



**Oversight and Governance**

Chief Executive's Department

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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/yddrql6>

Notice of call-in for non-urgent decisions must be given to the Democratic Support Team by 4.30 pm on Thursday 01 August 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 Cabinet Member and Key Officer decisions detailed below may be implemented on Friday 02 August 2024 if they are not called-in.

The non-key officer decision detailed below may be implemented immediately.

## **Delegated Decisions**

### **1. Cabinet Member Decision - Councillor Tudor Evans OBE (Leader of the Council):**

- 1.a. L08 24/25 - Acceptance of Climate Emergency Investment funding (CEIF) for delivery of environmental improvements to our Youth Centres. **(Pages 1 - 26)**

### **2. Council Officer Decision - Paul Barnard, Service Director for Strategic Planning and Infrastructure:**

- 2.a. COD14 24/25 - Woolwell to The George Transport Scheme: Phase I Construction **(Pages 27 - 70)**
- 2.b. COD12 24/25 - Woolwell to The George Transport Scheme: NEC Project Management Support **(Pages 71 - 102)**

# EXECUTIVE DECISION

## made by a Cabinet Member



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

Executive Decision Reference Number – L08 24/25

Decision				
1	<b>Title of decision:</b> Acceptance of Climate Emergency Investment funding (CEIF) for delivery of environmental improvements to our Youth Centres.			
2	<b>Decision maker:</b> Councillor Tudor Evans OBE (Leader of the Council)			
3	<b>Report author and contact details:</b> Dave Ryland Head of Housing Standards, <a href="mailto:dave.ryland@plymouth.gov.uk">dave.ryland@plymouth.gov.uk</a> 01752 304823 Matt Garrett (Service Director of Community Connections), <a href="mailto:matt.garrett@plymouth.gov.uk">matt.garrett@plymouth.gov.uk</a> , 01752 306733			
4	<b>Decision to be taken:</b> <ol style="list-style-type: none"> <li>1. To approve the Business Case;</li> <li>2. To accept £1,000,000 from the Climate Emergency Investment Fund;</li> <li>3. To approve the addition of £1,000,000 of CEIF funding into the Capital Programme;</li> <li>4. To delegate to the Service Director (Community Connections) to allocate spend and award contracts for this project where they would otherwise not have authority to do so.</li> </ol>			
5	<b>Reasons for decision:</b> To accept and allocate CEIF Solar and Insulation Funding to augment £3m Youth Centre investment, following a successful bid to the Climate Emergency Investment fund.			
6	<b>Alternative options considered and rejected:</b> <ol style="list-style-type: none"> <li>1. Do nothing: Rejected, as this would lead to the loss of CEIF funding from the successful bid;</li> <li>2. Use Council funds instead of external grant funding: Rejected, as this is not viable in current conditions.</li> </ol>			
7	<b>Financial implications and risk:</b> Acceptance of £1,000,000 from the Climate Emergency Investment Fund Revenue Implication: The cost of appropriate project management staff time associated with the delivery of the project is included in a revenue grant supplied through the Youth Investment Fund. Delivery for the project will be in 2024/25.			
8	<b>Is the decision a Key Decision?</b> (please contact <a href="#">Democratic Support</a> for further advice)	Yes	No	<b>Per the Constitution, a key decision is one which:</b>  in the case of <b>capital</b> projects and contract awards, results in a new
			x	

				commitment to spend and/or save in excess of <b>£3million</b> in total
			<b>x</b>	in the case of <b>revenue</b> projects when the decision involves entering into new commitments and/or making new savings in excess of <b>£1million</b> annually.
			<b>x</b>	is <b>significant</b> in terms of its effect on communities living or working in an area comprising <b>two or more</b> wards in the area of the local authority.
	<b>If yes, date of publication of the notice in the <a href="#">Forward Plan of Key Decisions</a></b>	N/A		
<b>9</b>	<b>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:</b>	The provision of Youth Services and improving Youth Centre / CYPFS buildings contributes to the Corporate Plan by helping to keep children, adults and communities safe, by providing quality public services and focusing on prevention and early intervention. Changes to our physical estate will allow to change and increase the services delivered from our buildings, it will enable us to better work alongside other services in the community and will also allow us to increase the number of young people who can gain access to our buildings and services.		
<b>10</b>	<b>Please specify any direct environmental implications of the decision (carbon impact)</b>	Changes to our buildings will allow us to improve the green credentials in our estate. An impact assessment is attached.		
<b>Urgent decisions</b>				
<b>11</b>	<b>Is the decision urgent and to be implemented immediately in the interests of the Council or the public?</b>	<b>Yes</b>		(If yes, please contact Democratic Support ( <a href="mailto:democraticsupport@plymouth.gov.uk">democraticsupport@plymouth.gov.uk</a> ) for advice)
		<b>No</b>	<b>X</b>	<b>(If no, go to section 13a)</b>
<b>12a</b>	<b>Reason for urgency:</b>			
<b>12b</b>	<b>Scrutiny Chair Signature:</b>		<b>Date</b>	
	<b>Scrutiny Committee name:</b>			
	<b>Print Name:</b>			
<b>Consultation</b>				
<b>13a</b>	<b>Are any other Cabinet members' portfolios affected by the decision?</b>	<b>Yes</b>	<b>X</b>	
		<b>No</b>		<b>(If no go to section 14)</b>

<b>13b</b>	<b>Which other Cabinet member's portfolio is affected by the decision?</b>	Councillor Jemima Laing (Deputy Leader/ Children's Social Care, Culture and Communications). Councillor Chris Penberthy (Cabinet Member for Housing, Cooperative Development and Communities)		
<b>13c</b>	<b>Date Cabinet member consulted</b>	13/6/24		
<b>14</b>	<b>Has any Cabinet member declared a conflict of interest in relation to the decision?</b>	<b>Yes</b>		If yes, please discuss with the Monitoring Officer
		<b>No</b>	<b>X</b>	
<b>15</b>	<b>Which Corporate Management Team member has been consulted?</b>	<b>Name</b>	Gary Walbridge	
		<b>Job title</b>	Strategic Director for Adults Health and Communities	
		<b>Date consulted</b>	10/07/2024	

**Sign-off**


<b>16</b>	<b>Sign off codes from the relevant departments consulted:</b>	<b>Democratic Support (mandatory)</b>	DS23 24/25	
		<b>Finance (mandatory)</b>	DJN.24.25.023	
		<b>Legal (mandatory)</b>	LS/00003610/2/LB/16/07/24	
		<b>Human Resources (if applicable)</b>		
		<b>Corporate property (if applicable)</b>	JW 0122 23/07/24	
		<b>Procurement (if applicable)</b>	SN/PS/741/ED/0724	

**Appendices**

<b>17</b>	<b>Ref.</b>	<b>Title of appendix</b>
	A	Business Case
	B	Briefing Note
	C	EIA
	B	Climate Impact Assessment

**Confidential/exempt information**

<b>18a</b>	<b>Do you need to include any confidential/exempt information?</b>	<b>Yes</b>		If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for
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		No	x	publication by virtue of Part 1 of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in <b>18b</b> below.  (Keep as much information as possible in the briefing report that will be in the public domain)				
		<b>Exemption Paragraph Number</b>						
		1	2	3	4	5	6	7
<b>18b</b>	<b>Confidential/exempt briefing report title:</b>							
<b>Background Papers</b>								
<b>19</b>	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.							
<b>Title of background paper(s)</b>		<b>Exemption Paragraph Number</b>						
		1	2	3	4	5	6	7
<b>Cabinet Member Signature</b>								
<b>20</b>	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.							
<b>Signature</b>			<b>Date of decision</b>	24 July 2024				
<b>Print Name</b>	Councillor Tudor Evans OBE (Leader of the Council)							

# CAPITAL INVESTMENT BUSINESS CASE

*Efford and Honicknowle Youth Centres – Solar & Insulation*



## EXECUTIVE SUMMARY

### Summary

Efford and Honicknowle Youth Centres are part of the cooperate estate and have recently been awarded £3m (£2.4m Youth Investment Fund and a further £600,000 for legacy maintenance works including two new roofs at the sites) which will completely revamp the sites and deliver significantly more services to young people and communities than ever before. In order to spend money wisely, maximise the space and work towards mitigating climate change a further £1,000,000 is required to install solar insulate the roofs and walls. This investment by helping make the sites considerably more self-sustainable in terms of running costs and help to bring this corporate asset in line with the Net Zero Action Plan (NZAP).

### Benefits of Doing it Now

1. **Cost Efficiency:** Save costs by utilising existing project resources and contractors who will be on site as part of the renovation works
2. **Time Savings:** Remove the need to carry out further, planning, procurement and tendering exercises as can be incorporated into existing plan
3. **Synergies:** Streamline construction tasks.
4. **Design Integration:** Ensure a cohesive result.
5. **Minimized Disruption:** Reduce closures and disruptions.
6. **Comprehensive Assessment:** Address uncovered issues immediately.
7. **Increased Property Value:** Attract paying tenants for financial sustainability.

### Consultation

*It is understood that both CMT and Cabinet have discussed these works and are aware of the needs; Emergency Climate funding has been granted. It has also been put into the pipeline of works in advance of the creation of this business case*

## SECTION I: PROJECT DETAIL

<b>Project Value (indicate capital or revenue)</b>	£1,000,000	<b>Contingency (show as £ and % of project value)</b>	20%
<b>Programme</b>	Community Infrastructure	<b>Directorate</b>	People
<b>Portfolio Holder</b>	Cllr Jemima Laing (Cabinet Member for Children's Social Care, Culture and Communications).	<b>Service Director</b>	Matt Garrett (Community Connections)
<b>Senior Responsible Officer (client)</b>	Dave Ryland	<b>Project Manager</b>	John London
<b>Address and Post Code</b>	Blandford Rd, Plymouth PL3 6HU; Honicknowle Youth Centre, Honicknowle Grn, Honicknowle, Plymouth PL5 3PX;	<b>Ward</b>	Honicknowle Efford and Lipson

**Current Situation:** *(Provide a brief, concise paragraph outlining the current situation and explain the current business need, problem, opportunity or change of circumstances that needs to be resolved)*

Efford, Honicknowle and Fredrick Street Youth Centres have become tired and are in need of a host of repairs and maintenance. Through the Youth Investment Fund, the authority has successfully bid for £2.4m to renovate the sites and has a further £600k to address new roofs and legacy maintenance issues. Efford and Honicknowle sites currently rely on electricity and a gas boiler for power and even with the works there is still an opportunity to move away from high carbon fossil fuel dependence and improved thermal efficiency.

**Proposal:** *(Provide a brief, concise paragraph outlining your scheme and explain how the business proposal will address the current situation above or take advantage of the business opportunity) and (What would happen if we didn't proceed with this scheme?)*

We are proposing that we take advantage of the fact that we have investment that will give a new lease of life to authority assets and provide a real boost to the local communities by leveraging the contractors who will be working on the sites to carry out these energy efficiency works. A bid has been successful with the Emergency Climate Fund to fully furnish the Efford and Honicknowle sites with solar arrays which will put energy back into the grid at a profit, whilst insulating both the walls under the new cladding and the new roofs making both sites extremely energy efficient and environmentally sustainable. This is a one-off opportunity as the new cladding will be installed to both buildings. It would not be possible to retrofit at a later date without significant damage and disruption.

**Why is this your preferred option:** *(Provide a brief explanation why this option is preferred) and (Explain why this is a good capital investment and how this would be an advantage for the Council) and (explain how the preferred option is the right balance between the risks and benefits identified below).*

**Cost Efficiency:** Performing the works and renovations simultaneously will be more cost-effective than doing them separately. For instance, we will be able to share certain costs, such as labour, equipment, and project management, which will result in overall savings.

**Time Savings:** Combining these works and renovations could save time compared to doing them sequentially. This is especially important as the option to do at a later date is not possible for the Insulation works.

**Synergies in Work:** Some works and renovations may require similar or overlapping work. For example, replacing the roof and applying the cladding; it makes sense to do this while other work is being done. Coordinating these tasks will most likely streamline the construction process.

**Integrated Design:** Performing energy efficiency works and renovations together allows for a more integrated design approach. We can ensure that the insulation elements blend seamlessly with the cladding and new roofs, installing the solar panels at the same time, creating a cohesive and aesthetically pleasing result.

**Minimized Disruption:** A decant is required in the two buildings as they will be closed; doing so once is preferable to doing it twice, as it will reduce the impact on young people, on resources working from the location and people who book out the building spaces.

**Increased Property Value:** A fully renovated and repaired building that is environmentally sustainable with low or no running costs generally has a higher chance of attracting paying tenants, such as small businesses and charities, helping secure the financial sustainability of the building

**Option Analysis:** *(Provide an analysis of 'other' options which were considered and discounted, the options considered must be a 'do Nothing' and 'do minimum' and 'viable alternative' options. A SWOT – Strength, Benefit, Opportunity, Threat analysis could be attached as an appendix).*

<b>Do Nothing Option</b>	Do not include the energy efficiency works in the renovation works
<b>List Benefits:</b>	Cost avoidance initially of £1m, however the work will have to be carried out at some point to meet our green/climate change agenda and prices are only increasing, works will be destructive and require the replacement of the new cladding and also further site closures
<b>List Risk / Issues:</b>	Serious risk to success of YIF requirement to make site environmentally sustainable
<b>Cost:</b>	Potentially >£1m
<b>Why did you discount this option</b>	Not doing the changes is likely to cause damage and further cost undermining the renovation project
<b>Do Minimum Option</b>	Complete solar panels only
<b>List Benefits:</b>	Less initial spend; however, the building will not be energy efficient through heat loss and will not achieve sustainability targets
<b>List Risk / Issues:</b>	Cladding once installed without the insulation to walls, would need to be removed and replaced in order to insulate at a later date. Emergency Climate change fund may not be available at a later date
<b>Cost:</b>	Around half initially; but insulation costs later are likely to be significantly more expensive
<b>Why did you discount this option</b>	Risks too high
<b>Viable Alternative Option</b>	n/a
<b>List Benefits:</b>	
<b>List Risk / Issues:</b>	
<b>Cost:</b>	
<b>Why did you discount this option</b>	

<b>Strategic Case:</b>	
<b>Which Corporate Plan priorities does this project deliver?</b>	Spending money wisely
	Focusing on prevention and early intervention
	Keeping children, adults and communities safe
	Green investment, jobs, skills and better education

<b>Milestones and Date:</b>		
Contract Award Date	Start On Site Date	Completion Date
August 2024	August 2024	31 March 2025

<b>SECTION 2: PROJECT RISK, OUTCOMES AND BENEFITS</b>					
<b>Risk Register:</b> <i>The Risk Register/Risk Log is a master document created during the early stages of a project. It includes information about each identified risk, level of risk, who owns it and what measures are in place to mitigate the risks (cut and paste more boxes if required).</i>					
<b>Potential Risks Identified</b>			<b>Likelihood</b>	<b>Impact</b>	<b>Overall Rating</b>
<b>Risk</b>	Initial outlay		Medium	Medium	Medium
<b>Mitigation</b>	Sourced funding through the emergency climate change fund		Medium	Low	Low

<b>Calculated risk value in £ (Extent of financial risk)</b>	£60,000	<b>Risk Owner</b>	Dave Ryland		
<b>Risk</b>	Staff decant at each site		High	Medium	High
<b>Mitigation</b>	Include works with renovation, therefore reducing to a single decant period		High	Low	Medium
<b>Calculated risk value in £ (Extent of financial risk)</b>	£0	<b>Risk Owner</b>	Dave Ryland		

### Outcomes and Benefits

#### List the outcomes and benefits expected from this project.

(An **outcome** is the result of the change derived from using the project's deliverables. This section should describe the anticipated outcome)

(A **benefit** is the measurable improvement resulting from an outcome that is perceived as an advantage. Benefits are the expected value to be delivered by the project, measurable whenever possible)

#### Financial outcomes and benefits:

Sites will become environmentally and economically sustainable  
By adding solar panels and improving insulation running costs should reduce and value of assets should greatly increase

#### Non-financial outcomes and benefits:

Sites will become environmentally sustainable  
By fixing issues, we should see a safer environment for PCC staff, stakeholders and members of the public on site.  
We will also be able to offer a warm space for community members to attend which is key to support those impacted by the cost of living crises.

### SECTION 3: CONSULTATION

**Does this business case need to go to CMT**

No

**Date business case approved by CMT  
(if required)**

### Climate Impact Assessment

**Upload Climate Impact Wheel**

Complete - Efford and Honicknowle Youth Centres – Solar & Insulation CIA (Attached as appendices)

**Summary of the anticipated impact of the proposal on the climate (including any proposed mitigations and impacts beyond 2030)**

Installing solar PV and improving the efficiency of the building fabric will have overall benefit of contributing to the climate agenda.

**Have you engaged with Procurement Service?**

Yes

**Procurement route options considered for goods, services or works**

An 'Invitation to Tender' procurement process is currently live, whereby this element of works will be included within as additional scope.

<b>Procurements Recommended route.</b>	As above	
<b>Who is your Procurement Lead?</b>	Simone Newark	
<b>Is this business case a purchase of a commercial property?</b>	No	
<b>If yes then provide evidence to show that it is not 'primarily for yield'</b>		

<b>Which Members have you engaged with and how have they been consulted</b> <i>(including the Leader, Portfolio Holders and Ward Members)</i>	Cllr Penberthy & Cllr Laing – Spoken to on the phone and in Portfolio Holder Sessions.
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<b>Confirm you have taken necessary Legal advice, is this proposal State Aid compliant, if yes please explain why.</b>	Yes. Legal sign-off attained
<b>Who is your Legal advisor you have consulted with?</b>	Liz Bryant

<b>Equalities Impact Assessment completed</b> <i>(This is a working document which should inform the project throughout its development. The final version will need to be submitted with your Executive Decision)</i>	Yes
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## SECTION 4: FINANCIAL ASSESSMENT

**FINANCIAL ASSESSMENT:** *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. Exact amounts only throughout the paper - not to be rounded.*

### CAPITAL COSTS AND FINANCING

<b>Breakdown of project costs including fees surveys and contingency</b>	<b>Prev. Yr.</b>	<b>23/24</b>	<b>24/25</b>	<b>25/26</b>	<b>26/27</b>	<b>27/28</b>	<b>Future Yrs.</b>	<b>Total</b>
	<b>£</b>	<b>£</b>	<b>£</b>	<b>£</b>	<b>£</b>	<b>£</b>	<b>£</b>	<b>£</b>
Solar and Insulation installation	0	0	£1,000,000	0	0	0	0	£1,000,000
<b>Total capital spend</b>	<b>0</b>	<b>0</b>	<b>£1,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>£1,000,000</b>

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

<b>Breakdown of proposed funding</b>	<b>Prev. Yr.</b>	<b>23/24</b>	<b>24/25</b>	<b>25/26</b>	<b>26/27</b>	<b>27/28</b>	<b>Future Yrs.</b>	<b>Total</b>
	<b>£</b>	<b>£</b>	<b>£</b>	<b>£</b>	<b>£</b>	<b>£</b>	<b>£</b>	<b>£</b>
Efford Youth Centre	0	0	£500,000	0	0	0	0	£500,000

Honicknowle Youth Centre			£500,000					£500,000
<b>Total funding</b>	<b>0</b>	<b>0</b>	<b>£1,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>£1,000,000</b>

<b>S106 or CIL</b> (Provide Planning App or site numbers)	Preplanning reference numbers:  24/00223/FUL Honicknowle  24/00220/FUL Efford
<b>Which alternative external funding sources been explored</b>	Youth Investment fund £2.4m will cover renovations and £600k from Estates will cover legacy repairs
<b>Are there any bidding constraints and/or any restrictions or conditions attached to your funding</b>	No
<b>Tax and VAT implications</b>	The project will generate some VAT-exempt income relating to the hire of rooms or premises at Honicknowle and Efford Youth Centres. A proportion of the VAT incurred (in the region of £200k) on the capital cost will need to be included therefore in the Council's partial exemption calculation. It is likely, however, that the amount of VAT concerned will be able to be accommodated within the 'de minimis' limit and there will be no adverse impact on the Council's overall partial exemption position. The VAT incurred on the cost of the project will be fully recoverable, but the expenditure will need to be monitored to ensure that the Council remains below its 'de minimis' partial exemption limit.
<b>Tax and VAT reviewed by</b>	Sarah Scott
<b>Will this project deliver capital receipts?</b> (If so please provide details)	No

## REVENUE COSTS AND IMPLICATIONS

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

<b>Total Cost of developing the project</b>	£0 assimilated into Project manager time and covered by the Capital project
<b>Revenue cost code for the development costs</b>	3881
<b>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</b>	Y

<b>Budget Managers Name</b>			Dave Ryland				
<b>Ongoing Revenue Implications for Service Area</b>							
	<b>Prev. Yr.</b>	<b>23/24 £</b>	<b>24/25 £</b>	<b>25/26 £</b>	<b>26/27 £</b>	<b>27/28 £</b>	<b>Future Yrs.</b>
<b>Service area revenue cost</b>							
<b>Other</b> (eg: maintenance, utilities, etc)	0	0	0	0	0	0	0
<b>Loan repayment</b> (terms agreed with Treasury Management)	0	0	0	0	0	0	0
<b>Total Revenue Cost (A)</b>	0	0	0	0	0	0	0
<b>Service area revenue benefits/savings</b>							
<b>Annual revenue income</b> (eg: rents, etc)	£25k	£25k	£25k	£25k	£25k	£25k	£25k
<b>Total Revenue Income (B)</b>	£25k	£25k	£25k	£25k	£25k	£25k	£25k
<b>Service area net (benefit) cost (B-A)</b>							
<b>Has the revenue cost been budgeted for or would this make a revenue pressure</b>	Budgeted						
<b>Which cost centre would the revenue pressure be shown</b>	n/a		<b>Has this been reviewed by the budget manager</b>			Y	
<b>Name of budget manager</b>	Dave Ryland						
<b>Loan value</b>	£0	<b>Interest Rate</b>	0%	<b>Term Years</b>	0	<b>Annual Repayment</b>	£0
<b>Revenue code for annual repayments</b>	n/a						
<b>Service area or corporate borrowing</b>	Service Area						
<b>Revenue implications reviewed by</b>	Katie Rosewarne						

**Version Control:** (The version control table must be updated and signed off each time a change is made to the document to provide an audit trail for the revision and update of draft and final versions)


Author of Business Case	Date	Document Version	Reviewed By	Date
S. Hambleton	7/06/2024	v 1.0	Dave Ryland	7/6/24
Anna-Leigh Selvester	7/6/24	VI.1	S. Hambleton	7/6/24
S. Hambleton	12/6/24	VI.2	Dave Ryland	12/6/24
S. Hambleton	13/6/24	VI.3	Dave Ryland	13/6/24

## SECTION 5: RECOMMENDATION AND ENDORSEMENT

### Recommended Decision

It is recommended that the Leader of the Council:

- Approves the Business Case
- Allocates £1,000,000 for the project into the Capital Programme funded by Climate Emergency Investment Fund
- Delegates the award of the contract to Service Director for Community Connections where they would otherwise not have the authority to do so.

<b>Councillor Tudor Evans OBE (Leader)</b>		<b>Service Director</b>	
<b>Either email dated:</b>	24/07/2024	<b>Either email dated:</b>	date
<b>Or signed: N/A</b>		<b>Signed: Dave Ryland</b>	
			
<b>Date: N/A</b>		<b>Date: 24/07/24</b>	

**CLIMATE EMERGENCY INVESTMENT FUND**

Efford and Honicknowle Youth Centre July 2024

Community Connections



Youth and community centres are crucial as they provide a safe space for young people to engage in positive activities, develop skills, and build relationships. Centres offer opportunities for education, recreation, and mentorship and promote healthy development among the youth in the community. Similarly, community centres serve as vital gathering places for residents to access resources, participate in programs, and build a sense of community and belonging. By investing in centres, communities can support the well-being and growth of their youth and enhance the overall quality of life for all residents.

Efford and Honicknowle Youth and Community Centres are part of the cooperate estate and are two of three sites which have recently been awarded £3m (£2.4m Youth Investment Fund and a further £600,000 from capital funds for legacy maintenance works including two new roofs at the sites). Work proposed at the locations will completely revamp the buildings and deliver significantly more services to young people and communities than ever before.

In order to spend money wisely, maximise the space and work towards mitigating climate change, a further £1,000,000 has been applied for and awarded under Emergency Climate Investment Fund.

Funding will be utilised to install solar and insulate the roofs and walls at the two sites. Solar arrays will reduce grid import with zero carbon on-site generation, and insulating the walls, under the new cladding, and the new roofs, will make both sites extremely energy efficient and environmentally sustainable.

This is a one-off opportunity as the new cladding which will be installed to both buildings as part of the existing program of work, would make retro fitting significantly more expensive, will cause service disruption and result in loss of income generation through rentals.

Due to planning permissions having already been obtained as part of the planned investment the aim is that the £1m funding will be integrated into the planned building works out to tender currently.


The program is under the project management of PCC's Capital Projects and has an established management board consisting of Community Connections, Health and Safety, Capital Projects, Children Young People and Families, Capital and Revenue Finance and Facilities Management. The board provides a governance structure, sets strategic direction and objectives, monitors progress and manages risk.

This work is in line with the PCC net Zero 2030 ambition, and proposals seek to have all works on site completed by March 2025.

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# EQUALITY IMPACT ASSESSMENT – ACCEPTANCE OF CLIMATE EMERGENCY INVESTMENT FUNDING (CEIF) FOR DELIVERY OF ENVIRONMENTAL IMPROVEMENTS TO OUR YOUTH CENTRES.

## SECTION ONE: INFORMATION ABOUT THE PROPOSAL

<b>Author(s):</b> The person completing the EIA template.	Dave Ryland	<b>Department and service:</b>	Head of Housing Standards	<b>Date of assessment:</b>	23/07/2024
<b>Lead Officer:</b> Head of Service, Service Director, or Strategic Director.	Dave Ryland	<b>Signature:</b>		<b>Approval date:</b>	23/07/24
<b>Overview:</b>	<p>Youth and community centres are crucial as they provide a safe space for young people to engage in positive activities, develop skills, and build relationships. Centres offer opportunities for education, recreation, and mentorship and promote healthy development among the youth in the community. Similarly, community centres serve as vital gathering places for residents to access resources, participate in programs, and build a sense of community and belonging. By investing in centres, communities can support the well-being and growth of their youth and enhance the overall quality of life for all residents.</p> <p>Efford and Honicknowle Youth and Community Centres are part of the cooperate estate and are two of three sites which have recently been awarded £3m (£2.4m Youth Investment Fund and a further £600,000 from capital funds for legacy maintenance works including two new roofs at the sites). Work proposed at the locations will completely revamp the buildings and deliver significantly more services to young people and communities than ever before.</p> <p>In order to spend money wisely, maximise the space and work towards mitigating climate change, a further £1,000,000 has been applied for and awarded under Emergency Climate Investment Fund.</p> <p>Funding will be utilised to install solar and insulate the roofs and walls at the two sites. Solar arrays will reduce grid import with zero carbon on-site generation, and insulating the walls, under the new cladding, and the new roofs, will make both sites extremely energy efficient and environmentally sustainable.</p>				
<b>Decision required:</b>	<ol style="list-style-type: none"> <li>1. To approve the Business Case;</li> <li>2. To accept £1,000,000 from the Climate Emergency Investment Fund;</li> <li>3. To approve the addition of £1,000,000 of CEIF funding into the Capital Programme;</li> <li>4. To delegate to the Service Director (Community Connections) to allocate spend and award contracts for this project where they would otherwise not have authority to do so.</li> </ol>				

**SECTION TWO: EQUALITY IMPACT ASSESSMENT SCREENING TOOL**

<p><b>Potential external impacts:</b> Does the proposal have the potential to negatively impact service users, communities or residents with protected characteristics?</p>	<p><b>Yes</b></p>		<p><b>No</b></p>	<p><b>X</b></p>
<p><b>Potential internal impacts:</b> Does the proposal have the potential to negatively impact Plymouth City Council employees?</p>	<p><b>Yes</b></p>		<p><b>No</b></p>	<p><b>X</b></p>
<p>Is a full Equality Impact Assessment required? (if you have answered yes to either of the questions above then a full impact assessment is required and you must complete section three)</p>	<p><b>Yes</b></p>		<p><b>No</b></p>	<p><b>X</b></p>
<p>If you do not agree that a full equality impact assessment is required, please set out your justification for why not.</p>	<p>This EIA accompanies the EIA produced for the decision: L10 23/24 Youth Investment Fund - Acceptance of grant funding for delivery of improvements to our Youth Centres. There are no adverse impacts anticipated as a result of this decision.</p>			

**SECTION THREE: FULL EQUALITY IMPACT ASSESSMENT**

<p><b>Protected characteristics (Equality Act, 2010)</b></p>	<p><b>Evidence and information (e.g. data and consultation feedback)</b></p>	<p><b>Adverse impact</b></p>	<p><b>Mitigation activities</b></p>	<p><b>Timescale and responsible department</b></p>
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<p><b>Age</b></p>	<p>Plymouth</p> <ul style="list-style-type: none"> <li>• 16.4 per cent of people in Plymouth are children aged under 15.</li> <li>• 65.1 per cent are adults aged 15 to 64.</li> <li>• 18.5 percent are adults aged 65 and over.</li> <li>• 2.4 percent of the resident population are 85 and over.</li> </ul> <p>South West</p> <ul style="list-style-type: none"> <li>• 15.9 per cent of people are aged 0 to 14, 61.8 per cent are aged 15 to 64.</li> <li>• 22.3 per cent are aged 65 and over.</li> </ul> <p>England</p> <ul style="list-style-type: none"> <li>• 17.4 per cent of people are aged 0 to 14.</li> <li>• 64.2 per cent of people are aged 15 to 64.</li> <li>• 18.4 per cent of people are aged 65 and over.</li> </ul> <p>(2021 Census)</p>	<p>No adverse impacts anticipated</p>	<p>Not applicable</p>	<p>Not applicable</p>
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<p><b>Care experienced individuals</b> (Note that as per the Independent Review of Children’s Social Care recommendations, Plymouth City Council is treating care experience as though it is a protected characteristic).</p>	<p>It is estimated that 26 per cent of the homeless population in the UK have care experience. In Plymouth there are currently 7 per cent of care leavers open to the service (6 per cent aged 18-20 and 12 per cent of those aged 21+) who are in unsuitable accommodation.</p> <p>The Care Review reported that 41 per cent of 19-21 year old care leavers are not in education, employment or training (NEET) compared to 12 per cent of all other young people in the same age group.</p> <p>In Plymouth there are currently 50 per cent of care leavers aged 18-21 Not in Education Training or Employment (54 per cent of all those care leavers aged 18-24 who are open to the service).</p> <p>There are currently 195 care leavers aged 18 to 20 (statutory service) and 58 aged 21 to 24 (extended offer). There are more care leavers aged 21 to 24 who could return for support from services if they wished to.</p>	<p>No adverse impacts anticipated</p>	<p>Not applicable</p>	<p>Not applicable</p>
<p><b>Disability</b></p>	<p>9.4 per cent of residents in Plymouth have their activities limited ‘a lot’ because of a physical or mental health problem.</p> <p>12.2 per cent of residents in Plymouth have their activities limited ‘a little’ because of a physical or mental health problem (2021 Census)</p>	<p>No adverse impacts anticipated</p>	<p>Not applicable</p>	<p>Not applicable</p>

<b>Gender reassignment</b>	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 anticipated	Not applicable	Not applicable
<b>Marriage and civil partnership</b>	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 anticipated	Not applicable	Not applicable
<b>Pregnancy and maternity</b>	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 anticipated	Not applicable	Not applicable

<p><b>Race</b></p>	<p>In 2021, 94.9 per cent of Plymouth’s population identified their ethnicity as White, 2.3 per cent as Asian and 1.1 per cent as Black (2021 Census)</p> <p>People with a mixed ethnic background comprised 1.8 per cent of the population. 1 per cent of the population use a different term to describe their ethnicity (2021 Census)</p> <p>92.7 per cent of residents speak English as their main language. 2021 Census data shows that after English, Polish, Romanian, Chinese, Portuguese, and Arabic are the most spoken languages in Plymouth (2021 Census).</p>	<p>No adverse impacts anticipated</p>	<p>Not applicable</p>	<p>Not applicable</p>
<p><b>Religion or belief</b></p>	<p>48.9 per cent of the Plymouth population stated they had no religion. 42.5 per cent of the population identified as Christian (2021 Census).</p> <p>Those who identified as Muslim account for 1.3 per cent of Plymouth’s population while Hindu, Buddhist, Jewish or Sikh combined totalled less than 1 per cent (2021 Census).</p>	<p>No adverse impacts anticipated</p>	<p>Not applicable</p>	<p>Not applicable</p>
<p><b>Sex</b></p>	<p>51 per cent of our population are women and 49 per cent are men (2021 Census).</p>	<p>No adverse impacts anticipated</p>	<p>Not applicable</p>	<p>Not applicable</p>
<p><b>Sexual orientation</b></p>	<p>88.95 per cent of residents aged 16 years and over in Plymouth describe their sexual orientation as straight or heterosexual. 2.06 per cent describe their sexuality as bisexual, 1.97 per cent of people describe their sexual orientation as gay or lesbian. 0.42 per cent of residents describe their sexual orientation using a different term (2021 Census).</p>	<p>No adverse impacts anticipated</p>	<p>Not applicable</p>	<p>Not applicable</p>

**SECTION FOUR: HUMAN RIGHTS IMPLICATIONS**

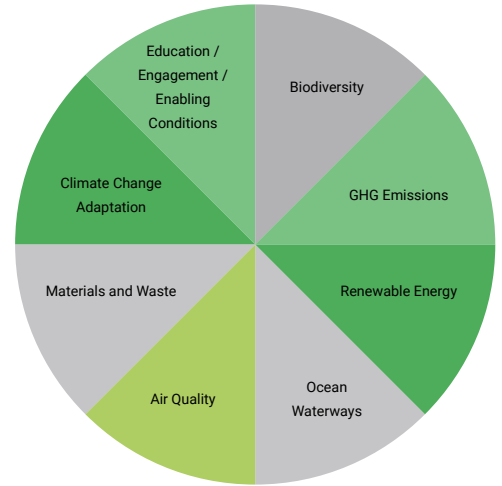
Human Rights	Implications	Mitigation Actions	Timescale and responsible department
	<p>Plymouth City Council recognises Article 14 of the Human Rights Act – The right to receive Equal Treatment and prohibits discrimination including sex, race, religion and economic and social status in conjunction with the Equalities Act which includes age and disability.</p> <p>All staff and service users will be treated fairly and their human rights will be respected.</p> <p>No adverse impact on human rights has been identified.</p>	Not applicable	Not applicable

**SECTION FIVE: OUR EQUALITY OBJECTIVES**

Equality objectives	Implications	Mitigation Actions	Timescale and responsible department
<p><b>Work together in partnership to:</b></p> <ul style="list-style-type: none"> <li>▪ promote equality, diversity and inclusion</li> <li>▪ facilitate community cohesion</li> <li>▪ support people with different backgrounds and lived experiences to get on well together</li> </ul>	Investment in the Youth Centres will provide a quality public space for users, which will facilitate equality, diversity, inclusion and cohesion.	Not applicable	Not applicable
<p><b>Give specific consideration to care experienced people to improve their life outcomes, including access to training, employment and housing.</b></p>	Investment in the Youth Centres will provide a quality public space for all users, which will facilitate access to training and improved life outcomes.	Not applicable	Not applicable

<b>Build and develop a diverse workforce that represents the community and citizens it serves.</b>	Not applicable	Not applicable	Not applicable
<b>Support diverse communities to feel confident to report crime and anti-social behaviour, including hate crime and hate incidents, and work with partners to ensure Plymouth is a city where everybody feels safe and welcome.</b>	Investment in the Youth Centres will provide a quality public space for users, which will facilitate cohesion and create a safe, welcoming space.	Not applicable	Not applicable

# Efford and Honicknowle Youth Centres – Solar & Insulation



**Assessment ID:** EFF685

**Assessment Author:** Alastair Gets

## Assessment Initial Summary:

Efford and Honicknowle Youth Centres have secured £1m for solar panels, wall and roof insulation, supported by already secured funds of £3m which will completely revamp the sites and deliver significantly more services to young people and communities than ever before.

## Assessment Final Summary:

Installing solar PV and improving the efficiency of the building fabric will have overall benefit to contributing to the climate agenda.

**Biodiversity Score:** 3

**Biodiversity Score Justification:** There is no change to land use and low likelihood of any negative changes in diversity or increase in invasive species . All works will be on or within the existing buildings.

**Biodiversity Score Mitigate:** No

**GHG Emissions Score:** 5

**GHG Emissions Score Justification:** This project will decrease GHG emissions by providing on-site zero carbon electricity and reducing heating energy through insulation.

**GHG Emissions Score Mitigate:** No

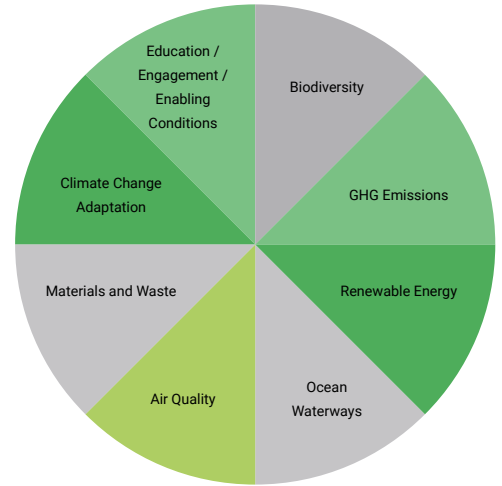
**Renewable Energy Score:** 5

**Renewable Energy Score Justification:** The project will increase renewable energy with the installation of rooftop solar PV on both sites.

**Renewable Energy Score Mitigate:** No

**Ocean and Waterways Score:** 3

# Efford and Honicknowle Youth Centres – Solar & Insulation



**Ocean and Waterways Score Justification:** No affect on water quality, No increase in litter or chemicals to the environment

**Ocean and Waterways Score Mitigate:** No

**Air Quality Score:** 4

**Air Quality Score Justification:** Improving fabric efficiency will lead to reduced gas boiler emissions

**Air Quality Score Mitigate:** No

**Materials and Waste Score:** 3

**Materials and Waste Score Justification:** While operating the project will not increase waste volumes. Thematerials will be dictated by the design but likely to contain virgin materials.

**Materials and Waste Score Mitigate:** No

**Climate Change Adaptation Score:** 5

**Climate Change Adaptation Score Justification:** This project helps mitigate climate change andcontributes to net zero.

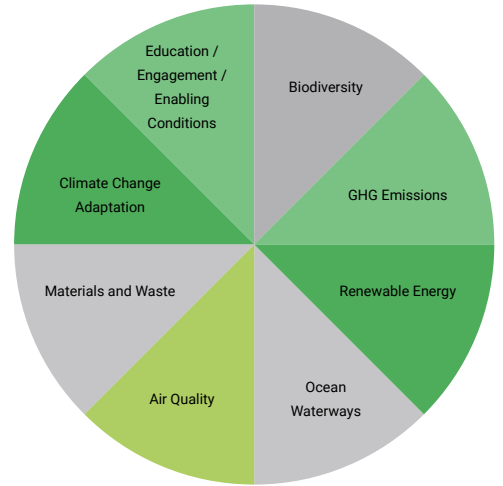
**Climate Change Adaptation Score Mitigate:** No

**Education / Engagement / Enabling Conditions Score:** 5

**Education / Engagement / Enabling Conditions Score Justification:** These are youth centres so onsite measures to contribute to reducing climate impact will engaging be and can be used to educate

**Education / Engagement / Enabling Conditions Score Mitigate:** No

# Efford and Honicknowle Youth Centres – Solar & Insulation



## 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 Council Officer

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


Executive Decision Reference Number – COD14 24/25

Decision				
1	<b>Title of decision:</b> Woolwell to The George Transport Scheme: Phase I Construction			
2	<b>Decision maker:</b> Paul Barnard (Service Director for Strategic Planning and Infrastructure)			
3	<b>Report author and contact details:</b> Leana Hannon (Transport Planning Officer) <a href="mailto:leana.hannon@plymouth.gov.uk">leana.hannon@plymouth.gov.uk</a>			
4a	<b>Decision to be taken:</b> I. To approve the award of the construction contract for Phase I of the Woolwell to The George Transport Scheme to Balfour Beatty. The value of this contract is £8.425 million.			
4b	<b>Reference number of original executive decision or date of original committee meeting where delegation was made:</b> Cabinet, 09 November 2021 – Minute 201			
5	<b>Reasons for decision:</b> To enable construction of Woolwell to The George Phase I which is to be delivered through the Scape Procure Civil Engineering & Infrastructure Framework. The scheme includes a new junction at Woolwell Crescent and pedestrian and cycling improvements on Woolwell Road and Tavistock Road (north of Woolwell Roundabout).			
6	<b>Alternative options considered and rejected:</b> Alternative option: Do not award the construction contract. This has been rejected. The scheme is vital to the programme to provide better links to and from the north of Plymouth as it grows with £24.9 million UK Government funding secured to support its delivery. This grant funding would have to be repaid if the scheme is not progressed.			
7	<b>Financial implications and risks:</b> The cost of this contract award is £8.425 million. Funding has already been accounted for within the approved capital project budget. External Transforming Cities (TCF) and Levelling Up (LUF) funding has been secured to deliver the Woolwell to The George scheme, and failure to deliver within the defined timescales would result in loss of funding and reputational damage to the Council.			
8	<b>Is the decision a Key Decision?</b> (please contact <a href="#">Democratic Support</a> for further advice)	Yes	No	<b>Per the Constitution, a key decision is one which:</b>  in the case of <b>capital</b> projects and contract awards, results in a new
		X		

				commitment to spend and/or save in excess of <b>£3million</b> in total
			<b>X</b>	in the case of <b>revenue</b> projects when the decision involves entering into new commitments and/or making new savings in excess of <b>£1million</b>
			<b>X</b>	is <b>significant</b> in terms of its effect on communities living or working in an area comprising <b>two or more</b> wards in the area of the local authority.
<b>8b</b>	<b>If yes, date of publication of the notice in the <a href="#">Forward Plan of Key Decisions</a></b>	09/02/2024		
<b>9</b>	<b>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:</b>	<p><b>Fewer potholes, cleaner, greener streets, and transport:</b> This Scheme will improve journey times and reduce congestion while improving the resilience of the transport network in the north of the city.</p> <p><b>Build more homes – for social rent and affordable ownership:</b> The Scheme will provide a key piece of infrastructure required to help deliver the 4,412 new homes identified in the Derriford and Northern Corridor Growth Area.</p> <p><b>Green investment, jobs, skills and better education:</b> The Scheme will provide a comprehensive landscape plan and environmental management and enhancement plan which not only mitigates the Scheme's impact but will provide a net gain in biodiversity.</p> <p><b>The Plymouth Plan:</b> The Scheme is specifically identified in PLY44 and supports- <b>Strategic Objective I: Delivering a Healthy City</b> “Providing a safe, efficient, accessible and health-enabling transport network which supports freedom of movement and active travel and promotes low carbon lifestyles.</p> <p><b>Policy HEA6:</b> Delivering a safe, efficient, accessible, sustainable and health-enabling transport system.</p> <p><b>Policy GR04:</b> Using transport investment to drive growth</p>		
<b>10</b>	<b>Please specify any direct environmental implications of the decision (carbon impact)</b>	The works include some vegetation clearance and tree removal. A full landscaping mitigation plan will be implemented, and a Carbon Impact Assessment is attached.		

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 <a href="#">Democratic Support</a> 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?	Councillor Mark Coker (Cabinet Member for Strategic Planning and Transport)	
13b	Date Cabinet Member consulted	27/06/2024	
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	Anthony Payne
		Job title	Strategic Director for Place
		Date consulted	11/06/2024
Sign-off			
16	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS25 24/25
		Finance (mandatory)	CH.24.25.016
		Legal (mandatory)	LS/00001312/1/AC/17/7/24
		Human Resources (if applicable)	

		<b>Corporate property (if applicable)</b>						
		<b>Procurement (if applicable)</b>		SN/PS/739/ED/0724				
<b>Appendices</b>								
<b>17</b>	<b>Ref.</b>	<b>Title of appendix</b>						
	A	WTTG Phase I Construction Contract Award – Part I						
	B	WTTG Phase I Construction Equalities Impact Assessment						
	C	WTTG Climate Impact Assessment						
<b>Confidential/exempt information</b>								
<b>18a</b>	<b>Do you need to include any confidential/exempt information?</b>	<b>Yes</b>	<b>X</b>	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 <b>18b</b> below.				
		<b>No</b>						
		<b>Exemption Paragraph Number</b>						
		<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>
<b>18b</b>	<b>Confidential/exempt briefing report title:</b> Procurement Gateway 3 - Woolwell to The George: Phase I Construction Contract Award Report Part II			<b>X</b>				
<b>Background Papers</b>								
<b>19</b>	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.							
<b>Title of background paper(s)</b>		<b>Exemption Paragraph Number</b>						
		<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>
<b>Council Officer Signature</b>								
<b>20</b>	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.							

<b>Signature</b>		<b>Date of decision</b>	23.07.2024
<b>Print Name</b>	Paul Barnard (Service Director for Strategic Planning and Infrastructure)		

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# WOOLWELL TO THE GEORGE: PHASE I CONSTRUCTION CONTRACT AWARD PART I



## 1. INTRODUCTION

- 1.1. This contract award report relates to the award of a contract for Phase I construction of the Woolwell to The George Transport Scheme (WTTG). The works include a new signalised junction where Woolwell Crescent joins the A386 Tavistock Road allowing vehicles to turn right to travel north. A new left turn into Woolwell Crescent will also be provided.
- 1.2. Woolwell Road will be upgraded to improve pedestrian and cycle facilities including a new signalised crossing and shared use cycle/pedestrian facilities on both sides of the carriageway. Phase I also includes a two-way cycle track on the east side of Tavistock Road between Woolwell Roundabout and Woolwell Crescent.
- 1.3. Construction is being procured through the Scape Procure Civil Engineering & Infrastructure Framework. This is a single supplier framework, the framework contractor is Balfour Beatty, and they will be awarded this contract via a direct award process. Use of the Scape framework involves Balfour Beatty competitively tendering work packages to ensure value for money. A Professional Services Contract (PSC) for Phase I design and surveys, and an Enabling Works Contract for site preparations have previously been awarded to Balfour Beatty as part of the project development process.
- 1.4. This award will approve the delivery of Phase I of the Woolwell to The George Transport Scheme which is supported by significant external grant funding through Transforming Cities Fund (TCF) and Levelling Up Funding (LUF).

## 2. BACKGROUND

- 2.1. The Woolwell to The George scheme aims to alleviate congestion at the notorious pinch-point between Woolwell Roundabout and The George, on the A386 Tavistock Road. More than 30,000 vehicles use this section of road each day and there are often queues and delays at peak times, caused by traffic having to merge over very short distances.
- 2.2. The Woolwell to The George Transport Scheme will be delivered in three phases:
  - Phase 1 – Woolwell Crescent junction, A386 Tavistock Road (north of Woolwell Roundabout) and Woolwell Road
  - Phase 2 – Main A386 Tavistock Road widening and new signal junction at Tavistock Road/Woolwell Road
  - Phase 3 – Expansion of The George Park and Ride site to provide additional parking capacity
- 2.3. This contract award relates to Phase I construction only.

## 3. REQUIRED PROJECT APPROVALS

- 3.1. The works constitute permitted development and a Certificate of Lawful Development has been issued by Plymouth City Council as the Local Planning Authority (Application No: 22/01469/PRUS). Planning permission is therefore not required. An Environmental Impact Assessment (EIA) screening has also been undertaken. This followed a formal screening request to the Local Planning Authority and it has been confirmed that the project does not constitute EIA development (Ref: 22/01460/ERS103). All necessary surveys, such as an Arboriculture Impact Assessment, habitat surveys and invasive species inspections have been undertaken.

- 3.2. The Phase I scheme funding of £5m was added to the PCC capital programme from the Transforming Cities Fund (TCF) allocation in January 2022. The LUF funding was added to the capital programme in November 2021 with the overall WTTG budget re-confirmed by Cabinet in March 2024. Spend of both TCF and LUF funding has stretched beyond the original grant funding timescales and the Department for Transport is aware.
- 3.3. Additional approvals to be obtained include Traffic Regulation Orders and Temporary Traffic Regulation Orders (TTRO). TTRO applications will be submitted to the Council's Network Management team to support implementation of the traffic management required for construction.

#### **4. PROCUREMENT PROCESS**

- 4.1. Following a review of procurement options with the Council's Procurement and Legal teams initially in 2019 and then reviewed further again in 2022, it was concluded that the Scape Procure Civil Engineering and Infrastructure Framework was the most suitable mechanism to procure the Woolwell to The George Transport Scheme contracts.
- 4.2. The choice of this framework against consideration of various alternative options were previously detailed in the Professional Services contract award report (Ref: COD05 22/23). This route provides continuity as the Scape framework has already been used for Phase I pre-construction (professional services) and enabling works. It is also being used for WTTG Phase 2. This framework allows early contractor involvement which suits complex schemes and where early input on design, programme, costings and buildability is required. It also allowed PCC to engage with a contractor quicker, compared to other procurement route options, which was vital for this scheme. Use of this framework allows a shorter project programme.
- 4.3. The Scape Group is a Local Authority controlled company wholly owned by Derby City, Derbyshire County, Gateshead, Nottingham City, Nottinghamshire County and Warwickshire County Councils in equal shares.
- 4.4. Scape was formed under section 95 of the 2003 Local Government Act and incorporated on 21 December 2005. It began trading on 1 April 2006. Scape acts as a Contracting Authority and Central Purchasing Body as defined in the EU Procurement Directives.
- 4.5. The Group's vision is to be leaders in collaborative working, providing cost effective solutions by using simple, easy to use and hassle free processes which deliver an inclusive and engaging experience for clients and the communities they serve.
- 4.6. Scape Procure Civil Engineering & Infrastructure Framework is delivered by Balfour Beatty, a leading international infrastructure group with more than 100 years of experience in complex infrastructure projects. The value of works that can be awarded under the Civil Engineering and Infrastructure Framework is from £0-£75m+.
- 4.7. This framework enables civil engineering and infrastructure works in sectors such as environmental, engineering, transportation, leisure, recycling and waste, defence, ports, harbours and marine, flood defence and coastal engineering, energy, education, industrial, commercial and other public sector assets.

#### **PRE TENDER SELECTION CRITERIA AND EVALUATION**

- 4.8. Balfour Beatty has already been through a compliant procurement process to ensure they are suitability qualified to undertake projects under the Civil Engineering framework.

#### **5. TENDER EVALUATION CRITERIA**

- 5.1. Scape has extensive processes in place which outlines all the necessary steps and documentation that need to be completed throughout the procurement process, to ensure compliance and

best value for money. This includes a free feasibility stage. Balfour Beatty are performance monitored throughout the lifetime of the framework.

## 6. SUMMARY OF EVALUATION

- 6.1. Summary of the evaluation and due-diligence that has been undertaken, prior to being in a position to award the contract for Phase I, is detailed further in Section 11 (financial), Section 12 (risk), Section 13 (programme) and Section 15 (financial).
- 6.2. In addition to the above, there are other agreed requirements set out in the Scape Framework (Schedule 18) which identify Balfour Beatty's commitment to delivering '*efficiency, certainty and social value*'. These include:
  - Monthly Scape KPI reporting
  - Feedback workshops and continuous improvement action
  - Joint communication activities
  - Biodiversity Net Gain Reports
  - Social value reporting from source to supply
- 6.3. A Social Value Specialist is part of the Balfour Beatty project team and is responsible for implementing a scheme Social Impact Action Plan. As part of the Scape framework, Balfour Beatty report to Scape against the TOMs framework, developed by the National Social Value Taskforce and the Social Value Portal. Customers for each Scape project can select up to five National TOMs as the focal point for the delivery of social impact activity.

## 7. ENSURING VALUE FOR MONEY WITH THE SCAPE FRAMEWORK

- 7.1. This procurement path ensures value for money as the Scape Civil Engineering Framework was compliantly procured, in accordance with Public Contract Regulations 2015.
- 7.2. Balfour Beatty were awarded as a single delivery partner for this framework, following a compliant competitive procurement process. PCC are able to compliantly direct award Balfour Beatty any relevant projects under this framework. Balfour Beatty are able to further demonstrate value for money by competitively tendering the sub-contracted work packages through their extensive supply chain via an open book process. This means that all of the project spend under this framework will have been subject to competition. Even though Balfour Beatty is the sole supplier under this framework, this does not result in a monopolistic situation as Balfour Beatty were subject to wide EU competition to be awarded as a partner via the framework and the construction work for the project has been competitively tendered by Balfour Beatty.
- 7.3. The Scape Framework has also been used to procure design and construction services as part of the Council's South Yard project, Charles Cross Roundabout Redevelopment and more recently, the Forder Valley Link Road scheme, which have reported positive experiences.
- 7.4. WTTG Phase I pre-construction stage was procured and delivered through the Scape framework using an NEC4 Professional Services Contract (PSC). Through this contract Balfour Beatty delivered all of the project design services.

### ***Contractor's Procurement and Management of Supply Chain***

- 7.5. Although the Scape Framework is a single supplier award, best value through Balfour Beatty's supply chain is achieved through competitively tendering individual work packages where sub-contractor prices are required through its extensive supply chain. This approach demonstrates value for money by all of the project spend under this framework being subject to competition.

By fostering collaborative, honest and open relationships, Balfour Beatty can drive performance improvement across all areas of their supply chain.

### ***Enhancing Value***

7.6. By working in partnership with key supply chain partners, Balfour Beatty enhance value and minimise risk; specific examples of this include the following:

- Collaborative planning forums – removes duplication and re-work for follow-on trades, by identifying constraints which may impact on interfacing works;
- Risk and opportunity workshops – identifying key risks and opportunities which are jointly managed across all suppliers for particular work sections;
- Value stream mapping – ensuring that offsite fabrication aligns with the required delivery programme and identifying bottlenecks to allow early mitigation;
- Co-location of supply chain and project staff – teams working together, removing the risk of segregation;
- Expedition of critical materials – actively managing demand peaks and troughs to avoid delays.

### ***Tendering Processes – Approval, Selection and Performance Management***

7.7. A critical aspect of the project delivery is ensuring the correct supply chain are engaged. Balfour Beatty do this with their supply chain through the implementation of strict supply chain selection and approval processes which includes:

- Supply Chain Rationalisation – Balfour Beatty review the volume of suppliers they actively trade with to ensure that they work with only the best suppliers and drive efficiencies.
- Supplier Approval Process – all new suppliers and subcontractors are required to undergo a rigorous pre-qualification assessment procedure and are required to demonstrate their capabilities and competence in all aspects of their business.
- Supplier Performance Management – once approved, annual audits are carried out to ensure standards are maintained and continuous improvement targets are set and achieved. Where necessary, improvement plans are implemented to increase performance.
- Supplier Selection – Balfour Beatty use an evaluation tool to identify and select supply chain partners based on a series of value adding criteria (not simply lowest price). The selection criteria for each package is bespoke to reflect the constraints, risks and opportunities associated with that specific element of works. Selection criteria can include:
  - Health and Safety Culture
  - Technical expertise and competence of supervisors and technical support
  - Capability and Capacity (including track record for delivery)
  - Use of local labour force and a local supply chain
  - Competitiveness of a robust price and transparency of cost base
  - Robust risk assessments and risk mitigation plans
  - Effective project controls to manage quality (systems, processes and practical evidence), time, cost, maintaining and improving programme
  - Proposals for continuous improvement and increasing productivity

- Supply chain mapping – the identification of sub-tiers of supply, sources of raw materials and country of origin
- Innovation
- Sustainability initiatives

### ***Risk Management***

- 7.8. Risk management within a contractor's supply chain is critical and Balfour Beatty ensure that risks are managed and mitigated at a macro level as well as throughout the lifecycle of the project.
- 7.9. Supply chain risks are managed and mitigated through detailed, bespoke procurement strategies.
- 7.10. Some of the most common supply chain risks that Balfour Beatty monitor and manage are:
- Supply Chain Vulnerability – Supply Failure and Supplier Failure
  - Macro-Environmental Risks – Political, Economic, Social, Technological and Legal
  - Anti-Competitive Behaviour – Price Fixing
  - Sustainability – Economic, Social and Environmental
  - Health and Safety – Policy, Performance and Investment
  - Commercial – Cost Certainty
  - Programme – Delivery and Completion
  - Quality – Products and Workmanship
- 7.11. Two of the most significant risks in the current market are that of Supply Failure and Cost Escalation brought about by the increasing likelihood of an imbalance between the demand on the supply chain and their capacity and capability to supply. These risks are managed closely through Balfour Beatty's supplier relationship management programmes and through the effective execution of project procurement strategies.

### ***Managing Health, Safety and Wellbeing***

- 7.12. The health, safety and wellbeing of employees and everyone else affected by project activities are fundamental. Balfour Beatty require that everyone who works for or with them:
- Embeds health and safety as core elements in all they do
  - Takes a lead in requiring and delivering excellent health and safety
  - Works with them to eliminate the risk of serious harm from all activities
  - Upholds and promotes their policies and expected behaviours
  - Is intolerant of unsafe behaviour, short cuts and unplanned work
  - Supports those who challenge these unsafe practices, and holds people to account if they don't conform
  - Insists that everyone is involved, informed and engaged
  - Challenges, learns and innovates to reduce risk
  - Reports potentially unsafe incidents and injuries, and investigates fully to learn lessons
  - Comes to work in a fit condition

### ***Sustainable Procurement***

- 7.13. Balfour Beatty are committed to working with the supply chain to:
- Maximise the engagement of local labour and suppliers



- 9.3. Option A is considered to be the most appropriate payment option for WTTG Phase I given the well defined scope, contract value and importance of cost certainty.

## 10. DUE DILIGENCE / COMMERCIAL RISK EVALUATION

- 10.1. A financial credit check has been undertaken in July 2024 with Balfour Beatty Group Limited and Balfour Beatty PLC.

## 11. CONTRACT RISK ALLOCATION AND TRANSFER

- 11.1. The Council has a robust Risk Management Strategy which will be used to manage risks within this project by wherever possible eliminating these risks or providing mitigation to reduce them as far as possible. The scheme delivery strategy is designed to maximise the use of the Council's in house skills and where appropriate pass risk on scheme construction and delivery to those best placed to deal with such risks.
- 11.2. A risk register has been developed and updated throughout the preconstruction stage. Joint risk workshops with PCC, WSP and Balfour Beatty have been held to inform the production and updating of a Quantified Risk Assessment (QRA).
- 11.3. The QRA covers both the design and construction elements of the scheme. Risks have been allocated to the most appropriate owner and are shown to be either the responsibility of the Council or the Contractor. As it is a live document, this will continue to be reviewed at monthly progress meetings as risks are closed they will be removed from the Risk Register or if risks materialise they will be placed on an issues log.
- 11.4. Many risks have been eliminated or reduced during the pre-construction period. Some residual risks include inflation, the impact of unforeseen utility diversions/performance of utility companies and extreme weather events.

## 12. CONTRACT PROGRAMME

- 12.1. The key programme milestones are set out in Table 2 below.

Activity	Timescale
Utilities Procured	Complete
Vegetation Clearance	Complete
Enabling Works	Complete
Complete Pre-construction, including Detailed Design & Traffic Management	Complete
Tendering of construction packages	Complete
Construction contract award	July 2024
Mobilisation	August – September 2024
Start of works (approx. 12 months duration)	September 2024
Planned opening	October 2025

Table 2 WTTG Phase I programme milestones

- 12.2. It is important to note that the programme is updated, reported and monitored on a monthly basis and must be accepted by the Project Manager. The programme can therefore be adjusted throughout the construction period for valid contractual reasons.

### **13. CONTRACT MANAGEMENT**

- 13.1. The Council already has a robust contract management process in place for this scheme and has secured external Contract Management support through consultants WSP to assist in the administration of the construction works contract.
- 13.2. This approach enables WSP to fully scrutinise and challenge all works and prices on behalf of the Council, in order to ensure that the contractor is compliant with the scope contained within the works information and activity schedule. WSP have direct experience of managing highway engineering contracts for many public sector clients and have recently undertaken this role on Council schemes such as Plymouth Road, Forder Valley Link Road and Forder Valley Interchange.
- 13.3. WSP have provided contract management (NEC Project Manager role) for the Phase 1 PSC contract, Enabling works contract and Phase 2 PSC contract with Balfour Beatty.
- 13.4. Key activities which the Contract Management team (WSP and PCC) will undertake include:
- Ensure that value management procedures are implemented in order to minimise costs without adversely affecting quality;
  - Monitor works progress against both programme and forecast spend profiles, and check quality of the deliverables;
  - Review and agree the assessments of any compensation events;
  - Review and agree interim payments against completed activities within the activity schedule
- 13.5. Contract change management will be overseen by the Council and their agents. The Contractor must notify the Client Project Manager, of any matter through an Early Warning, which could increase the prices, delay completion or impair the performance of the works in use.
- 13.6. There is a likelihood in construction contracts for there to be unforeseen changes to the scope and/or site information, or other circumstances, which could lead to a variation. Under the NEC, these variations are known as Compensation Events which are usually not the fault of the contractor and change the cost of the work, or the time needed to complete it. As a result, the prices or programme may be reassessed.
- 13.7. Where compensation events are agreed, an uplift to the contract price and associated purchase order will be undertaken.
- 13.8. The scope with Balfour Beatty includes for the procurement of specialist contract management software CEEMAR in order to assist in the effective and efficient management of the contract.

### **14. FINANCIAL IMPLICATIONS**

- 14.1. This contract award is for Woolwell to The George Phase 1 construction.
- 14.2. There will be framework management fees that Balfour Beatty will be responsible for paying to SCAPE framework, which is incorporated in below contract value.
- 14.3. The total contract value under this award is £8.425 million.
- 14.4. The funding package for the whole Woolwell to The George project was approved by Cabinet in November 2021 and updated in March 2024. The funding for this award has already been accounted for within the project budget which is supported by TCF and LUF funding.
- 14.5. Significant efforts have been made to ensure scheme affordability and value for money. Contractor prices have been robustly challenged and a collaborative effort has resulted in a general reduction in the price as part of the preconstruction process.

**15. CONTRACT AWARD RECOMMENDATIONS**

15.1. It is recommended that the Service Director for Strategic Planning and Infrastructure:

- Approves the construction contract award to Balfour Beatty Civil Engineering Ltd. through the Scape Framework for Woolwell to The George Phase I up to the value of £8.425 million.

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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 – WOOLWELL TO THE GEORGE

## SECTION ONE: INFORMATION ABOUT THE PROPOSAL

<b>Author(s):</b> The person completing the EIA template.	Leana Hannon	<b>Department and service:</b>	Strategic Transport, Strategic Planning and Infrastructure	<b>Date of assessment:</b>	3 July 2024
<b>Lead Officer:</b> Head of Service, Service Director, or Strategic Director.	Philip Heseltine	<b>Signature:</b>		<b>Approval date:</b>	11/07/2024
<b>Overview:</b>	<p>Award of contract to Balfour Beatty for construction of Phase I of the Woolwell to The George Transport Scheme which is being delivered through the Scape Procure Civil Engineering &amp; Infrastructure Framework.</p> <p>The aim of the Woolwell to The George Transport Scheme is to increase capacity, reduce journey times and improve journey time reliability and to assist with accessing the George Park and Ride for public transport users whilst also bringing with it welcome benefits to cyclists and those who walk. A faster, more reliable road network will improve connectivity and unite local communities.</p> <p>The objectives are to:</p> <ul style="list-style-type: none"> <li>- Reduce congestion</li> <li>- Support the Strategic Road Network</li> <li>- Support all road users</li> <li>- Support housing delivery</li> <li>- Support economic growth and rebalancing</li> </ul> <p>Phase I includes a new signalised junction where Woolwell Crescent joins the A386 Tavistock Road allowing vehicles to turn right to travel north. A new left turn into Woolwell Crescent will also be provided.</p> <p>Woolwell Road will be upgraded to improve pedestrian and cycle facilities including a new signalised crossing and shared use cycle/pedestrian facilities on both sides of the carriageway. Phase I also includes a two-way cycle track on the east side of Tavistock Road between Woolwell Roundabout and Woolwell Crescent.</p>				
<b>Decision required:</b>	To approve the contract award for Woolwell to The George: Phase I construction				

**SECTION TWO: EQUALITY IMPACT ASSESSMENT SCREENING TOOL**

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

**SECTION THREE: FULL EQUALITY IMPACT ASSESSMENT**

<p><b>Protected characteristics (Equality Act, 2010)</b></p>	<p><b>Evidence and information (e.g. data and consultation feedback)</b></p>	<p><b>Adverse impact</b></p>	<p><b>Mitigation activities</b></p>	<p><b>Timescale and responsible department</b></p>
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<p><b>Age</b></p>	<p>Plymouth</p> <ul style="list-style-type: none"> <li>• 16.4 per cent of people in Plymouth are children aged under 15.</li> <li>• 65.1 per cent are adults aged 15 to 64.</li> <li>• 18.5 percent are adults aged 65 and over.</li> <li>• 2.4 percent of the resident population are 85 and over.</li> </ul> <p>South West</p> <ul style="list-style-type: none"> <li>• 15.9 per cent of people are aged 0 to 14, 61.8 per cent are aged 15 to 64.</li> <li>• 22.3 per cent are aged 65 and over.</li> </ul> <p>England</p> <ul style="list-style-type: none"> <li>• 17.4 per cent of people are aged 0 to 14.</li> <li>• 64.2 per cent of people are aged 15 to 64.</li> <li>• 18.4 per cent of people are aged 65 and over.</li> </ul> <p>(2021 Census)</p>	<p>The scheme is not anticipated to have any adverse impact on specific age groups.</p>	<p>None</p>	<p>N/A</p>
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<p><b>Care experienced individuals</b></p> <p>(Note that as per the Independent Review of Children’s Social Care recommendations, Plymouth City Council is treating care experience as though it is a protected characteristic).</p>	<p>It is estimated that 26 per cent of the homeless population in the UK have care experience. In Plymouth there are currently 7 per cent of care leavers open to the service (6 per cent aged 18-20 and 12 per cent of those aged 21+) who are in unsuitable accommodation.</p> <p>The Care Review reported that 41 per cent of 19-21 year old care leavers are not in education, employment or training (NEET) compared to 12 per cent of all other young people in the same age group.</p> <p>In Plymouth there are currently 50 per cent of care leavers aged 18-21 Not in Education Training or Employment (54 per cent of all those care leavers aged 18-24 who are open to the service).</p> <p>There are currently 195 care leavers aged 18 to 20 (statutory service) and 58 aged 21 to 24 (extended offer). There are more care leavers aged 21 to 24 who could return for support from services if they wished to.</p>	<p>The scheme is not anticipated to have any adverse impact on care experienced individuals.</p>	<p>None</p>	<p>N/A</p>
<p><b>Disability</b></p>	<p>9.4 per cent of residents in Plymouth have their activities limited ‘a lot’ because of a physical or mental health problem.</p> <p>12.2 per cent of residents in Plymouth have their activities limited ‘a little’ because of a physical or mental health problem (2021 Census)</p>	<p>The scheme is not anticipated to have any adverse impact on specific disability groups.</p>	<p>Formal crossing facilities will be upgraded to support the visually and mobility impaired.</p>	<p>Project Manager</p>

<p><b>Gender reassignment</b></p>	<p>0.5 per cent of residents in Plymouth have a gender identity that is different from their sex registered at birth. 0.1 per cent of residents identify as a trans man, 0.1 per cent identify as non-binary and, 0.1 per cent identify as a trans women (2021 Census).</p>	<p>No adverse impact anticipated</p>	<p>None</p>	<p>N/A</p>
<p><b>Marriage and civil partnership</b></p>	<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 anticipated</p>	<p>None</p>	<p>N/A</p>
<p><b>Pregnancy and maternity</b></p>	<p>The total fertility rate (TFR) for England was 1.62 children per woman in 2021. The total fertility rate (TFR) for Plymouth in 2021 was 1.5.</p>	<p>No adverse impact anticipated</p>	<p>None</p>	<p>N/A</p>

<p><b>Race</b></p>	<p>In 2021, 94.9 per cent of Plymouth’s population identified their ethnicity as White, 2.3 per cent as Asian and 1.1 per cent as Black (2021 Census)</p> <p>People with a mixed ethnic background comprised 1.8 per cent of the population. 1 per cent of the population use a different term to describe their ethnicity (2021 Census)</p> <p>92.7 per cent of residents speak English as their main language. 2021 Census data shows that after English, Polish, Romanian, Chinese, Portuguese, and Arabic are the most spoken languages in Plymouth (2021 Census).</p>	<p>No adverse impact anticipated</p>	<p>None</p>	<p>N/A</p>
<p><b>Religion or belief</b></p>	<p>48.9 per cent of the Plymouth population stated they had no religion. 42.5 per cent of the population identified as Christian (2021 Census).</p> <p>Those who identified as Muslim account for 1.3 per cent of Plymouth’s population while Hindu, Buddhist, Jewish or Sikh combined totalled less than 1 per cent (2021 Census).</p>	<p>No adverse impact anticipated</p>	<p>None</p>	<p>N/A</p>
<p><b>Sex</b></p>	<p>51 per cent of our population are women and 49 per cent are men (2021 Census).</p>	<p>No adverse impact anticipated</p>	<p>None</p>	<p>N/A</p>
<p><b>Sexual orientation</b></p>	<p>88.95 per cent of residents aged 16 years and over in Plymouth describe their sexual orientation as straight or heterosexual. 2.06 per cent describe their sexuality as bisexual, 1.97 per cent of people describe their sexual orientation as gay or lesbian. 0.42 per cent of residents describe their sexual orientation using a different term (2021 Census).</p>	<p>No adverse impact anticipated</p>	<p>None</p>	<p>N/A</p>

**SECTION FOUR: HUMAN RIGHTS IMPLICATIONS**

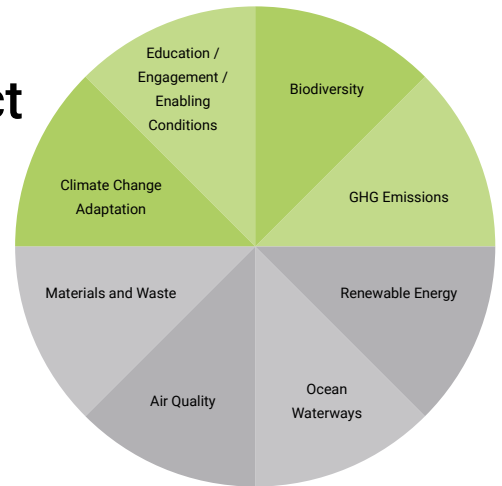
<b>Human Rights</b>	<b>Implications</b>	<b>Mitigation Actions</b>	<b>Timescale and responsible department</b>
	No adverse impact anticipated	None	N/A

**SECTION FIVE: OUR EQUALITY OBJECTIVES**

<b>Equality objectives</b>	<b>Implications</b>	<b>Mitigation Actions</b>	<b>Timescale and responsible department</b>
<b>Work together in partnership to:</b> <ul style="list-style-type: none"> <li>▪ promote equality, diversity and inclusion</li> <li>▪ facilitate community cohesion</li> <li>▪ support people with different backgrounds and lived experiences to get on well together</li> </ul>	None anticipated	None	N/A
<b>Give specific consideration to care experienced people to improve their life outcomes, including access to training, employment and housing.</b>	The scheme will improve journey times and reliability of journeys between major growth areas in the north of the city		2025/2026 Head of Transport
<b>Build and develop a diverse workforce that represents the community and citizens it serves.</b>	None anticipated	None	N/A
<b>Support diverse communities to feel confident to report crime and anti-social behaviour, including hate crime and hate incidents, and work with partners to ensure Plymouth is a city where everybody feels safe and welcome.</b>	None anticipated	None	N/A

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# Woolwell to The George Transport Improvement Scheme: Carbon Impact Assessment FINAL



**Assessment ID:** W00388

**Assessment Author:** Leana Hannon

## Assessment Initial Summary:

The Woolwell to The George (WTTG) Transport Improvement Scheme will alleviate congestion between Woolwell and The George Junction on the A386 Tavistock Road and unlock significant residential development in the north of Plymouth. The scheme will deliver:

- Dedicated walking and cycling facilities
- A new signalised junction at Woolwell Crescent
- Upgrade of Woolwell Roundabout to a signalised junction
- Increased capacity on the A386 Tavistock Road by providing dual carriageway from Woolwell Roundabout to The George P&R
- Increased parking capacity at The George P&R

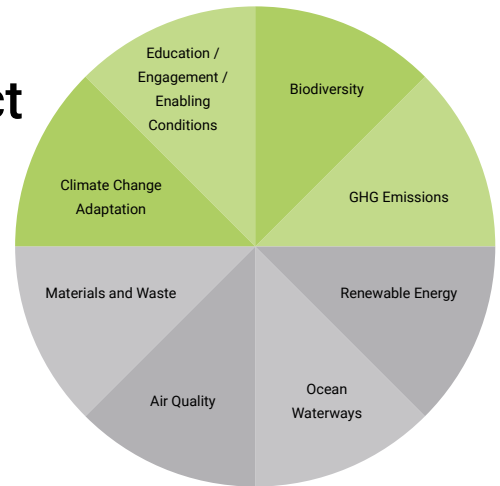
## Assessment Final Summary:

The Woolwell to The George scheme is a strategically important project, specifically identified in the Joint Local Plan. It directly unlocks significant residential development at Woolwell as well as improving access to existing key industrial, technical, business and medical sites on the northern corridor.

The project will reduce congestion, improve journey times, promote walking, cycling and use of public transport, improve network resilience and accessibility. Integral to the scheme is high quality walking and cycling facilities including new and improved crossings to break down the A386 as a barrier to movement and also includes LTN1/20 compliant segregated cycleways. The scheme also includes the expansion of The George Park and Ride by 100 spaces and also includes the installation of electric charging bays and improved access for buses. The scheme is truly multi-modal and designed to encourage greater travel choice and sustainable travel options to encourage people to switch from car based travel to more active and sustainable forms.

Tackling climate change represents a major challenge for the delivery of future growth and operation of the transport network. Providing significant walking and cycling infrastructure on Plymouth's northern corridor, as part of the Woolwell to the George Scheme, is a specific action within the Climate Emergency Action Plan.

# Woolwell to The George Transport Improvement Scheme: Carbon Impact Assessment FINAL



Without delivery of the Scheme, the performance of the transport network on the Northern Corridor will further deteriorate across all modes.

Delivery of the scheme will be supported by the development and delivery of a Construction Environmental Management Plan

(CEMP) to ensure delivery of the project in accordance with best practice. The CEMP and other project documents such as the Site Waste Management Plan will identify key mitigation to be implemented throughout construction.

The nature of construction projects such as WTTG, means that the impact on some outputs such as materials and waste, air quality are considered to be neutral.

## Biodiversity Score: 4

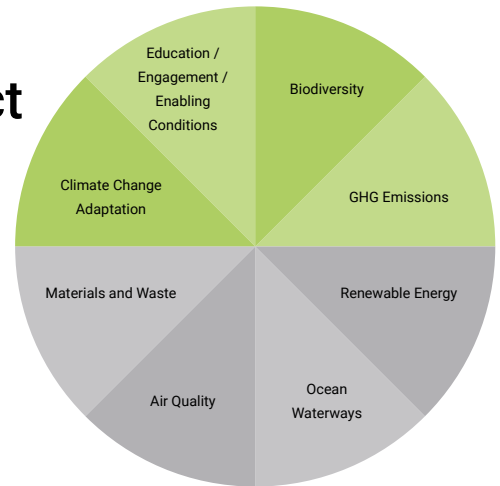
**Biodiversity Score Justification:** The scheme is not located within close proximity of any designated international or nationally protected sites and will not directly impact upon the conservation status of any designated site for nature conservation purposes. The dominant habitat of the site is hardstanding due to the current highway and associated infrastructure and the habitat is of negligible ecological value. Any measures identified in the Preliminary Environmental Assessments (and subsequent reports) will be incorporated within the Construction Environmental Management Plan (CEMP). In line with PCC's requirements, the scheme will deliver 10% biodiversity net gain (BNG).

## Biodiversity Score Mitigate: No

## GHG Emissions Score: 4

**GHG Emissions Score Justification:** The nature of construction work means that there is likely to be a short term negative impact on greenhouse gas emissions. Longer term, the scheme will deliver a more efficient highway network by reducing congestion and supporting a shift to sustainable modes. Whilst the scheme does provide increased capacity to not only relieve congestion now as well as accommodate future demand anticipated by the WUE, the road itself is not considered to generate significant increases in volumes of traffic as there are no

# Woolwell to The George Transport Improvement Scheme: Carbon Impact Assessment FINAL



alternative routes in this area of the City which may cause people to re-route or induce suppressed demand. Additional growth in trips will be derived from the proposed new developments which will be subject to their own CIA and checks through the planning system. The scheme will help to lower GHG emissions by significantly reducing existing congestion which not only causes increased emissions but also affects the reliability of bus services and timetabled information affecting people's confidence in the services offered. Integral to the scheme is high quality walking and cycling facilities including new and improved crossings to break down the A386 as a barrier to movement and also includes LTN1/20 compliant segregated cycleways. The scheme also includes the expansion of The George Park and Ride by 100 spaces and also includes the installation of electric charging bays and improved access for buses. The scheme is truly multi-modal and designed to encourage greater travel choice and sustainable travel options to encourage people to switch from car based travel to more active and sustainable forms. Modelling following the Department for Transport's prescribed WebTag methodology shows that the Scheme will reduce carbon emissions by 36,000 tonnes across the 60 year appraisal period.

**GHG Emissions Score Mitigate:** No

**Renewable Energy Score:** 3

**Renewable Energy Score Justification:** It is not considered that the WTTG scheme will have any direct impact on renewable energy.

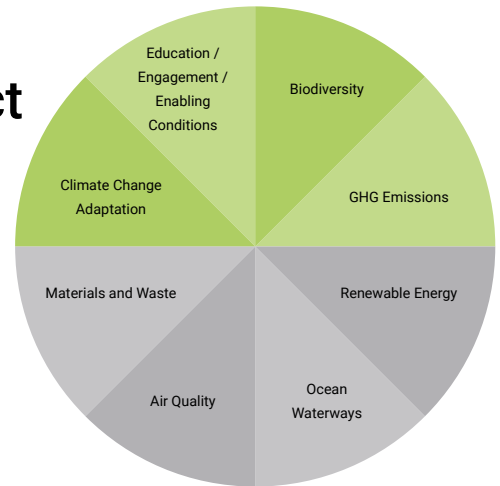
**Renewable Energy Score Mitigate:** No

**Ocean and Waterways Score:** 3

**Ocean and Waterways Score Justification:** Surface water run-off discharge to sewers will be appropriately restricted (in line with national and LLFA guidance) to ensure flood risk is not increased. A Construction Environmental Management Plan will detail best practice measures and mitigation to limit the risk of contamination of water resources.

**Ocean and Waterways Score Mitigate:** No

# Woolwell to The George Transport Improvement Scheme: Carbon Impact Assessment FINAL



## Air Quality Score: 3

**Air Quality Score Justification:** The scheme will help to improve local air quality by significantly reducing existing congestion which not only causes increased emissions but also affects the reliability of bus services and timetabled information affecting people's confidence in the services offered. Integral to the scheme is high quality walking and cycling facilities including new and improved crossings to break down the A386 as a barrier to movement and also includes LTN1/20 compliant segregated cycleways. The scheme also includes the expansion of The George Park and Ride by 100 spaces and also includes the installation of electric charging bays and improved access for buses. The scheme is truly multi-modal and designed to encourage greater travel choice and sustainable travel options to encourage people to switch from car based travel to more active and sustainable forms. An Air Quality Assessment has been undertaken for the WTTG scheme. The results show that the annual mean pollutant concentrations are well below the respective AQS objectives at all receptors modelled, with and without the scheme. There may be some short term temporary impacts on air-quality during the construction process but these will be offset by the longer term benefits the scheme will bring.

## Air Quality Score Mitigate: No

## Materials and Waste Score: 3

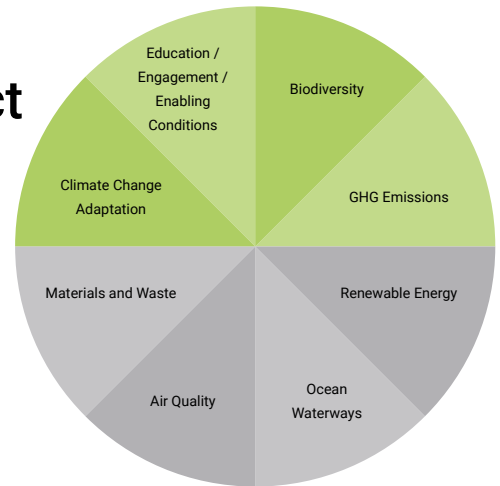
**Materials and Waste Score Justification:** Best practice waste management techniques will be adopted throughout construction. A Site Waste Management Plan (SWMP) will ensure that the principles of the waste management hierarchy (i.e. reduce, reuse, recycle) will be adopted. The reuse of site won materials will be prioritised and retained where possible. A Construction Environmental Management Plan (CEMP) will also support scheme delivery.

## Materials and Waste Score Mitigate: No

## Climate Change Adaptation Score: 4

**Climate Change Adaptation Score Justification:** A Flood Risk Assessment has been prepared in accordance with the National Planning Policy Framework (NPPF), the accompanying Planning Practice Guidance include planning policy concerning development and flood risk in areas of

# Woolwell to The George Transport Improvement Scheme: Carbon Impact Assessment FINAL



England. It has also considered regional and local planning policy. The site is in Flood Zone 1, low probability of flooding from fluvial and tidal sources. The scheme is classed as essential infrastructure and is part within the Plymouth Critical Drainage Area. Surface water runoff has been assessed for on and offsite flood risk taking into account the current drainage provisions, the predicted impacts of climate change and the implications of the proposed works on existing drainage networks. The existing drainage system is not only sub-standards but in places non-existing meaning the scheme will provide significant resilience against climate change and localised flooding. The drainage has been designed up to the critical 100 year event plus a 40% climate change factor. Infiltration is not expected to be viable for this site, an attenuation strategy has been developed including above ground SuDS features. Drainage proposals include repairing or replacing existing damaged sewers as necessary. New attenuation in the form of underground tanks and SuDS rain gardens/ponds are proposed. Where possible, existing surface water drainage runs will be reused and connected to. Damaged or insufficiently sized existing drainage will be replaced and upsized accordingly.

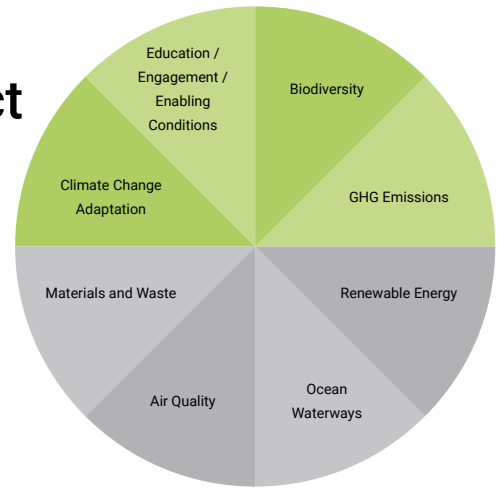
**Climate Change Adaptation Score Mitigate: No**

**Education / Engagement / Enabling Conditions Score: 4**

**Education / Engagement / Enabling Conditions Score Justification:** The WTTG Scheme delivers a significant improvement in walking and cycling facilities on a key section of Plymouth's Strategic Cycle Network and will provide a link to significant new development at Woolwell. The scheme will be complimented by other interventions offered by Strategic Planning & Infrastructure such as Personalised Travel Planning through Plymotion. This will be undertaken following completion of the scheme in order to educate residents and commuters of the new sustainable measures included within the scheme and how to access them. This will also be encouraged during the construction. Without delivery of the scheme, the performance of the transport network on the Northern Corridor will further deteriorate across all modes. Currently the P&R site is at capacity, meaning further growth in sustainable travel into the city centre from the P&R is constrained.

**Education / Engagement / Enabling Conditions Score Mitigate: No**

# Woolwell to The George Transport Improvement Scheme: Carbon Impact Assessment FINAL



## 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

**EXECUTIVE DECISION**

made by a Council Officer


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

Executive Decision Reference Number – COD12 24/25

Decision				
1	<b>Title of decision:</b> Woolwell to The George Transport Scheme: NEC project management support			
2	<b>Decision maker:</b> Paul Barnard (Service Director for Strategic Planning and Infrastructure)			
3	<b>Report author and contact details:</b> Steven Flaxton (Strategic Transport Programme Coordinator). <a href="mailto:steven.flaxton@plymouth.gov.uk">steven.flaxton@plymouth.gov.uk</a>			
4a	<b>Decision to be taken:</b> I. To approve the award of contract for NEC project management support to WSP Ltd through the NHS Framework. The value of this contract is £1,063,541.12			
4b	<b>Reference number of original executive decision or date of original committee meeting where delegation was made:</b> <a href="#">Cabinet, 09 November 2021 – Minute 201</a>			
5	<b>Reasons for decision:</b> To enable the effective and efficient management of the construction contract for the Woolwell to The George Transport Improvements scheme.			
6	<b>Alternative options considered and rejected:</b> Do not award the contract - This has been rejected as not having contract management resource in place would leave the Council extremely exposed to additional costs and risk during the construction of the scheme.			
7	<b>Financial implications and risks:</b> The cost of this contract award is £1,063,541.12. Funding has already been accounted for within the approved capital project budget. External Levelling Up (LUF) funding has been secured to deliver the Woolwell to The George scheme, and failure to deliver within the defined timescales would result in loss of funding and reputational damage to the Council.			
8	<b>Is the decision a Key Decision?</b> (please contact <a href="#">Democratic Support</a> for further advice)	<b>Yes</b>	<b>No</b>	<b>Per the Constitution, a key decision is one which:</b>
			<b>X</b>	in the case of <b>capital</b> projects and contract awards, results in a new commitment to spend and/or save in excess of <b>£3million</b> in total

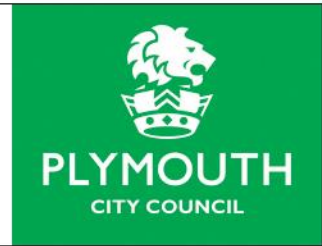
			<b>X</b>	in the case of <b>revenue</b> projects when the decision involves entering into new commitments and/or making new savings in excess of <b>£1 million</b> , annually.
			<b>X</b>	is <b>significant</b> in terms of its effect on communities living or working in an area comprising <b>two or more</b> wards in the area of the local authority.
<b>8b</b>	<b>Date of publication of the notice in the <a href="#">Forward Plan of Key Decisions</a></b>	9/2/2024		
<b>9</b>	<b>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:</b>	<p><b>Fewer potholes, cleaner, greener streets, and transport:</b> This Scheme will improve journey times and reduce congestion while improving the resilience of the transport network in the north of the city.</p> <p><b>Build more homes – for social rent and affordable ownership:</b> The Scheme will provide a key piece of infrastructure required to help deliver the 4,412 new homes identified in the Derriford and Northern Corridor Growth Area.</p> <p><b>Green investment, jobs, skills and better education:</b> The Scheme will provide a comprehensive landscape plan and environmental management and enhancement plan which not only mitigates the Scheme's impact but will provide a net gain in biodiversity.</p> <p><b>The Plymouth Plan:</b> The Scheme is specifically identified in PLY44 and supports- <b>Strategic Objective I: Delivering a Healthy City</b> “Providing a safe, efficient, accessible and health-enabling transport network which supports freedom of movement and active travel and promotes low carbon lifestyles.</p> <p><b>Policy HEA6:</b> Delivering a safe, efficient, accessible, sustainable and health-enabling transport system.</p> <p><b>Policy GR04:</b> Using transport investment to drive growth</p>		
<b>10</b>	<b>Please specify any direct environmental implications of the decision (carbon impact)</b>	None. This contract is for the management of the construction phase rather than for any direct works themselves. The Carbon Impact Assessment is attached.		
<b>Urgent decisions</b>				
<b>11</b>	<b>Is the decision urgent and to be implemented immediately in the interests of the Council or the public?</b>	<b>Yes</b>		(If yes, please contact <a href="#">Democratic Support</a> for advice)
		<b>No</b>	<b>X</b>	(If no, go to section 13a)
<b>12a</b>	<b>Reason for urgency:</b>			

I2b	Scrutiny Chair signature:		Date	
	Scrutiny Committee name:			
	Print Name:			
<b>Consultation</b>				
I3a	Which Cabinet Member's portfolio does this decision relate to?	Councillor Mark Coker (Cabinet Member for Strategic Planning and Transport)		
I3b	Date Cabinet Member consulted	28/06/2024		
I3c	Are any other Cabinet members' portfolios affected by the decision?	Yes		
		No	X	(If no go to section I4)
I3d	Which other Cabinet member's portfolio is affected by the decision?	N/A		
I3e	Date other Cabinet member(s) consulted	N/A		
I4	Has any Cabinet member declared a conflict of interest in relation to the decision?	Yes		If yes, please discuss with the Monitoring Officer
		No	X	
I5	Which Corporate Management Team member has been consulted?	Name	Anthony Payne	
		Job title	Strategic Director for Place	
		Date consulted	11/06/2024	
<b>Sign-off</b>				
I6	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS26 24/25	
		Finance (mandatory)	CH.24.25.017	
		Legal (mandatory)	LS/00001312/2/AC/17/7/24	
		Human Resources (if applicable)		
		Corporate property (if applicable)		
		Procurement (if applicable)	KK/PS/740/ED/0724	
<b>Appendices</b>				
I7	Ref.	Title of appendix		
	A	Contract Award Briefing Paper Part I		

	B	Equalities Impact Assessment							
	C	Climate Impact Assessment							
<b>Confidential/exempt information</b>									
<b>I8a</b>	<b>Do you need to include any confidential/exempt information?</b>		<b>Yes</b>	<b>X</b>	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 <b>I8b</b> below.				
			<b>No</b>						
			<b>Exemption Paragraph Number</b>						
			<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>
<b>I8b</b>	<b>Confidential/exempt briefing report title:</b>								
	Procurement Gateway 3 - Contract Award Report Part II: Woolwell to The George Transport Scheme Construction NEC project management support.				<b>X</b>				
<b>Background Papers</b>									
<b>19</b>	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.								
<b>Title of background paper(s)</b>			<b>Exemption Paragraph Number</b>						
			<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>
Consultancy Terms and Conditions					<b>X</b>				
NHS SLA WTTG Project Management Services					<b>X</b>				
<b>Council Officer Signature</b>									
<b>20</b>	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.								
<b>Signature</b>				<b>Date of decision</b>		24 July 2024			
<b>Print Name</b>		Paul Barnard (Service Director for Strategic Planning & Infrastructure)							

**APPENDIX A: CONTRACT AWARD  
BRIEFING PAPER - PART I**

Woolwell to The George Transport Scheme Construction NEC  
project management support



## I. INTRODUCTION

This briefing report is in relation to the procurement of appropriate and qualified support to undertake the NEC Project Manager and NEC Supervisor roles along with and general project assistance to support the Council on the development and delivery of the Woolwell to The George transport scheme. The scope includes the conclusion of Pre-Construction, the full Construction period along with the Defect Period and any subsequent scheme review required for any reports to our funders.

The scope of works required includes:

- NEC Project Manager role
- NEC Supervisor role
- Lead the project and act as the main client interface, including day to day management of all stakeholders
- Contribution towards the business case
- Write papers and recommendations as necessary
- Monthly dashboard reports
- Input and attendance at board meetings
- Review contractor's reports, programmes, risk registers, cost plans to input into the scheme project management documentation
- Assist in the preparation of the project brief for the Pre-Construction Phase, including Works Information and contract data
- Assist in the preparation of the project brief for the construction stage, including works information and contract data
- Assist in agreeing project Key Performance Indicators and assessing scores and reviews with Contractor, Client and Framework provider
- Facilitate progress meetings with the contractor
- Facilitate workshops, such as risk management
- Production and management of project risk register
- Review lessons learnt from this and recent projects and incorporate positive change where applicable
- Review contractor's key documents, such as communications plan, traffic management proposals and project implementation plan
- Managing contractor's plans and summarising headlines to appropriate stakeholders
- Review contractor's scope and tendered work to sub-contractors and consultants
- Review contractor's proposals for surveys
- Management of internal and external stakeholders, including councillors and other authorities
- Management of client internal reviews, such as Engineering Design Group and Natural Infrastructure Team teams
- Formalise/input instructions to the contractor and manage early warnings
- Management/input of change and review of contractor's quotations
- Reviewing programme updates and producing overall client programme
- Reviewing and managing budgets
- Coordination between the Transforming Cities Fund (TCF) element and the main scheme
- Coordination of utilities and risk management of stats
- Coordination and undertaking of transport modelling
- Coordination and undertaking of design and / or design reviews where required
- Coordination of technical approvals
- Supervision of any surveys / enabling works / construction
- Support with high level technical input

- Any other duties appropriate to the appointment

## 2. BACKGROUND

The Woolwell to The George transport scheme (WTTG) will alleviate congestion at the notorious pinch-point between Woolwell and The George junction, on the A386 Tavistock Road. More than 30,000 vehicles use this section of road each day and there are regularly queues and delays at peak times, caused by traffic having to merge over very short distances. The impact of this congestion extends far beyond the immediate Woolwell area, affecting the A386 Tavistock Road as far south as Manadon Roundabout and also disrupts the reliability of the bus network. The route also has poor provision for pedestrian and cyclists and crossing the A386 in particular is very difficult in busy periods.

The problems faced along this section of the transport network are well documented and have been since as far back as the late 1970's. In 1979 Devon County Council (DCC) adopted the Devon Structure Plan which identified the need to dual from Derriford Roundabout to Roborough.

Widening along the A386 between Woolwell and The George Junction featured annually within DCC's Transport Policies and Programme (TPP) submission for many years during 1980s and early 1990s.

DCC consulted on a scheme for between Woolwell and The George and secured some plots of land via a widening line within the scheme area and further to the south as well.

In 1980 DCC held a consultation which considered the A386 route in three sections:

- Derriford Roundabout to The George;
- The George to Woolwell; and
- Woolwell to Roborough

DCC, the then Highway Authority, made the decision to build the Roborough Bypass first to provide a new dual carriageway between Woolwell and Roborough which opened in 1992 to serve northern Plymouth as well as the Woolwell estate.

The rest of the A386, Derriford to Woolwell, was also split into 3 phases:

- 2a Signal controlled junction at The George,
- 2b Dual George to Woolwell and
- 2c Dual Derriford Roundabout to The George.

In 1995, DCC held a further consultation asking for opinions on the order in which schemes should be constructed. 2a Signalisation of George Junction came out on top and it was the implementation of that scheme which Plymouth City Council (PCC) inherited in 1998 when Plymouth became a Unitary Authority and was delivered in the early 2000's. The other two schemes remain to be implemented and explains therefore why the WTTG scheme continues to be required to this day.

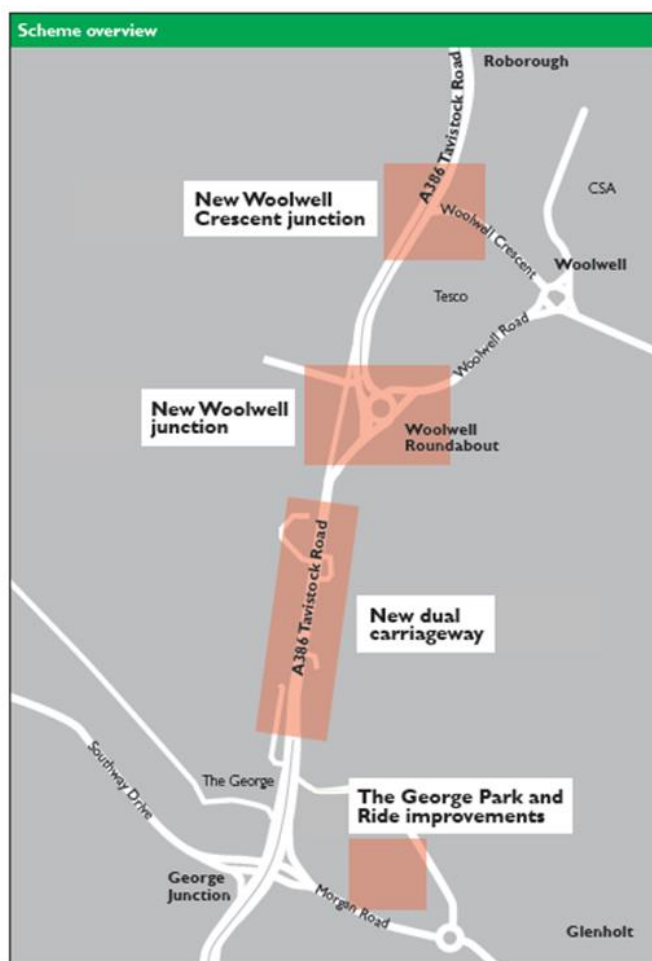
More recently, the Council's Third Local Transport Plan 2011-2016, expressly identifies that highway improvements are required between Woolwell and The George.

The problems identified in this document have continued and have subsequently led to their inclusion in the Plymouth and South West Devon Joint Local Plan (JLP), including an Infrastructure Needs Assessment, which was consulted upon in 2017 and adopted in 2019. The inclusion of the scheme in the City's key spatial planning documents is in recognition of the wider benefits that the scheme will deliver to local communities and to the city.

With significant growth planned for the north of the city and traffic forecast to increase along this route, it is vital to provide improvements that will encourage more walking, cycling and bus travel, as well as minimise congestion and delays for general traffic. With the planned future growth to the Northern Corridor, the performance of the network is forecast to deteriorate further, with worsening journey times and reliability.

The WTTG scheme will deliver:

- Dedicated walking and cycling facilities, linking the George Park and Ride site with the existing Woolwell community and 2,000 new houses at the WUE development, and improving access to the Park and Ride site from Plymouth's Strategic Cycle Network (SCN).
- Woolwell Roundabout upgraded to a signalised junction, increasing capacity and improving pedestrian and cycle crossings.
- Improved capacity on the A386 Tavistock Road by providing dual carriageway from Woolwell Roundabout to The George Park and Ride site, enhancing accessibility to The George Park and Ride site by vehicles travelling in from northern Plymouth and beyond.
- Increase parking capacity at The George Park and Ride site including spaces with electric vehicle charge points.



The scheme will be delivered in phases, with the new Woolwell Crescent junction, including walking and cycling improvements, being the first phase. Phase 1 is largely funded by the Department for Transport's Transforming Cities Fund with the remainder funded by the Government's Levelling Up Fund. Phase 3, The George Park and Ride extension, is entirely funded through money secured from the Government's Levelling Up Fund.

External project support is required for Phase 1 and 2 in order to progress the elements at pace to meet funding agreement timeframes and allow construction to proceed.

Phase 2, Tavistock Road A386 / Woolwell Road is reliant on the acquisition of land, where possible land will be secured through negotiation however Compulsory Purchase Orders may be required to be able to deliver the planned improvements.

### 3. PROCUREMENT PROCESS

This award is being made via the NHS Framework to ensure that the procurement process meets Contract Standing Order requirements for a procurement of this value.

The NHS Framework was competitively tendered and awarded in 2023 thus ensuring value for money for the project and all fees for using the Framework are paid by the consultant and not the Client.

### 4. FINANCIAL IMPLICATIONS

The contract value is **£1,063,541.12** and financial provision of this amount has been made for this contract within the project budget. Details of the contractual pricing are set out in the Contract Award Report and associated documents which are Part II papers.

As the works are provided under a time charge basis, if the Council were required to pause or end the project prematurely, the Council would only be liable for payment of any works undertaken or works needed to bring the project or works to an end and would not be liable for the full contract value unless works had been undertaken up to this value within the contract period.

### 5. APPROVAL

On 09 November 2021, Cabinet delegated to the Service Director for Strategic Planning & Infrastructure approval of all subsequent procurement and contract awards associated with developing and delivering the Woolwell To The George Transport Improvements Scheme through to construction and completion in consultation with the Cabinet Member for Transport. The Cabinet decision and associated documentation can be found at:

[Woolwell To The George Transport Improvements: Scheme Approval & In Principle Compulsory Purchase Order Resolution. Meeting of Cabinet, Tuesday 9 November 2021 4.00 pm \[Item 201.\]](#)

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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 – WOOLWELL TO THE GEORGE TRANSPORT SCHEME: NEC PROJECT MANAGEMENT SUPPORT

## SECTION ONE: INFORMATION ABOUT THE PROPOSAL

<b>Author(s):</b> The person completing the EIA template.	Steven Flaxton	<b>Department and service:</b>	Strategic Transport, Strategic Planning and Infrastructure	<b>Date of assessment:</b>	11 July 2024
<b>Lead Officer:</b> Head of Service, Service Director, or Strategic Director.	Philip Heseltine	<b>Signature:</b>		<b>Approval date:</b>	11 July 2024
<b>Overview:</b>	<p><b>Aim:</b>                      To increase capacity, reduce journey times and improve journey time reliability and to assist with accessing the George Park and Ride for public transport users whilst also bringing with it welcome benefits to cyclists and those who walk. A faster, more reliable road network will improve connectivity and unite local communities.</p> <p>The improvements that have been specifically identified are:</p> <ol style="list-style-type: none"> <li>1. Road widening on the A386 between the George Junction and Woolwell Roundabout.</li> <li>2. Removal of current roundabout to be replaced with a signal control junction.</li> <li>3. Improvements to Woolwel Crescent, allowing new right turns out and left turns in.</li> </ol> <p><b>Objectives:</b></p> <ol style="list-style-type: none"> <li>1. Reduce congestion</li> <li>2. Support the Strategic Road Network</li> <li>3. Support all road users</li> <li>4. Support housing delivery</li> <li>5. Support economic growth and rebalancing</li> </ol>				
<b>Decision required:</b>	EXECUTIVE DECISION made by a Council Officer:				

	To approve the award of contract for NEC project management support to WSP Ltd through the NHS Framework. The value of this contract is £1,063,541.12
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**SECTION TWO: EQUALITY IMPACT ASSESSMENT SCREENING TOOL**

<b>Potential external impacts:</b> Does the proposal have the potential to negatively impact service users, communities or residents with protected characteristics?	<b>Yes</b>		<b>No</b>	x
<b>Potential internal impacts:</b> Does the proposal have the potential to negatively impact Plymouth City Council employees?	<b>Yes</b>		<b>No</b>	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)	<b>Yes</b>		<b>No</b>	x
If you do not agree that a full equality impact assessment is required, please set out your justification for why not.	There is not anticipated to be any disproportional impacts on protected characteristics of plot owners, occupiers or other members of the community directly affected.			

**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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<p><b>Age</b></p>	<p>Plymouth</p> <ul style="list-style-type: none"> <li>• 16.4 per cent of people in Plymouth are children aged under 15.</li> <li>• 65.1 per cent are adults aged 15 to 64.</li> <li>• 18.5 percent are adults aged 65 and over.</li> <li>• 2.4 percent of the resident population are 85 and over.</li> </ul> <p>South West</p> <ul style="list-style-type: none"> <li>• 15.9 per cent of people are aged 0 to 14, 61.8 per cent are aged 15 to 64.</li> <li>• 22.3 per cent are aged 65 and over.</li> </ul> <p>England</p> <ul style="list-style-type: none"> <li>• 17.4 per cent of people are aged 0 to 14.</li> <li>• 64.2 per cent of people are aged 15 to 64.</li> <li>• 18.4 per cent of people are aged 65 and over.</li> </ul> <p>(2021 Census)</p>	<p>The scheme is not anticipated to have any adverse impact on specific age groups.</p>	<p>None.</p>	<p>N/A</p>
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<p><b>Care experienced individuals</b></p> <p>(Note that as per the Independent Review of Children's Social Care recommendations, Plymouth City Council is treating care experience as though it is a protected characteristic).</p>	<p>It is estimated that 26 per cent of the homeless population in the UK have care experience. In Plymouth there are currently 7 per cent of care leavers open to the service (6 per cent aged 18-20 and 12 per cent of those aged 21+) who are in unsuitable accommodation.</p> <p>The Care Review reported that 41 per cent of 19-21 year old care leavers are not in education, employment or training (NEET) compared to 12 per cent of all other young people in the same age group.</p> <p>In Plymouth there are currently 50 per cent of care leavers aged 18-21 Not in Education Training or Employment (54 per cent of all those care leavers aged 18-24 who are open to the service).</p> <p>There are currently 195 care leavers aged 18 to 20 (statutory service) and 58 aged 21 to 24 (extended offer). There are more care leavers aged 21 to 24 who could return for support from services if they wished to.</p>	<p>The scheme is not anticipated to have any adverse impact on care experienced individuals.</p>	<p>None.</p>	<p>N/A</p>
<p><b>Disability</b></p>	<p>9.4 per cent of residents in Plymouth have their activities limited 'a lot' because of a physical or mental health problem.</p> <p>12.2 per cent of residents in Plymouth have their activities limited 'a little' because of a physical or mental health problem (2021 Census)</p>	<p>The scheme is not anticipated to have any adverse impact on specific disability groups.</p>	<p>Formal crossing facilities will be upgraded to support the visually and mobility impaired.</p>	<p>Project Manager</p>
<p><b>Gender reassignment</b></p>	<p>0.5 per cent of residents in Plymouth have a gender identity that is different from their sex registered at birth. 0.1 per cent of residents identify as a trans man, 0.1 per cent identify as non-binary and, 0.1 per cent identify as a trans women (2021 Census).</p>	<p>No adverse impact anticipated.</p>	<p>None.</p>	<p>N/A</p>

<b>Marriage and civil partnership</b>	<p>40.1 per cent of residents have never married and never registered a civil partnership. 10 per cent are divorced, 6 percent are widowed, with 2.5 per cent are separated but still married.</p> <p>0.49 per cent of residents are, or were, married or in a civil partnerships of the same sex. 0.06 per cent of residents are in a civil partnerships with the opposite sex (2021 Census).</p>	No adverse impact anticipated.	None.	N/A
<b>Pregnancy and maternity</b>	The total fertility rate (TFR) for England was 1.62 children per woman in 2021. The total fertility rate (TFR) for Plymouth in 2021 was 1.5.	No adverse impact anticipated.	None.	N/A
<b>Race</b>	<p>In 2021, 94.9 per cent of Plymouth's population identified their ethnicity as White, 2.3 per cent as Asian and 1.1 per cent as Black (2021 Census)</p> <p>People with a mixed ethnic background comprised 1.8 per cent of the population. 1 per cent of the population use a different term to describe their ethnicity (2021 Census)</p> <p>92.7 per cent of residents speak English as their main language. 2021 Census data shows that after English, Polish, Romanian, Chinese, Portuguese, and Arabic are the most spoken languages in Plymouth (2021 Census).</p>	No adverse impact anticipated.	None.	N/A
<b>Religion or belief</b>	<p>48.9 per cent of the Plymouth population stated they had no religion. 42.5 per cent of the population identified as Christian (2021 Census).</p> <p>Those who identified as Muslim account for 1.3 per cent of Plymouth's population while Hindu, Buddhist, Jewish or Sikh combined totalled less than 1 per cent (2021 Census).</p>	No adverse impact anticipated.	None.	N/A
<b>Sex</b>	51 per cent of our population are women and 49 per cent are men (2021 Census).	No adverse impact anticipated.	None.	N/A

<b>Sexual orientation</b>	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 anticipated.	None.	N/A
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**SECTION FOUR: HUMAN RIGHTS IMPLICATIONS**

Human Rights	Implications	Mitigation Actions	Timescale and responsible department
	No adverse impact anticipated.	None.	N/A

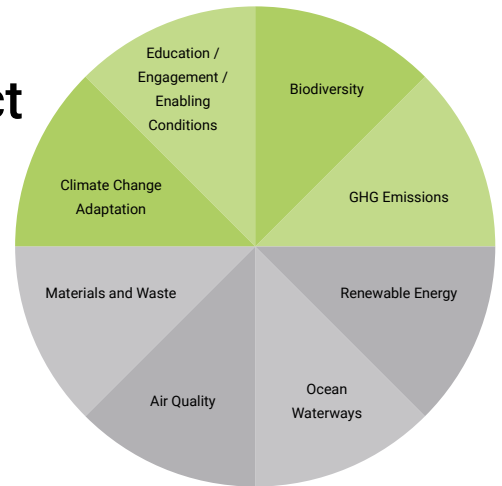
**SECTION FIVE: OUR EQUALITY OBJECTIVES**

Equality objectives	Implications	Mitigation Actions	Timescale and responsible department
<p><b>Work together in partnership to:</b></p> <ul style="list-style-type: none"> <li>▪ promote equality, diversity and inclusion</li> <li>▪ facilitate community cohesion</li> <li>▪ support people with different backgrounds and lived experiences to get on well together</li> </ul>			
<p><b>Give specific consideration to care experienced people to improve their life outcomes, including access to training, employment and housing.</b></p>	The scheme will improve journey times and reliability of journeys between major growth areas in the north of the city.		2025/2026 Head of Transport.
<p><b>Build and develop a diverse workforce that represents the community and citizens it serves.</b></p>			

<b>Support diverse communities to feel confident to report crime and anti-social behaviour, including hate crime and hate incidents, and work with partners to ensure Plymouth is a city where everybody feels safe and welcome.</b>			
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# Woolwell to The George Transport Improvement Scheme: Carbon Impact Assessment FINAL



**Assessment ID:** W00388

**Assessment Author:** Leana Hannon

## Assessment Initial Summary:

The Woolwell to The George (WTTG) Transport Improvement Scheme will alleviate congestion between Woolwell and The George Junction on the A386 Tavistock Road and unlock significant residential development in the north of Plymouth. The scheme will deliver:

- Dedicated walking and cycling facilities
- A new signalised junction at Woolwell Crescent
- Upgrade of Woolwell Roundabout to a signalised junction
- Increased capacity on the A386 Tavistock Road by providing dual carriageway from Woolwell Roundabout to The George P&R
- Increased parking capacity at The George P&R

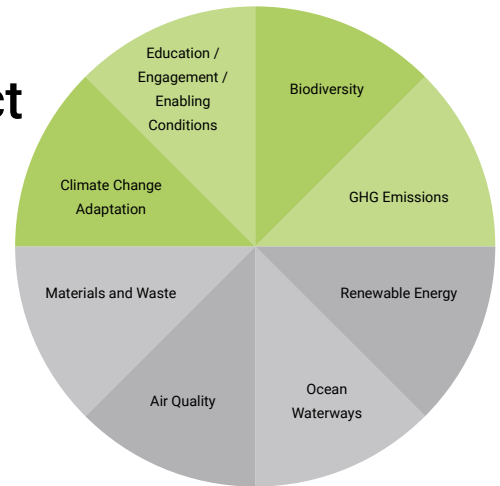
## Assessment Final Summary:

The Woolwell to The George scheme is a strategically important project, specifically identified in the Joint Local Plan. It directly unlocks significant residential development at Woolwell as well as improving access to existing key industrial, technical, business and medical sites on the northern corridor.

The project will reduce congestion, improve journey times, promote walking, cycling and use of public transport, improve network resilience and accessibility. Integral to the scheme is high quality walking and cycling facilities including new and improved crossings to break down the A386 as a barrier to movement and also includes LTN1/20 compliant segregated cycleways. The scheme also includes the expansion of The George Park and Ride by 100 spaces and also includes the installation of electric charging bays and improved access for buses. The scheme is truly multi-modal and designed to encourage greater travel choice and sustainable travel options to encourage people to switch from car based travel to more active and sustainable forms.

Tackling climate change represents a major challenge for the delivery of future growth and operation of the transport network. Providing significant walking and cycling infrastructure on Plymouth's northern corridor, as part of the Woolwell to the George Scheme, is a specific action within the Climate Emergency Action Plan.

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Without delivery of the Scheme, the performance of the transport network on the Northern Corridor will further deteriorate across all modes.

Delivery of the scheme will be supported by the development and delivery of a Construction Environmental Management Plan

(CEMP) to ensure delivery of the project in accordance with best practice. The CEMP and other project documents such as the Site Waste Management Plan will identify key mitigation to be implemented throughout construction.

The nature of construction projects such as WTTG, means that the impact on some outputs such as materials and waste, air quality are considered to be neutral.

## Biodiversity Score: 4

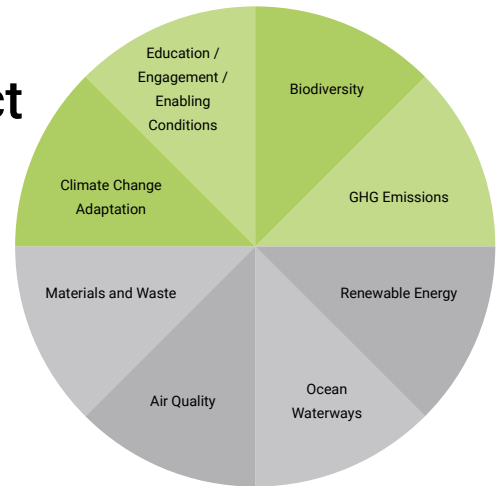
**Biodiversity Score Justification:** The scheme is not located within close proximity of any designated international or nationally protected sites and will not directly impact upon the conservation status of any designated site for nature conservation purposes. The dominant habitat of the site is hardstanding due to the current highway and associated infrastructure and the habitat is of negligible ecological value. Any measures identified in the Preliminary Environmental Assessments (and subsequent reports) will be incorporated within the Construction Environmental Management Plan (CEMP). In line with PCC's requirements, the scheme will deliver 10% biodiversity net gain (BNG).

## Biodiversity Score Mitigate: No

## GHG Emissions Score: 4

**GHG Emissions Score Justification:** The nature of construction work means that there is likely to be a short term negative impact on greenhouse gas emissions. Longer term, the scheme will deliver a more efficient highway network by reducing congestion and supporting a shift to sustainable modes. Whilst the scheme does provide increased capacity to not only relieve congestion now as well as accommodate future demand anticipated by the WUE, the road itself is not considered to generate significant increases in volumes of traffic as there are no

# Woolwell to The George Transport Improvement Scheme: Carbon Impact Assessment FINAL



alternative routes in this area of the City which may cause people to re-route or induce suppressed demand. Additional growth in trips will be derived from the proposed new developments which will be subject to their own CIA and checks through the planning system. The scheme will help to lower GHG emissions by significantly reducing existing congestion which not only causes increased emissions but also affects the reliability of bus services and timetabled information affecting people's confidence in the services offered. Integral to the scheme is high quality walking and cycling facilities including new and improved crossings to break down the A386 as a barrier to movement and also includes LTN1/20 compliant segregated cycleways. The scheme also includes the expansion of The George Park and Ride by 100 spaces and also includes the installation of electric charging bays and improved access for buses. The scheme is truly multi-modal and designed to encourage greater travel choice and sustainable travel options to encourage people to switch from car based travel to more active and sustainable forms. Modelling following the Department for Transport's prescribed WebTag methodology shows that the Scheme will reduce carbon emissions by 36,000 tonnes across the 60 year appraisal period.

**GHG Emissions Score Mitigate:** No

**Renewable Energy Score:** 3

**Renewable Energy Score Justification:** It is not considered that the WTTG scheme will have any direct impact on renewable energy.

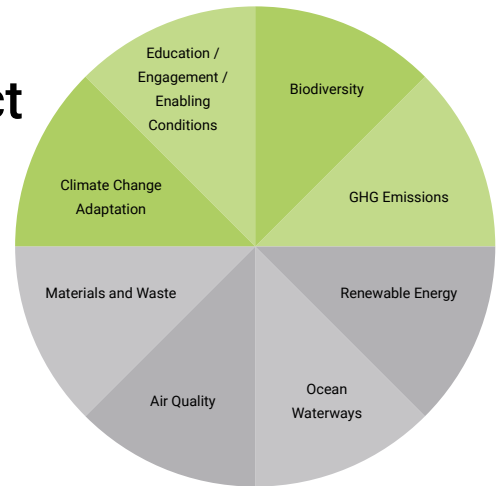
**Renewable Energy Score Mitigate:** No

**Ocean and Waterways Score:** 3

**Ocean and Waterways Score Justification:** Surface water run-off discharge to sewers will be appropriately restricted (in line with national and LLFA guidance) to ensure flood risk is not increased. A Construction Environmental Management Plan will detail best practice measures and mitigation to limit the risk of contamination of water resources.

**Ocean and Waterways Score Mitigate:** No

# Woolwell to The George Transport Improvement Scheme: Carbon Impact Assessment FINAL



## Air Quality Score: 3

**Air Quality Score Justification:** The scheme will help to improve local air quality by significantly reducing existing congestion which not only causes increased emissions but also affects the reliability of bus services and timetabled information affecting people's confidence in the services offered. Integral to the scheme is high quality walking and cycling facilities including new and improved crossings to break down the A386 as a barrier to movement and also includes LTN1/20 compliant segregated cycleways. The scheme also includes the expansion of The George Park and Ride by 100 spaces and also includes the installation of electric charging bays and improved access for buses. The scheme is truly multi-modal and designed to encourage greater travel choice and sustainable travel options to encourage people to switch from car based travel to more active and sustainable forms. An Air Quality Assessment has been undertaken for the WTTG scheme. The results show that the annual mean pollutant concentrations are well below the respective AQS objectives at all receptors modelled, with and without the scheme. There may be some short term temporary impacts on air-quality during the construction process but these will be offset by the longer term benefits the scheme will bring.

## Air Quality Score Mitigate: No

## Materials and Waste Score: 3

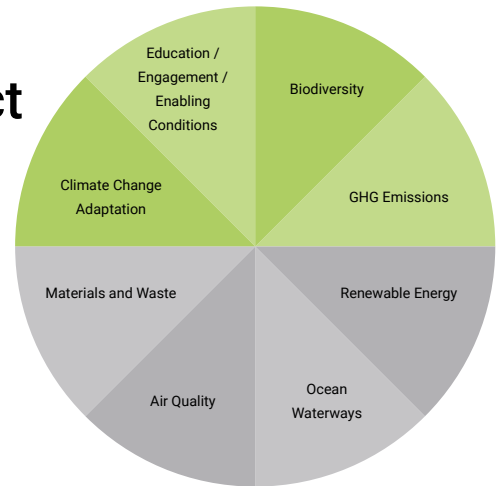
**Materials and Waste Score Justification:** Best practice waste management techniques will be adopted throughout construction. A Site Waste Management Plan (SWMP) will ensure that the principles of the waste management hierarchy (i.e. reduce, reuse, recycle) will be adopted. The reuse of site won materials will be prioritised and retained where possible. A Construction Environmental Management Plan (CEMP) will also support scheme delivery.

## Materials and Waste Score Mitigate: No

## Climate Change Adaptation Score: 4

**Climate Change Adaptation Score Justification:** A Flood Risk Assessment has been prepared in accordance with the National Planning Policy Framework (NPPF), the accompanying Planning Practice Guidance include planning policy concerning development and flood risk in areas of

# Woolwell to The George Transport Improvement Scheme: Carbon Impact Assessment FINAL



England. It has also considered regional and local planning policy. The site is in Flood Zone 1, low probability of flooding from fluvial and tidal sources. The scheme is classed as essential infrastructure and is part within the Plymouth Critical Drainage Area. Surface water runoff has been assessed for on and offsite flood risk taking into account the current drainage provisions, the predicted impacts of climate change and the implications of the proposed works on existing drainage networks. The existing drainage system is not only sub-standards but in places non-existing meaning the scheme will provide significant resilience against climate change and localised flooding. The drainage has been designed up to the critical 100 year event plus a 40% climate change factor. Infiltration is not expected to be viable for this site, an attenuation strategy has been developed including above ground SuDS features. Drainage proposals include repairing or replacing existing damaged sewers as necessary. New attenuation in the form of underground tanks and SuDS rain gardens/ponds are proposed. Where possible, existing surface water drainage runs will be reused and connected to. Damaged or insufficiently sized existing drainage will be replaced and upsized accordingly.

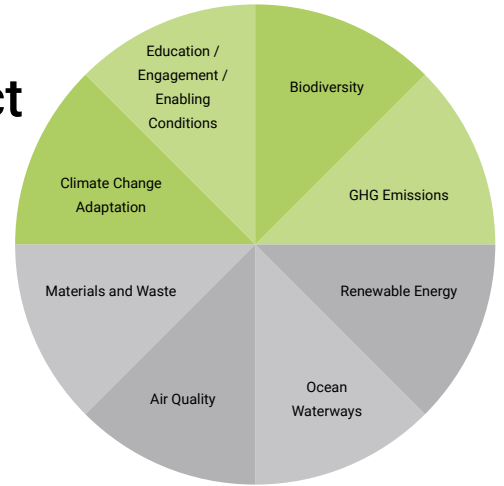
**Climate Change Adaptation Score Mitigate: No**

**Education / Engagement / Enabling Conditions Score: 4**

**Education / Engagement / Enabling Conditions Score Justification:** The WTTG Scheme delivers a significant improvement in walking and cycling facilities on a key section of Plymouth's Strategic Cycle Network and will provide a link to significant new development at Woolwell. The scheme will be complimented by other interventions offered by Strategic Planning & Infrastructure such as Personalised Travel Planning through Plymotion. This will be undertaken following completion of the scheme in order to educate residents and commuters of the new sustainable measures included within the scheme and how to access them. This will also be encouraged during the construction. Without delivery of the scheme, the performance of the transport network on the Northern Corridor will further deteriorate across all modes. Currently the P&R site is at capacity, meaning further growth in sustainable travel into the city centre from the P&R is constrained.

**Education / Engagement / Enabling Conditions Score Mitigate: No**

# Woolwell to The George Transport Improvement Scheme: Carbon Impact Assessment FINAL



## 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