounding
Library service	Meeting room hire	Southway library - Small B - non-commercial organisation (per hour)	£13.00	£14.00	CPI + rounding
Library service	Meeting room hire	Southway library - Small B - commercial organisation (per hour)	£26.00	£28.00	CPI + rounding
Library service	Meeting room hire	St Budeaux library - Large room - non-commercial organisation (per hour)	£19.00	£20.00	CPI + rounding
Library service	Meeting room hire	St Budeaux library - Large room - non-commercial organisation (per day)	£121.00	£128.00	CPI + rounding
Library service	Meeting room hire	St Budeaux library - Large room - commercial organisation (per hour)	£38.00	£40.00	CPI + rounding
Library service	Meeting room hire	St Budeaux library - Small room - non-commercial organisation (per hour)	£11.00	£11.50	CPI + rounding
Library service	Meeting room hire	St Budeaux library - Small room - commercial organisation (per hour)	£22.00	£23.00	CPI + rounding
Library service	Meeting room hire	Plympton Library - non-commercial organisation (per hour)	£19.00	£20.00	CPI + rounding
Library service	Meeting room hire	Plympton Library - non-commercial organisation (per day)	£121.00	£128.00	CPI + rounding
Library service	Meeting room hire	Plympton Library - commercial organisation (per day)	£38.00	£40.00	CPI + rounding
Licensing Business advice	Application assistance and send	TEN (Temporary Event Notice)	£17.00	£18.00	CPI + rounding
Licensing Business advice	Application assistance and send	Vary DPS	£23.00	£24.50	CPI + rounding
Licensing Business advice	Application assistance and send	Transfer	£23.00	£24.50	CPI + rounding

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Licensing Business advice	Application assistance and send	Minor Variation	£35.00	£37.00	CPI + rounding
Licensing Business advice	Application assistance and send	Grant, Variation, Prov.statement	£46.00	£49.00	CPI + rounding
Licensing Business advice	Application assistance and send	Transfer and Vary DPS	£35.00	£37.00	CPI + rounding
Kennelling of stray dogs	Kennelling of stray dogs	Stray dogs - kennelling per day - Day1	£138.00	£146.00	CPI + rounding
Kennelling of stray dogs	Kennelling of stray dogs	Stray dogs - kennelling per day - Day2	£262.00	£278.00	CPI + rounding
Kennelling of stray dogs	Kennelling of stray dogs	Stray dogs - kennelling per day - Day3	£276.00	£293.00	CPI + rounding
Kennelling of stray dogs	Kennelling of stray dogs	Stray dogs - kennelling per day - Day4	£292.00	£310.00	CPI + rounding
Kennelling of stray dogs	Kennelling of stray dogs	Stray dogs - kennelling per day - Day5	£307.00	£325.00	CPI + rounding
Kennelling of stray dogs	Kennelling of stray dogs	Stray dogs - kennelling per day - Day6	£324.00	£343.00	CPI + rounding
Kennelling of stray dogs	Kennelling of stray dogs	Stray dogs - kennelling per day - Day7	£338.00	£358.00	CPI + rounding
Licensing	Sex establishments	New Grant PART A	£1,786.00	£1,893.00	CPI + rounding
Licensing	Sex establishments	New Grant PART B	£3,040.00	£3,222.00	CPI + rounding
Licensing	Sex establishments	New Grant TOTAL	£4,826.00	£5,116.00	CPI + rounding
Licensing	Sex establishments	Renewal PART A	£680.00	£721.00	CPI + rounding
Licensing	Sex establishments	Renewal PART B	£3,040.00	£3,222.00	CPI + rounding
Licensing	Sex establishments	Renewal TOTAL	£3,720.00	£3,943.00	CPI + rounding
Licensing	Sex establishments	licence transfer fees	£1,012.00	£1,073.00	CPI + rounding
Licensing	Sex establishments	licence variation fees	£1,012.00	£1,073.00	CPI + rounding
Licensing	Animals	Dangerous wild animals - new application	£580.00	£615.00	CPI + rounding
Licensing	Animals	Dangerous wild animals - new application (more than one class of animal)	£696.00	£738.00	CPI + rounding

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Licensing	Animals	Dangerous wild animals - renewal	£458.00	£485.00	CPI + rounding
Licensing	Animals	Dangerous wild animals - renewal (more than one class of animal)	£469.00	£497.00	CPI + rounding
Licensing	Animals	Breeding of dogs (less than 4 bitches) - new application one year licence	£527.00	£559.00	CPI + rounding
Licensing	Animals	Breeding of dogs (less than 4 bitches) - new application two year licence	£548.00	£581.00	CPI + rounding
Licensing	Animals	Breeding of dogs (less than 4 bitches) - new application three year licence	£712.00	£755.00	CPI + rounding
Licensing	Animals	Breeding of dogs (less than 4 bitches) - renewal one year licence	£500.00	£530.00	CPI + rounding
Licensing	Animals	Breeding of dogs (less than 4 bitches) - renewal two year licence	£523.00	£554.00	CPI + rounding
Licensing	Animals	Breeding of dogs (less than 4 bitches) - renewal three year licence	£545.00	£578.00	CPI + rounding
Licensing	Animals	Breeding of dogs (4 bitches or more) - new application one year licence	£690.00	£731.00	CPI + rounding
Licensing	Animals	Breeding of dogs (4 bitches or more) - new application two year licence	£712.00	£755.00	CPI + rounding
Licensing	Animals	Breeding of dogs (4 bitches or more) - new application three year licence	£734.00	£778.00	CPI + rounding
Licensing	Animals	Breeding of dogs (4 bitches or more) - renewal one year licence	£508.00	£538.00	CPI + rounding
Licensing	Animals	Breeding of dogs (4 bitches or more) - renewal two year licence	£530.00	£562.00	CPI + rounding
Licensing	Animals	Breeding of dogs (4 bitches or more) - renewal three year licence	£552.00	£585.00	CPI + rounding
Licensing	Animals	Home boarding for dogs 0-4 dogs new applications one year licence	£501.00	£531.00	CPI + rounding
Licensing	Animals	Home boarding for dogs 0-4 dogs new applications two year licence	£523.00	£554.00	CPI + rounding
Licensing	Animals	Home boarding for dogs 0-4 dogs new applications three year licence	£545.00	£578.00	CPI + rounding
Licensing	Animals	Home boarding for dogs more than 4 dogs new application for one year licene	£525.00	£557.00	CPI + rounding
Licensing	Animals	Home boarding for dogs more than 4 dogs new application for two year licene	£547.00	£580.00	CPI + rounding
Licensing	Animals	Home boarding for dogs more than 4 dogs new application for three year licene	£569.00	£603.00	CPI + rounding

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Licensing	Animals	Home boarding for dogs 0-4 dogs renewal one year licence	£469.00	£497.00	CPI + rounding
Licensing	Animals	Home boarding for dogs 0-4 dogs renewal two year licence	£491.00	£520.00	CPI + rounding
Licensing	Animals	Home boarding for dogs 0-4 dogs renewal three year licence	£513.00	£544.00	CPI + rounding
Licensing	Animals	Home boarding for dogs more than 4 dogs renewal for one year licene	£511.00	£542.00	CPI + rounding
Licensing	Animals	Home boarding for dogs more than 4 dogs renewal for two year licene	£533.00	£565.00	CPI + rounding
Licensing	Animals	Home boarding for dogs more than 4 dogs renewal for three year licene	£555.00	£588.00	CPI + rounding
Licensing	Animals	Selling animals as pets - new application one year (1-2 class of animal)	£504.00	£534.00	CPI + rounding
Licensing	Animals	Selling animals as pets - new application two year licence (1-2 class of animal)	£526.00	£558.00	CPI + rounding
Licensing	Animals	Selling animals as pets - new application three year licence (1-2 class of animal)	£548.00	£581.00	CPI + rounding
Licensing	Animals	Selling animals as pets - renewal one year (1-2 class of animal)	£469.00	£497.00	CPI + rounding
Licensing	Animals	Selling animals as pets - renewal two year licence (1-2 class of animal)	£491.00	£520.00	CPI + rounding
Licensing	Animals	Selling animals as pets - renewal three year licence (1-2 class of animal)	£513.00	£544.00	CPI + rounding
Licensing	Animals	Selling animals as pets - new application one year (more than 2 classes of animal)	£650.00	£689.00	CPI + rounding
Licensing	Animals	Selling animals as pets - new application two year licence more than 2 classes of animal)	£672.00	£712.00	CPI + rounding
Licensing	Animals	Selling animals as pets - new application three year licence more than 2 classes of animal)	£694.00	£736.00	CPI + rounding
Licensing	Animals	Selling animals as pets - renewal one year more than 2 classes of animal)	£544.00	£577.00	CPI + rounding
Licensing	Animals	Selling animals as pets - renewal two year licence (more than 2 classes of animal)	£566.00	£600.00	CPI + rounding
Licensing	Animals	Selling animals as pets - renewal three year licence more than 2 classes of animal)	£588.00	£623.00	CPI + rounding
Licensing	Animals	Day care / kennels for dogs 0-4 dogs new applications one year licence	£501.00	£531.00	CPI + rounding
Licensing	Animals	Day care / kennels for dogs 0-4 dogs new applications two year licence	£523.00	£554.00	CPI + rounding

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Licensing	Animals	Day care / kennels for dogs 0-4 dogs new applications three year licence	£545.00	£578.00	CPI + rounding
Licensing	Animals	Day care / kennels for dogs more than 4 dogs new application for one year licence	£525.00	£557.00	CPI + rounding
Licensing	Animals	Day care / kennels for dogs more than 4 dogs new application for two year licence	£547.00	£580.00	CPI + rounding
Licensing	Animals	Day care / kennels for dogs more than 4 dogs new application for three year licence	£569.00	£603.00	CPI + rounding
Licensing	Animals	Day care / kennels for dogs 0-4 dogs renewal one year licence	£469.00	£497.00	CPI + rounding
Licensing	Animals	Day care / kennels for dogs 0-4 dogs renewal two year licence	£491.00	£520.00	CPI + rounding
Licensing	Animals	Day care / kennels for dogs 0-4 dogs renewal three year licence	£513.00	£544.00	CPI + rounding
Licensing	Animals	Day care / kennels for dogs more than 4 dogs renewal for one year licence	£511.00	£542.00	CPI + rounding
Licensing	Animals	Day care / kennels for dogs more than 4 dogs renewal for two year licence	£533.00	£565.00	CPI + rounding
Licensing	Animals	Day care / kennels for dogs more than 4 dogs renewal for three year licence	£555.00	£588.00	CPI + rounding
Licensing	Animals	Boarding for cats 0-4 cats new applications one year licence	£501.00	£531.00	CPI + rounding
Licensing	Animals	Boarding for cats 0-4 cats new applications two year licence	£523.00	£554.00	CPI + rounding
Licensing	Animals	Boarding for cats 0-4 cats new applications three year licence	£545.00	£578.00	CPI + rounding
Licensing	Animals	Boarding for cats more than 4 cats new application for one year licence	£525.00	£557.00	CPI + rounding
Licensing	Animals	Boarding for cats more than 4 cats new application for two year licence	£547.00	£580.00	CPI + rounding
Licensing	Animals	Boarding for cats more than 4 cats new application for three year licence	£569.00	£603.00	CPI + rounding
Licensing	Animals	Boarding for cats 0-4 cats renewal one year licence	£469.00	£497.00	CPI + rounding
Licensing	Animals	Boarding for cats 0-4 cats renewal two year licence	£491.00	£520.00	CPI + rounding
Licensing	Animals	Boarding for cats 0-4 cats renewal three year licence	£513.00	£544.00	CPI + rounding
Licensing	Animals	Boarding for cats more than 4 cats renewal for one year licence	£511.00	£542.00	CPI + rounding

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Licensing	Animals	Boarding for cats more than 4 cats renewal for two year licene	£543.00	£576.00	CPI + rounding
Licensing	Animals	Boarding for cats more than 4 cats renewal for three year licene	£555.00	£588.00	CPI + rounding
Licensing	Animals	Keeping or training animals for exhibition - new application (one class of animal)	£703.00	£745.00	CPI + rounding
Licensing	Animals	Keeping or training animals for exhibition (more than one class of animal)	£813.00	£862.00	CPI + rounding
Licensing	Animals	Keeping or training animals for exhibition (one class of animal)	£501.00	£531.00	CPI + rounding
Licensing	Animals	Keeping or training animals for exhibition (more than one class of animal)	£638.00	£676.00	CPI + rounding
Licensing	Animals	Hiring out horses new application (0-3 horses) One year licence	£527.00	£559.00	CPI + rounding
Licensing	Animals	Hiring out horses new application (0-3 horses) Two year licence	£529.00	£561.00	CPI + rounding
Licensing	Animals	Hiring out horses new application (0-3 horses) Three year licence	£713.00	£756.00	CPI + rounding
Licensing	Animals	Hiring out horses renewal (0-3 horses) One year licence	£501.00	£531.00	CPI + rounding
Licensing	Animals	Hiring out horses renewal (0-3 horses) Two year licence	£523.00	£554.00	CPI + rounding
Licensing	Animals	Hiring out horses renewal (0-3 horses) Three year licence	£545.00	£578.00	CPI + rounding
Licensing	Animals	Hiring out horses new application (more than 3 horses) One year licence	£691.00	£732.00	CPI + rounding
Licensing	Animals	Hiring out horses new application (more than 3 horses) Two year licence	£713.00	£756.00	CPI + rounding
Licensing	Animals	Hiring out horses new application (more than 3 horses) Three year licence	£735.00	£779.00	CPI + rounding
Licensing	Animals	Hiring out horses renewal (more than 3 horses) One year licence	£508.00	£538.00	CPI + rounding
Licensing	Animals	Hiring out horses renewal (more than 3 horses) Two year licence	£530.00	£562.00	CPI + rounding
Licensing	Animals	Hiring out horses renewal (more than 3 horses) Three year licence	£552.00	£585.00	CPI + rounding
Licensing	Licensing	advice visit/rescore visit	£295.00	£313.00	CPI + rounding
Licensing	Animals	Zoo (5 year licence)	£1,701.00	£1,803.00	CPI + rounding

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Licensing	Licensing	Admin fee - change circumstances	£28.00	£30.00	CPI + rounding
Licensing	Licensing	Duplicate Licence	£12.00	£12.70	CPI + rounding
Licensing	Licensing	Variation fee	£56.00	£59.00	CPI + rounding
Licensing	Scrap metal	Scrap metal - site licence	£689.00	£730.00	CPI + rounding
Licensing	Scrap metal	Scrap metal - mobile collector licence	£451.00	£478.00	CPI + rounding
Licensing	Scrap metal	Scrap metal - licence - renewal	£392.00	£416.00	CPI + rounding
Licensing	Scrap metal	Scrap metal - mobile collector licence - renewal	£245.00	£260.00	CPI + rounding
Licensing	Scrap metal	Scrap metal Change of details	£48.00	£51.00	CPI + rounding
Licensing	Scrap metal	Scrap metal Change of site manager	£65.00	£69.00	CPI + rounding
Licensing	Scrap metal	Scrap metal Variation to site licence	£206.00	£218.00	CPI + rounding
Licensing	Scrap metal	Scrap metal Variation to collector	£97.00	£103.00	CPI + rounding
Licensing	Beauty & body	Beauty & Body Art personal licence	£188.00	£199.00	CPI + rounding
Licensing	Beauty & body	Beauty & Body Art (premises)	£339.00	£359.00	CPI + rounding
Licensing	Beauty & body	Beauty & Body Art (dual) + £69 extra charge for each person	£339.00	£359.00	CPI + rounding
Licensing	Beauty & body	Beauty & Body Art duplicate/replacement licence	£15.00	£16.00	CPI + rounding
Licensing	Beauty & body	Beauty & Body Art admin charge (change of business name)	£32.00	£34.00	CPI + rounding
Licensing	Licensing	Film Classification	£134.00	£142.00	CPI + rounding
Maritime services	Storage	Storage rack (monthly)	£17.50	£18.50	CPI + rounding
Maritime services	Storage	Storage rack (annual)	£104.99	£111.00	CPI + rounding
Maritime services	Storage	Storage up to 3.5m (monthly)	£39.59	£42.00	CPI + rounding

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Maritime services	Storage	Storage up to 3.5m (annual)	£237.52	£252.00	CPI + rounding
Maritime services	Storage	Storage up to 4m (monthly)	£54.63	£58.00	CPI + rounding
Maritime services	Storage	Storage up to 4m (annual)	£327.78	£347.00	CPI + rounding
Maritime services	Storage	Storage up to 4.5m (monthly)	£61.88	£65.50	CPI + rounding
Maritime services	Storage	Storage up to 4.5m (annual)	£371.24	£395.00	CPI + rounding
Maritime services	Storage	Storage up to 5m (monthly)	£76.97	£81.50	CPI + rounding
Maritime services	Storage	Storage up to 5m (annual)	£461.78	£489.00	CPI + rounding
Maritime services	Storage	Catamaran (monthly)	£93.57	£99.00	CPI + rounding
Maritime services	Storage	Catamaran (annual)	£561.38	£595.00	CPI + rounding
Maritime services	Mooring	Mooring fees - deep water (monthly) – varies on length	£42.68-£101.28	£45-£107	CPI + rounding
Maritime services	Mooring	Mooring fees - deep water (annual) – varies on length	£256.05-£607.63	£271-£644	CPI + rounding
Maritime services	Mooring	Mooring fees - tidal up to 7m (monthly)	£29.07	£31.00	CPI + rounding
Maritime services	Mooring	Mooring fees - tidal up to 7m (annual)	£174.41	£185.00	CPI + rounding
Maritime services	Mooring	Mooring fees - tidal over 7m (monthly)	£34.38	£36.50	CPI + rounding
Maritime services	Mooring	Mooring fees - tidal over 7m (annual)	£206.24	£219.00	CPI + rounding
Maritime services	Mooring	Club and association mooring - deep water (annual)	£352.96	£374.00	CPI + rounding
Maritime services	Mooring	Club and association mooring - tidal (annual)	£174.41	£185.00	CPI + rounding
Maritime services	Licences	Boatman licence	£120.50	£128.00	CPI + rounding
Maritime services	Licences	Boatman licence test fee	£120.50	£128.00	CPI + rounding
Maritime services	Licences	Pleasure boat licence	£321.35	£341.00	CPI + rounding

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Street scene and environment	Green Gifts	Memorial bench - Installation & Initial five year maintenance	£1,978.00	£2,097.00	CPI + rounding
Street scene and environment	Green Gifts	Memorial bench - Subsequent five year maintenance	£565.00	£599.00	CPI + rounding
Street scene and environment	Green Gifts	Memorial bench - Plaque only & five year maintenance	£706.00	£748.00	CPI + rounding
Street scene and environment	Tinside Beach hut hire	Yearly charge	£790.00	£837.00	CPI + rounding
Street scene and environment	Eastern Kings Beach Hut Hire	Yearly charge	£1,092.00	£1,158.00	CPI + rounding
Planning	Pre-Application	Minors Non-Res (500-999Sqm)	£1,073.00	£1,123.00	CPI + rounding
Planning	Pre-Application	Premium pre-app PPA commencement fee	£1,452.00	£1,544.00	CPI + rounding
Pest Control	Pest Control	Rats	£116.00	£123.00	CPI + rounding
Pest Control	Pest Control	Mice	£116.00	£123.00	CPI + rounding
Pest Control	Pest Control	Squirrels	£182.00	£193.00	CPI + rounding
Pest Control	Pest Control	Wasps	£111.00	£118.00	CPI + rounding
Pest Control	Pest Control	Fleas, 3 bed and under (single family dwelling)	£133.00	£141.00	CPI + rounding
Pest Control	Pest Control	Fleas, 4 bed or more (normal domestic house)	£155.00	£164.00	CPI + rounding
Pest Control	Pest Control	Priority pest control visits	£22.00	£23.50	CPI + rounding
Pest control	Pest Control	commercial rate	£123.00	£130.00	CPI + rounding
Pest control	Pest Control	survey fee	£57.00	£60.00	CPI + rounding
Pest control	Pest Control	Mice in HMO's flats	£123.00	£130.00	CPI + rounding
Training Services	Food Safety	Level 1	£20.00	£21.00	CPI + rounding
Training Services	Food Safety	Level 2	£25.00	£27.00	CPI + rounding
Training Services	food safety	level 3	£150.00	£159.00	CPI + rounding

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Training Services	Personal Licensing	Personal License holder level 2 and exam	£130.00	£138.00	CPI + rounding
Food Safety	Food Safety	Food Hygiene Requested Reinspection charge	£180.00	£191.00	CPI + rounding
Discretionary Services	Business Advice	One hour business advice	£165.00	£175.00	CPI + rounding
Discretionary Services	Business Advice	Two hour business advice	£231.00	£245.00	CPI + rounding
Environmental Health	Water samples	Water sample - first sample	£152.00	£161.00	CPI + rounding
Environmental Health	Water samples	First sample with ship sanitation certificate	£103.00	£109.00	CPI + rounding
Environmental Health	Water samples	Additional samples - bacteriological	£48.00	£51.00	CPI + rounding
Environmental Health	Water samples	Additional samples - legionella	£48.00	£51.00	CPI + rounding
Environmental Health	Export certificates	Fishery product health certificates	£102.00	£108.00	CPI + rounding
Environmental Health	Export certificates	Fishery product support attestations	£102.00	£108.00	CPI + rounding
Environmental Health	Export certificates	Other food safety premises endorsements/certificate of origin	£55.00	£58.00	CPI + rounding
Environmental Health	Catch certificates (illegal fishing)	number if certificates 1-5 high risk charge	£55.00	£58.00	CPI + rounding
Environmental Health	Catch certificates (illegal fishing)	number if certificates 1-5 low risk charge	£29.00	£31.00	CPI + rounding
Environmental Health	Catch certificates (illegal fishing)	number if certificates 6-10 high risk charge	£84.00	£89.00	CPI + rounding
Environmental Health	Catch certificates (illegal fishing)	number if certificates 6-10 low risk charge	£48.00	£51.00	CPI + rounding
Environmental Health	Catch certificates (illegal fishing)	number if certificates 11-20 high risk charge	£99.00	£105.00	CPI + rounding
Environmental Health	Catch certificates (illegal fishing)	number if certificates 11-20 low risk charge	£60.00	£64.00	CPI + rounding
Environmental Health	Catch certificates (illegal fishing)	number if certificates 21+ high risk charge	£113.00	£120.00	CPI + rounding
Environmental Health	Catch certificates (illegal fishing)	number if certificates 21+ low risk charge	£74.00	£78.00	CPI + rounding
Environmental Health	other charges	Formal verification/movement control notice	£113.00	£120.00	CPI + rounding

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Environmental Health	other charges	Late notice fee	£74.00	£78.00	CPI + rounding
Environmental Health	other charges	Non-compliance fee	£135.00	£143.00	CPI + rounding
Environmental Health	other charges	Supervising destruction/re-export fee	£135.00	£143.00	CPI + rounding
Environmental Health	Business Advice	Safer Food Better Business pack coaching	£65.00	£69.00	CPI + rounding
Registration Service	Celebratory ceremonies- Commitment/Naming/Re-affirmation of Vows Ceremony	Booking fee (non-refundable)	£45.00	£48.00	CPI + rounding
Registration Service	Marriage/Civil Partnership ceremony	Booking fee (non-refundable)	£45.00	£48.00	CPI + rounding
Facilities Management	Street naming/numbering	Street naming	£194.00	£206.00	CPI + rounding
Facilities Management	Street naming/numbering	Street renaming	£484.00	£513.00	CPI + rounding
Facilities Management	Street naming/numbering	Property numbering - per property including flats	£139.00	£147.00	CPI + rounding
Facilities Management	Street naming/numbering	Property renumbering - per property	£139.00	£147.00	CPI + rounding
Facilities Management	Street naming/numbering	Copy renumbering certificate - per copy	£66.00	£70.00	CPI + rounding
Street scene and environment	Highways licences and permits	Commercial crossing	£330.00	£350.00	CPI + rounding
Street scene and environment	Highways licences and permits	Domestic vehicle crossing - inspection fee (non refundable)	£90.00	£95.00	CPI + rounding
Street scene and environment	Highways licences and permits	Domestic vehicle crossing - processing/approval fee (non refundable)	£110.00	£117.00	CPI + rounding
Street scene and environment	Highways licences and permits	Section 171 - excavation and/or deposit building materials and or execute miscellaneous work on public highway (permit)	£130.00	£138.00	CPI + rounding
Street scene and environment	Highways licences and permits	Section 171 - excavation and/or deposit building materials and or execute miscellaneous work on public highway (permit - less than 3 working days notice)	£260.00	£276.00	CPI + rounding
Street scene and environment	Highways licences and permits	Section 171 - VXO permit	£200.00	£212.00	CPI + rounding
Street scene and environment	Highways licences and permits	Section 171 - VXO permit (less than 3 days notice)	£400.00	£424.00	CPI + rounding
Street scene and environment	Highways licences and permits	Section 50 Streetworks - New apparatus - work undertaken without a licence	£565.00	£599.00	CPI + rounding

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Street scene and environment	Highways licences and permits	Section 50 Streetworks - New apparatus (at least 10 days notice)	£445.00	£472.00	CPI + rounding
Street scene and environment	Highways licences and permits	Section 50 Streetworks - New apparatus (less than 10 days notice)	£656.00	£695.00	CPI + rounding
Street scene and environment	Highways licences and permits	Section 50 Streetworks - Existing apparatus licence (at least 10 days notice)	£260.00	£276.00	CPI + rounding
Street scene and environment	Highways licences and permits	Section 50 Streetworks - Existing apparatus licence (less than 10 days notice)	£380.00	£403.00	CPI + rounding
Street scene and environment	Highways licences and permits	Section 50 Streetworks - Existing apparatus - work undertaken without a licence	£380.00	£403.00	CPI + rounding
Street scene and environment	Highways licences and permits	Emergency road closures - up to 5 days duration	£500.00	£530.00	CPI + rounding
Street scene and environment	Highways licences and permits	Temporary Traffic Regulation Orders - up to 28 days (less than 3 months notice provided)	£1,385.00	£1,468.00	CPI + rounding
Street scene and environment	Highways licences and permits	Temporary Traffic Regulation Orders - up to 28 days (3 months notice provided)	£1,185.00	£1,256.00	CPI + rounding
Street scene and environment	Highways licences and permits	Temporary Traffic Regulation Orders - up to 6 months max, footway (3 months notice provided)	£1,185.00	£1,256.00	CPI + rounding
Street scene and environment	Highways licences and permits	Temporary Traffic Regulation Orders - up to 6 months max, footway (less than 3 months notice provided)	£1,385.00	£1,468.00	CPI + rounding
Street scene and environment	Highways licences and permits	Temporary Traffic Regulation Orders - up to 18 months max, carriageway (less than 3 months notice provided)	£2,825.00	£2,995.00	CPI + rounding
Street scene and environment	Highways licences and permits	Temporary Traffic Regulation Orders - up to 18 months max, carriageway (3 months notice provided)	£2,625.00	£2,783.00	CPI + rounding
Street scene and environment	Highways licences and permits	Category 1 and 2 events on the Highway	£578.00	£613.00	CPI + rounding
Street scene and environment	Highways licences and permits	White bar markings	£198.00	£210.00	CPI + rounding
Street scene and environment	Highways licences and permits	Brown tourism signs application - non refundable application fee	£120.00	£127.00	CPI + rounding
Street scene and environment	Highways licences and permits	Skip on the highway	£70.00	£74.00	CPI + rounding
Street scene and environment	Highways licences and permits	Crane licence	£464.00	£492.00	CPI + rounding
Waste	Bulky Waste Collection	Additional items (per item)	£11.00	£11.50	Under CPI
PCC asset charges and hire	Tothill Community Centre Room 1	Weekday standard rate (8am-8pm)	£11.00	£11.50	Under CPI
PCC asset charges and hire	Guildhall extras - Great Hall	Stage extension 6ft/1.82m	£98.40	£100.00	Under CPI

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PCC asset charges and hire	Guildhall extras - Great Hall	Catwalk 6ft x 40ft/1.82m x 12.15m	£98.40	£100.00	Under CPI
Street scene and environment	Bowling	Season Ticket	£153.00	£157.00	Under CPI
Street scene and environment	Bowling	Season citizens & Juniors Rates	£153.00	£157.00	Under CPI
Street scene and environment	Pitches	Season football/rugby (1 match per week)	£1,265.00	£1,305.00	Under CPI
Street scene and environment	Pitches	Leagues requiring alternate weeks for whole season are changed at 50% of season rate	£635.00	£657.00	Under CPI
Street scene and environment	Pitches	Junior Pitches (per match)	£23.00	£23.80	Under CPI
Street scene and environment	Pitches	Mini soccer (per hour)	£13.00	£13.40	Under CPI
Street scene and environment	Individual pitch booking (football, rugby, cricket, baseball)	Per match	£88.00	£91.00	Under CPI
Planning	Pre-Application	Minors Non-Res (0-499Sqm)	£630.00	£658.00	Under CPI
Planning	Pre-Application	Minors Non-Res (additional meeting)	£578.00	£589.00	Under CPI
Training Services	Training Services	SFBB Pack	£29.00	£30.00	Under CPI
Training Services	Training Services	SFBB Pack- 12 month diary re-fills	£13.50	£14.00	Under CPI
Waste	Chelson Meadow HWRC (Commercial)	TVs/CRTs	£14.00	£14.50	Under CPI
Waste	Chelson Meadow HWRC	Roll of 15 commercial general waste sacks (blue bags)	£57.48	£60.00	Under CPI
Waste	Chelson Meadow HWRC	Roll of 15 commercial mixed recycling sacks (for mixed paper, plastics, glass and metal)	£29.97	£31.00	Under CPI
Education	School transport	Post 16 education	£588.00	£613.30	Under CPI
Natural Infrastructure	Tennis courts	Annual household pass	£40.00	£41.00	Under CPI
Natural Infrastructure	Tennis courts	Annual household pass - concession	£30.00	£31.00	Under CPI
Natural Infrastructure	Tennis courts	Pay and play (per hour)	£6.00	£6.20	Under CPI
Natural Infrastructure	Allotments	Allotments - One of administration fee (non-refundable)	£22.00	£22.80	Under CPI

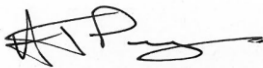
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Natural Infrastructure	Allotments	Allotments -Annual non-refundable rent - small plot	£87.00	£90.50	Under CPI
Natural Infrastructure	Allotments	Allotments -Annual non-refundable rent - large plot	£174.00	£181.00	Under CPI
Natural Infrastructure	Allotments	Allotments -Optional pre-start clearance of plot	£44.00	£45.75	Under CPI
Natural Infrastructure	Allotments	Allotments -Replacement/additional key (each)	£11.00	£11.40	Under CPI

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EQUALITY IMPACT ASSESSMENT – SPI FEES POLICY REVIEW

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): This is the person completing the EIA template.	STUART WINGFIELD	Department and service:	STRATEGIC PLANNING & INFRASTRUCTURE	Date of assessment:	04.03.2024
Lead Officer: Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.	ANTHONY PAYNE	Signature:		Approval date:	6.3.24
Overview:	Review of SPI fees and charges for year 2024-25. Fees and charges include planning pre-application service, viability assessments, design and historic environment advice, planning enforcement, building control, travel planning, bus pass replacement, flood risk advice, highways register, planning obligations services, neighbourhood planning advice				
Decision required:	To approve the uplift of discretionary fees and charges as per the attached schedule, for 1 April 2024				

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	x	No	
Potential internal impacts: Does the proposal have the potential to negatively impact Plymouth City Council employees?	Yes	x	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	x	No	

If you do not agree that a full equality impact assessment is required, please set out your justification for why not.

N/A

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>All data is from the 2011 Census except for age and sex which has been updated with 2021 data. Data will be updated with the 2021 Census data as it becomes available.</p> <p>Plymouth</p> <ul style="list-style-type: none"> 16.4 per cent of people in Plymouth are children aged under 15. 65.1 per cent are adults aged 15 to 64. 18.5 percent are adults aged 65 and over. 2.4 percent of the resident population are 85 and over. <p>South West</p> <ul style="list-style-type: none"> 15.9 per cent of people are aged 0 to 14, 61.8 per cent are aged 15 to 64. 22.3 per cent are aged 65 and over. <p>England</p> <ul style="list-style-type: none"> 17.4 per cent of people are aged 0 to 14. 64.2 per cent of people are aged 15 to 64. 	No adverse impacts	None	N/A

	<ul style="list-style-type: none"> 18.4 per cent of people are aged 65 and over. <p>(2021 Census)</p>			
<p>Care experienced individuals</p> <p>(Note that as per the Independent Review of Children's Social Care recommendations, Plymouth City Council is treating care experience as though it is a protected characteristic).</p>	<p>It is estimated that 26 per cent of the homeless population in the UK have care experience. In Plymouth there are currently 7 per cent of care leavers open to the service (6 per cent aged 18-20 and 12 per cent of those aged 21+) who are in unsuitable accommodation.</p> <p>The Care Review reported that 41 per cent of 19-21 year old care leavers are not in education, employment or training (NEET) compared to 12 per cent of all other young people in the same age group.</p> <p>In Plymouth there are currently 50 per cent of care leavers aged 18-21 Not in Education Training or Employment (54 per cent of all those care leavers aged 18-24 who are open to the service).</p> <p>There are currently 195 care leavers aged 18 to 20 (statutory service) and 58 aged 21 to 24 (extended offer). There are more care leavers aged 21 to 24 who could return for support from services if they wished to.</p>	Higher planning pre-app fees may adversely impact people on lower incomes or community/ voluntary groups supporting care experienced individuals.	<p>Discounts of up to 50% of planning pre-app fees are available for:</p> <p>Voluntary/ community groups</p> <p>Applications that involve 100% of dwellings that are 'self or custom build' and are community led initiatives</p> <p>Customers eligible for a range of means tested benefits.</p>	On-going. Development Management.
Disability	<p>9.4 per cent of residents in Plymouth have their activities limited 'a lot' because of a physical or mental health problem.</p> <p>12.2 per cent of residents in Plymouth have their activities limited 'a little' because of a physical or mental health problem (2021 Census)</p>	Higher planning pre-app fees may adversely impact people with disabilities who need to adapt their property to meet their needs.	Provision for up to 50% discount on planning fees for advice on proposed facilities that are solely for adaptations for the disabled remain unchanged.	On-going. Development Management

Gender reassignment	0.5 per cent of residents in Plymouth have a gender identity that is different from their sex registered at birth. 0.1 per cent of residents identify as a trans man, 0.1 per cent identify as non-binary and, 0.1 per cent identify as a trans women (2021 Census).	No adverse impacts	None	N/A
Marriage and civil partnership	40.1 per cent of residents have never married and never registered a civil partnership. 10 per cent are divorced, 6 percent are widowed, with 2.5 per cent are separated but still married. 0.49 per cent of residents are, or were, married or in a civil partnerships of the same sex. 0.06 per cent of residents are in a civil partnerships with the opposite sex (2021 Census).	No adverse impacts	None	N/A
Pregnancy and maternity	The total fertility rate (TFR) for England was 1.62 children per woman in 2021. The total fertility rate (TFR) for Plymouth in 2021 was 1.5.	No adverse impacts	None	N/A
Race	In 2021, 94.9 per cent of Plymouth's population identified their ethnicity as White, 2.3 per cent as Asian and 1.1 per cent as Black (2021 Census) People with a mixed ethnic background comprised 1.8 per cent of the population. 1 per cent of the population use a different term to describe their ethnicity (2021 Census) 92.7 per cent of residents speak English as their main language. 2021 Census data shows that after English, Polish, Romanian, Chinese,	No adverse impacts	None	N/A

	Portuguese, and Arabic are the most spoken languages in Plymouth (2021 Census).			
Religion or belief	48.9 per cent of the Plymouth population stated they had no religion. 42.5 per cent of the population identified as Christian (2021 Census). Those who identified as Muslim account for 1.3 per cent of Plymouth's population while Hindu, Buddhist, Jewish or Sikh combined totalled less than 1 per cent (2021 Census).	No adverse impacts	None	N/A
Sex	51 per cent of our population are women and 49 per cent are men (2021 Census).	No adverse impacts	None	N/A
Sexual orientation	88.95 per cent of residents aged 16 years and over in Plymouth describe their sexual orientation as straight or heterosexual. 2.06 per cent describe their sexuality as bisexual, 1.97 per cent of people describe their sexual orientation as gay or lesbian. 0.42 per cent of residents describe their sexual orientation using a different term (2021 Census).	No adverse impacts	None	N/A

SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

Human Rights	Implications	Mitigation Actions	Timescale and responsible department
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	None	N/A	N/A
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SECTION FIVE: OUR EQUALITY OBJECTIVES

Equality objectives	Implications	Mitigation Actions	Timescale and responsible department
Celebrate diversity and ensure that Plymouth is a welcoming city.	Higher planning pre-app fees may adversely impact people on lower incomes or community/ voluntary groups.	Discounts of up to 50% of planning pre-app fees are available for: Voluntary/ community groups Advice on proposed facilities that are solely for adaptations for the disabled. Applications that involve 100% of dwellings that are 'self or custom build' and are community led initiatives Customers eligible for a range of means tested benefits.	On-going. Development Management.
Pay equality for women, and staff with disabilities in our workforce.	None	N/A	N/A
Supporting our workforce through the implementation of Our People Strategy 2020 – 2024	None	N/A	N/A
Supporting victims of hate crime so they feel confident to report incidents, and working with, and through our partner organisations to achieve positive outcomes.	None	N/A	N/A
Plymouth is a city where people from different backgrounds get along well.	None	N/A	N/A

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EQUALITY IMPACT ASSESSMENT – PUBLIC PROTECTION SERVICE FEES AND CHARGES

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): This is the person completing the EIA template.	Nicola Horne	Department and service:	Public Protection Service, ODPH	Date of assessment:	04/03/24
Lead Officer: Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.	Ruth Harrell	Signature:	Approved via e-mail.	Approval date:	04/03/24
Overview:	These fees are set following nationally recommended prices. The recommended annual increase in fees and charges for 2024/25 is above the level expected by our Fees and Charges Policy and therefore an EIA is required.				
Decision required:	To approve the uplift of discretionary fees and charges as per the attached schedule, for 1 April 2024				

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.	These fee increases are applicable only to vessels that are involved in international travel and will not impact on local service users, communities or residents.			

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>	N/A	N/A	N/A

	<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>			
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>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>	N/A	N/A	N/A
Disability	9.4 per cent of residents in Plymouth have their activities limited 'a lot' because of a physical or mental health problem.	N/A	N/A	N/A

	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).	N/A	N/A	N/A
Marriage and civil partnership	40.1 per cent of residents have never married and never registered a civil partnership. 10 per cent are divorced, 6 percent are widowed, with 2.5 per cent are separated but still married. 0.49 per cent of residents are, or were, married or in a civil partnerships of the same sex. 0.06 per cent of residents are in a civil partnerships with the opposite sex (2021 Census).	N/A	N/A	N/A
Pregnancy and maternity	The total fertility rate (TFR) for England was 1.62 children per woman in 2021. The total fertility rate (TFR) for Plymouth in 2021 was 1.5.	N/A	N/A	N/A
Race	In 2021, 94.9 per cent of Plymouth's population identified their ethnicity as White, 2.3 per cent as Asian and 1.1 per cent as Black (2021 Census) People with a mixed ethnic background comprised 1.8 per cent of the population. 1 per cent of the population use a different term to describe their ethnicity (2021 Census)	N/A	N/A	N/A

	92.7 per cent of residents speak English as their main language. 2021 Census data shows that after English, Polish, Romanian, Chinese, Portuguese, and Arabic are the most spoken languages in Plymouth (2021 Census).			
Religion or belief	48.9 per cent of the Plymouth population stated they had no religion. 42.5 per cent of the population identified as Christian (2021 Census). Those who identified as Muslim account for 1.3 per cent of Plymouth’s population while Hindu, Buddhist, Jewish or Sikh combined totalled less than 1 per cent (2021 Census).	N/A	N/A	N/A
Sex	51 per cent of our population are women and 49 per cent are men (2021 Census).	N/A	N/A	N/A
Sexual orientation	88.95 per cent of residents aged 16 years and over in Plymouth describe their sexual orientation as straight or heterosexual. 2.06 per cent describe their sexuality as bisexual, 1.97 per cent of people describe their sexual orientation as gay or lesbian. 0.42 per cent of residents describe their sexual orientation using a different term (2021 Census).	N/A	N/A	N/A

SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

Human Rights	Implications	Mitigation Actions	Timescale and responsible department
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	None		
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SECTION FIVE: OUR EQUALITY OBJECTIVES

Equality objectives	Implications	Mitigation Actions	Timescale and responsible department
Celebrate diversity and ensure that Plymouth is a welcoming city.	None		
Pay equality for women, and staff with disabilities in our workforce.	None		
Supporting our workforce through the implementation of Our People Strategy 2020 – 2024	None		
Supporting victims of hate crime so they feel confident to report incidents, and working with, and through our partner organisations to achieve positive outcomes.	None		
Plymouth is a city where people from different backgrounds get along well.	None		