



Oversight and Governance

Chief Executive's Department

Plymouth City Council

Ballard House

Plymouth PL1 3BJ

T 01752 305155

www.plymouth.gov.uk/democracy

Published 16/08/24

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 Friday 23 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 decisions detailed below may be implemented on Monday 26 August 2024 if they are not called-in.

Delegated Decisions

I. Councillor Tudor Evans OBE (Leader of the Council):

- I.a L10 24/25 Heat Decarbonisation Programme Phase B.1 Harewood House **(Pages 1 - 28)**
- I.b L11 24/25 - Plymouth Major Road Network (MRN) Scheme - Allocation of funding following Outline Business Case approval **(Pages 29 - 56)**

EXECUTIVE DECISION

made by a Cabinet Member




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

Executive Decision Reference Number – L10 24/25

Decision	
1	Title of decision: Heat Decarbonisation Programme Phase B.I Harewood House
2	Decision maker: Councillor Tudor Evans OBE (Leader of the Council)
3	Report author and contact details: Alastair Gets (Net Zero Delivery Officer) 01752 306930, alastair.gets@plymouth.gov.uk
4	<p>Decision to be taken:</p> <ol style="list-style-type: none"> 1. Approve the business case; 2. Allocate £458,353 into the Capital Programme funded by £108,353 from Salix PSDS Grant and £350,000 from Climate Emergency Investment Fund (CEIF); 3. Authorise the procurement process; 4. Delegate the award of contracts to the Service Director for SP&I where they would otherwise not have the authority to do so.
5	<p>Reasons for decision:</p> <p>PCC have an ambition to reach net zero carbon emissions by 2030. This project reduces 16t of carbon per year at Harewood House and so contributes greatly to this ambition. It will be achieved by:</p> <ol style="list-style-type: none"> 1. Eliminating fossil fuel by replacing end-of-life gas boilers; 2. Reducing electricity carbon by installing roof-top solar PV; 3. Improving energy efficiency by replacing fluorescent and sodium lamps with LEDs and increasing loft insulation.
6	<p>Alternative options considered and rejected:</p> <ol style="list-style-type: none"> 1. Do Nothing – CEIF could be used elsewhere but opportunity of Phase 3c Salix Grant would be lost, and the boilers at Harewood House will need to be replaced soon anyway. 2. Do Minimum – Replace gas boilers with like-for-like boilers with no energy efficiency measures or renewable energy install but opportunity of Phase 3c Salix Grant would be lost and PCC may miss the ambition for net-zero by 2030. 3. Viable Alternative – Install only a heat pump without energy efficiency measures or renewable energy. With no on-site generation or energy efficiency measures there would be increased energy costs to heat the building.
7	<p>Financial implications and risks:</p> <p>Allocation of £458,353 into the Capital Programme funded by £108,353 from Salix PSDS Grant and £350,000 from Climate Emergency Investment Fund (CEIF). This will cover the cost of the project</p>

	<p>including contingency and delivery.</p> <p>There is a small financial benefit resulting from energy and maintenance savings starting at £3.5k in the first year. This is mostly based on current gas and electricity prices. There is a risk that if electricity prices increase significantly whilst gas drops that there will not be a net saving. However, it is expected that gas prices will rise.</p> <p>Carbon does not currently have a financial value but the carbon savings realised from this project will contribute to PPCs ambition to be Net Zero carbon by 2030.</p>			
8	<p>Is the decision a Key Decision? (please contact Democratic Support for further advice)</p> <p>Please type an X into the relevant boxes</p>	Yes	No	<p>Per the Constitution, a key decision is one which:</p> <p>in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total.</p> <p>in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1million annually.</p> <p>is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.</p>
			X	
			X	
			X	
	<p>If yes, date of publication of the notice in the Forward Plan of Key Decisions</p>	N/A		
9	<p>Please specify how this decision is linked to the Council's corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget:</p>	<p>This project helps deliver JLP DEV32 – Delivering low carbon development by reducing the heating energy load and JLP DEV33 – Renewable and low carbon energy by the installation of heat pumps and solar PV.</p> <p>It also helps to deliver the promise of “Green investment, jobs, skills and better education” as well as “spending money wisely” through delivering low energy heating to reduce carbon emissions and pollution.</p>		
10	<p>Please specify any direct environmental implications of the decision (carbon impact)</p>	<p>A reduction in carbon emissions estimated at 16t over the life of the measures due to lower use of on-site fossil fuels, better building energy efficiency and reduced imported electricity. A Climate Impact Assessment is attached.</p>		
Urgent decisions				
11	<p>Is the decision urgent and to be implemented immediately in the interests of the Council or the public?</p> <p>Please type an X into the relevant box</p>	Yes		<p>(If yes, please contact Democratic Support (democraticsupport@plymouth.gov.uk) for advice)</p> <p>(If no, go to section 13a)</p>
		No	X	
12a	<p>Reason for urgency:</p>			

12b	Scrutiny Chair Signature:		Date	
	Scrutiny Committee name:			
	Print Name:			
Consultation				
13a	Are any other Cabinet members' portfolios affected by the decision? Please type an X into the relevant box	Yes	X	
		No		(If no go to section 14)
13b	Which other Cabinet member's portfolio is affected by the decision?	Councillor Tom Briars-Delve (Cabinet Member for Environment and Climate Change)		
13c	Date Cabinet member consulted	25/07/2024		
14	Has any Cabinet member declared a conflict of interest in relation to the decision? Please type an X into the relevant box	Yes		If yes, please discuss with the Monitoring Officer
		No	X	
15	Which Corporate Management Team member has been consulted?	Name	Paul Barnard	
		Job title	Director of SP&I	
		Date consulted	25/07/2024	
Sign-off				
16	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS28 24/25	
		Finance (mandatory)	CH.24.25.003	
		Legal (mandatory)	legal/krt/3153/14524	
		Human Resources (if applicable)	N/A	
		Corporate property (if applicable)	JW 0117 20/05/24	
		Procurement (if applicable)	GA/PS/742/ED/0724	
Appendices				
17	Ref.	Title of appendix		
	A	Business Case		
	B	Briefing Report		

	C	Equalities Impact Assessment						
	D	Climate Impact Assessment						
Confidential/exempt information								
18a	Do you need to include any confidential/exempt information? Please type an X into the relevant box	Yes		If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in 18b below. (Keep as much information as possible in the briefing report that will be in the public domain)				
		No	X					
		Exemption Paragraph Number						
		1	2	3	4	5	6	7
18b	Confidential/exempt briefing report title:							
Background Papers								
19	Please list all unpublished, background papers relevant to the decision in the table below. Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.							
Title of background paper(s)		Exemption Paragraph Number						
		1	2	3	4	5	6	7
Cabinet Member Signature								
20	I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act (2010) and those who do not. For further details please see the EIA attached.							
Signature					Date of decision		14 August 2024	
Print Name		Councillor Tudor Evans OBE (Leader of the Council)						

CAPITAL INVESTMENT BUSINESS CASE

Heat Decarbonisation Programme, Phase B.1 – Harewood House



EXECUTIVE SUMMARY

The Executive Summary is a short summary of the Business Case and should be the last section you complete, this will enable you to extract or only the key facts from relevant sections i.e. 'project on a page'. The summary is a 'snapshot' of the business case which will need to tell the story and sell the proposal.

Phase B of the PCC Decarbonisation Programme will commence with Harewood House (Ph B.1).

A condition survey and feasibility study determined that the boilers are 10 years old and heating is distributed through air handing units and radiators. The gas consumption is estimated to emit over 16t carbon per year.

A Salix grant was successful to part fund:

- Replace the gas space heating boilers with air source heat pumps (ASHPs)
- Upgrade the electricity capacity to accommodate the heat pump demand
- Install a rooftop solar
- Replace all fluorescent and sodium lamps with LED lighting
- Increase the loft insulation

The grant is available in FY2025/26 with a PCC CEIF contribution covering the period 2024/25 to 2025/26, which is about 76% of the total cost as follows:

- *Tender documents – employer's requirements and reference design - £71,271*
- Project Delivery – Procurement, Legal, PM, TA, EA - £80,000
- Design & Build Contract - £231,256
- Contingency - £75,826
- **Design & Build Total - £387,082**

TOTAL PROJECT COST: £458,353

The project will realise a financial benefit of £3.5k in year 1 and reduce 320t of carbon over the life of the measures.

SECTION I: PROJECT DETAIL

Project Value (indicate capital or revenue)	Value: £458,353 (Capital)	Contingency (show as £ and % of project value)	£75,826 (17% of total)
Programme		Directorate	Place - SP&I
Portfolio Holder	Cllr Tom Briars-Delve	Service Director	Paul Barnard
Senior Responsible Officer (client)	Ann Thorp	Project Manager	Strategic projects tbc and Alastair Gets
Address and Post Code	Harewood House, Plympton, PL7 2AS	Ward	Plympton St Mary

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)*

PCC Decarbonisation Programme – Phase A, covering 8 sites is approaching completion. We are now moving to Phase B Part 1 (Ph B.1), which is a single site: Harewood House. This is to continue with decarbonising PCC's corporate estate to meet our net zero by 2030 ambitions.

Harewood House is in Plympton and is a community leisure centre that was rebuilt in 1985 following a fire.

A condition survey & feasibility study was conducted by Hydrock under Gleeds management in October 2023.

Harewood House has two gas boilers that are 10 years old. The building's heating is distributed through air handling units equipped with coils to the hall, and additional heating to all other rooms are provided via single and double-panel radiators dispersed throughout the facility. The site has two point-of-use electric systems for Domestic Hot Water (DHW).

The gas consumption is within the top 20 sites still on primary gas for heating. It is estimated that the site space heating emits just over 16 tonnes of CO₂e per year.

The building is fully double glazed and may have light loft insulation.

The lighting is mainly fluorescent and sodium lamps with about 10% of the lighting LEDs.

The building is supplied by three phase grid electricity and consumes about 41 MWh/y. There is no renewable generation on site.

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?)*

It is proposed that the recommendations of the feasibility study be followed to reduce carbon emissions by 16 tonnes per year and protect PCC against unknown gas price and availability fluctuations in the future.

An application to Salix Public Sector Decarbonisation Scheme (PSDS) was submitted on 7 November to part grant fund the following measures:

- Replace the gas space heating boilers with air source heat pumps (ASHPs)
- Upgrade the electricity capacity to accommodate the heat pump demand
- Install a solar electricity system on the roof (to offset the increase electricity consumption of the ASHPs with a zero carbon source)
- Replace all fluorescent and sodium lamps with LED lighting
- Increase the loft insulation to improve heating efficiency

A PSDS grant was successful and is for spend during FY 2025/26 while the PCC Climate Emergency Investment Fund (CEIF) contribution will cover the period 2024/25 as well as 2025/26.

The PSDS grant has a limit of £325 per tonne of carbon saved over the life of the different measures, as calculated by the Salix tool. This resulted in a successful grant contribution of £108,353 to the project cost. This is 24% of the total cost and requires a PCC to cover the remaining £350,000 of the total cost or 76%.

The expected costs are as follows:

Initial Revenue to be capitalised:

<ul style="list-style-type: none"> Tender documents – employer’s requirements and reference design - £71,271 	
Capital <ul style="list-style-type: none"> Project Delivery – Procurement, Legal, PM, TA, EA - £80,000 Design & Build Contract - £231,256 Contingency - £75,826 Design & Build Total - £387,082 <p>TOTAL PROJECT COST: £458,353</p>	
<p>Why is this your preferred option: <i>(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).</i></p>	
<p>Harewood House suited the Salix grant eligibility and is in the top 20 carbon emitters of buildings remaining on gas heating. The main objective is contributing to PCC’s net zero commitment but there is also a small financial saving each year.</p>	
<p>Option Analysis: <i>(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).</i></p>	
<p>Do Nothing Option</p>	
List Benefits:	Spend CEIF contribution elsewhere
List Risk / Issues:	Miss opportunity of Salix grant contribution of 24% of total cost (47% of design and build contract)
Cost:	£3.5k in year one, increasing by RPI and elec tariffs
Why did you discount this option	Miss grant and delay net zero contribution
<p>Do Minimum Option</p>	
<p>Replace gas boilers with like-for-like boilers with no energy efficiency measures or renewable energy install.</p>	
List Benefits:	Smaller capital costs
List Risk / Issues:	The issue is that we will continue to emit around 16 tonnes of carbon per year, we are then not decarbonising our estate and may miss our ambition for net-zero by 2030. Also lose the financial savings.
Cost:	£3.5k in year one, increasing each year by RPI and elec tariffs
Why did you discount this option	Miss grant and delay net zero contribution
<p>Viable Alternative Option</p>	
<p>Just install a heat pump with no energy efficiency measures or renewable energy install.</p>	
List Benefits:	This eliminates gas and so reduces the carbon emissions
List Risk / Issues:	With no on-site generation or energy efficiency measures there will be increased energy costs to heat the building.
Cost:	£1.5k in year one, increasing each year by RPI and elec tariffs
Why did you discount this option	Not a proper decarbonisation effort and an increased cost
<p>Strategic Case:</p>	
Which Corporate Plan priorities does this project deliver?	Green investment, jobs, skills and better education; Spending money wisely.

Milestones and Date:		
Contract Award Date	Start On Site Date	Completion Date
Main M&E contract is expected to be awarded by end April 2025 (with design contract awarded in early August 2024)	Early July 2025 (main contract)	Late January 2026

SECTION 2: PROJECT RISK, OUTCOMES AND BENEFITS

Risk Register: 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).

Potential Risks Identified		Likelihood	Impact	Overall Rating
Risk	Limited availability of heat pumps due to high market demand thereby increasing supplier lead times jeopardising the heat-on date and completion of the project with the target timescale.	Medium	High	High
Mitigation	Regular contact will be maintained with potential suppliers: to understand their anticipated constraints and current lead times, to share PCC details of the planned delivery and to enable the Council to determine the most appropriate contractors/suppliers for the tender.	Low	Medium	Medium
Calculated risk value in £ (Extent of financial risk)	£300/mo	Risk Owner	PCC Project Team supported by Technical Assistant	
Risk	Spend deadlines set by grant funder are unrealistic, risking that the not all the grant money can be spent	High	High	High
Mitigation	A one-year planning and design phase prior to receiving the grant has been chosen. This will help to ensure PCC and the contractors are ready.	Medium	Medium	Medium
Calculated risk value in £ (Extent of financial risk)	£22k	Risk Owner	PCC Project Team	
Risk	Exceeding Site Electrical Demand / Capacity. Liaison with National Grid required.	Medium	Medium	Medium
Mitigation	Fees have been included for this engagement and site electrical works. Initial checks by the feasibility team show that there is capacity.	Low	Medium	Low
Calculated risk value in £ (Extent of financial risk)	£3k	Risk Owner	PCC Project Team	
Risk	Commissioning will be in the heating season so there is a risk that the building's heating will be disrupted.	High	Medium	High
Mitigation	Temporary electric heating will be made available.	Low	Low	Low
Calculated risk value in £ (Extent of financial risk)	£500	Risk Owner	PCC Project Team	
Risk	Heating energy costs will increase as a result of displacing gas with electricity. This will need to be factored into PCC operating budget.	Medium	Medium	Medium

Mitigation	Decarbonisation in line with PCC Corporate Carbon Reduction plan. Continued work to improve efficiency and reduce burden. Maintenance costs will be less.	Low	Medium	Low
Calculated risk value in £ (Extent of financial risk)	£0	Risk Owner	PCC Project Team supported by PCC Finance Team	

Outcomes and Benefits	
<p>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)</p>	
Financial outcomes and benefits:	Non-financial outcomes and benefits:
<p>The financial outcome is: No reliance on gas or maintenance of old gas boilers, however higher energy costs (gas is currently cheaper than electricity in the UK), this is offset by solar PV.</p> <p>The financial benefit is: Total, including all measures, is estimated at about £4k per year of gas and electricity savings/costs plus solar avoided grid electricity. The avoided boiler maintenance minus the ASHP maintenance is £540/y. The result is £3.5k net benefit in year 1.</p>	<p>Non-financial outcomes are improved air quality around boilers due to the reduction in gas use and contribution to the climate emergency by the reduction in carbon emissions.</p> <p>The Non-financial benefit to PCC's carbon net zero by 2030 commitment is 16 tonnes of CO₂e reduced per year or about 333 tonnes of CO₂e reduced over the life of the measures.</p>

Low Carbon	
What is the anticipated impact of the proposal on carbon emissions	16 tonnes of CO ₂ e reduced per year or about 333 tonnes of CO ₂ e reduced over the life of the different measures.
How does it contribute to the Council becoming Carbon neutral by 2030	This building is in the top 20 highest emitters of carbon for the remaining gas heated buildings, so these measures contribute greatly to carbon neutrality. The project directly supports the Climate Emergency Declaration and Climate Emergency Action Plan.
Have you engaged with Procurement Service?	Yes
Procurement route options considered for goods, services or works	<p>This is a medium value and medium risk procurement which falls below the GPA threshold for Works contracts.</p> <p>Sourcing Options Although this requirement falls below the regulated threshold, it will be delivered in line the best procurement practice, the Council Contracts Standing Orders and Procurement Regulation (Procurement Act 2023). The following sourcing options have been considered:</p> <p><u>Option 1 - Request for Quotation (RFQ)</u></p> <p>This compliant process enables the Council to achieve value for money, support Small and Medium Enterprises (SMEs) and local economy.</p>

	<p>In line with the Council’s Contract Standing Orders the Procurement will seek at least 3 written quotations, from local supplier market, where possible. Suppliers that the Council thinks may be capable of delivering the contract in its entirety will be invited to participate in the Request for Quotation, which is a one-stage process. The contract will be awarded to the most advantageous tender (MAT) criteria.</p> <p><u>Option 2 - Framework route</u> Undertaking further competition under an existing framework. Due to the niche and specialised nature of this requirement no suitable framework has been deemed suitable. Furthermore, national frameworks do not tend to include SMEs nor local suppliers, which if used would limit opportunities to the local economy. For those reasons, the Framework route has been discounted.</p>
<p>Procurements Recommended route.</p>	<p>It is recommended that Option 1 – Request for Quotation is used in sourcing this opportunity. The Council will carry out a PCC’s own sourcing process, which is compliant with the Council Contracts Standing Orders. The Council will invite 3 to 5 suppliers to bid for this opportunity using an appropriate tender portal.</p> <p>Should a change in circumstances occur and the recommended procurement route cannot be undertaken or no longer represents best value for the Council any subsequent procurement route undertaken will be in accordance with the Council’s Contract Standing Orders and Procurement Law.</p> <p>The sourcing process will be supported with an appropriate set of terms and conditions. Advice of external consultants will be considered. Where required, external legal support should be sourced to advise on the detail of the contract.</p> <p>Management of the appointed contractors and consultants will either be through the PCC in-house staff, or an external resource will be appointed and dedicated to deliver this project.</p>
<p>Who is your Procurement Lead?</p>	<p>Gosia Anthony</p>
<p>Is this business case a purchase of a commercial property No</p>	
<p>If yes then provide evidence to show that it is not ‘primarily for yield’</p>	
<p>Which Members have you engaged with and how have they been consulted (<i>including the Leader, Portfolio Holders and Ward Members</i>)</p>	<p>Cllr Tom Briars-Delve briefed by presentation on 5 September 2023 and approved the Project Mandate on 5 October 2023, with updates on 23 July 2024</p>

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

Breakdown of project costs including fees surveys and contingency	Prev. Yr.	23/24	24/25	25/26	26/27	27/28	Future Yrs.	Total
	£	£	£	£	£	£	£	£
Reference Design and Tender docs			54,300	16,971				71,271
Project delivery			10,000	70,000				80,000
Design & Build Contract				231,256				231,256
Contingency			18,000	57,826				75,826
TOTAL capital spend			82,300	376,053				458,353

Provide details of proposed funding: Funding to match with Project Value								
Breakdown of proposed funding	Prev. Yr.	23/24	24/25	25/26	26/27	27/28	Fut Yrs.	Total
	£	£	£	£	£	£	£	£
CEIF (revenue to be capitalised)			54,300	16,971				71,271
CEIF (capital)			28,000	250,729				278,729
Salix PSDS Grant (applied for)				108,353				108,353
TOTAL			82,300	376,053				458,353

Which external funding sources been explored	Salix PSDS grant application was submitted 7 November 2023, and we were notified of success in April 2024.
Are there any bidding constraints and/or any restrictions or conditions attached to your funding	There is a spend period and deadline on the Salix funding: to be spent in financial year 2025/26.
Tax and VAT implications	The project will relate to the generation of VAT-exempt income in the form of the hiring of rooms or premises at Harewood House. The VAT incurred on the capital and any associated revenue costs 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

Tax and VAT reviewed by	Sarah Scott
--------------------------------	-------------

REVENUE COSTS AND IMPLICATIONS

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

Total Cost of developing the project	£22,433.00
Revenue cost code for the development costs	2256/3015/C4185
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	No
Budget Managers Name	Giles Perritt

Ongoing Revenue Implications for Service Area

	Prev. Yr. £	23/24 £	24/25 £	25/26 £	26/27 £	27/28 £	Final Yrs. £
Service area revenue cost							
Energy (increase in elec for ASHP)					3,266	3,364	5,727
Maintenance ASHP					1,234	1,271	2,163
Loan repayment (terms agreed with Treasury Management)	0	0	0	0	0	0	0
Total Revenue Cost (A)					4,500	4,635	7,890
Service area revenue benefits/savings							
Gas Saving (boiler replaced)					2,277	2,345	3,993
Annual electricity saving (LED and Solar PV)					5,080	5,232	8,907
Maintenance saving (boiler replaced)					692	712	1,213
Total Revenue Income (B)					8,049	8,289	14,113
Service area net (benefit) cost (B-A)					3,549	3,654	6,223
Has the revenue cost been budgeted for or would this make a revenue pressure	No revenue pressure, modest financial saving (large carbon saving)						
Which cost centre would the revenue pressure be shown	N/A		Has this been reviewed by the budget manager			Y	
Name of budget manager	Giles Perritt						
Loan value	£	Interest Rate	%	Term Years	Annual Repayment	£	
Revenue code for annual repayments	N/A						
Service area or corporate borrowing	N/A						

Revenue implications reviewed by	Rebecca Trott
---	---------------

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
Alastair Gets	18/12/2023	v 1.0	Lynn Walter	18/01/2024
Alastair Gets	08/02/2024	v 2.0	Lynn Walter	12/02/2024
Alastair Gets	18/07/2024	v 3.0	Lynn Walter	25/07/2024

SECTION 6: RECOMMENDATION AND ENDORSEMENT

Recommended Decision

It is recommended that the Leader of the Council:

- Approves the Business Case
- Allocates **£458,353** for the project into the Capital Programme funded by Salix PSDS grant and CEIF
- Authorises the procurement process
- Delegates the award of the contract to Service Director for SP&I where they would otherwise not have authority to do-so under the Scheme of Delegation

Councillor Tudor Evans OBE (Leader of the Council)		Paul Barnard, Service Director for SP&I	
Either email dated:	14/08/2024	Either email dated:	date
Or signed:		Signed:	
			
Date:		Date: 05.08.2024	

This page is intentionally left blank

PCC HEAT DECARBONISATION PROGRAMME PHASE B.I

Briefing Report Part I



Phase B of the PCC Decarbonisation Programme will commence with Harewood House (Ph B.I).

A condition survey and feasibility study determined that the boilers are 10 years old and heating is distributed through air handling units and radiators. The gas consumption is estimated to emit over 16t carbon per year.

An application for Salix grant was successful to part fund:

- Replacing the gas fuelled space heating boilers with air source heat pumps (ASHPs).
- Upgrading the electricity capacity to accommodate the heat pump demand.
- Installing a rooftop solar array.
- Replacing all fluorescent and sodium lamps with LED lighting.
- Increasing the loft insulation.


The grant will be available in 2025/26 with CEIF contribution covering the period 2024/25 to 2025/26. The CEIF contribution is about 76% of the total cost of £458,353 including tender documentation, project delivery, Design & Build contract and contingency.

The project will realise a financial benefit of £3.5k in year 1 and reduce 320t of carbon over the life of the measures.

This page is intentionally left blank

EQUALITY IMPACT ASSESSMENT – HEAT DECARBONISATION PROGRAMME, PHASE B.1 – HAREWOOD HOUSE

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): The person completing the EIA template.	Alastair Gets	Department and service:	SP&I, PLACE	Date of assessment:	02 August 2024
Lead Officer: Head of Service, Service Director, or Strategic Director.	Paul Barnard	Signature:		Approval date:	05.08.2024
Overview:	<p>Phase B of the PCC Decarbonisation Programme will commence with Harewood House (Ph B.1). The boilers are 10 years old and emit about 16t of carbon per year. The project will:</p> <ul style="list-style-type: none"> • Replace the gas space heating boilers with air source heat pumps (ASHPs) • Upgrade the electricity capacity to accommodate the heat pump demand • Install a rooftop solar • Replace all fluorescent and sodium lamps with LED lighting • Increase the loft insulation <p>Salix grant will be available in 2025/26 with 76% CEIF contribution covering the period 2024/25 to 2025/26. The total project cost including delivery and management is £458,353.</p> <p>The project will realise a financial benefit of £3.5k in year 1 and reduce 320t of carbon over the life of the measures.</p>				
Decision required:	<ol style="list-style-type: none"> 1. Approve the business case; 2. Allocate £458,353 into the Capital Programme funded by £108,353 from Salix PSDS grant and £350,000 from CEIF; 3. Authorise the procurement process; 4. Delegates the award of contracts to the Service Director for SP&I 				

SECTION TWO: EQUALITY IMPACT ASSESSMENT SCREENING TOOL

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

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
--	--	----------------	-----------------------	--------------------------------------

<p>Age</p>	<p>Plymouth</p> <ul style="list-style-type: none"> • 16.4 per cent of people in Plymouth are children aged under 15. • 65.1 per cent are adults aged 15 to 64. • 18.5 percent are adults aged 65 and over. • 2.4 percent of the resident population are 85 and over. <p>South West</p> <ul style="list-style-type: none"> • 15.9 per cent of people are aged 0 to 14, 61.8 per cent are aged 15 to 64. • 22.3 per cent are aged 65 and over. <p>England</p> <ul style="list-style-type: none"> • 17.4 per cent of people are aged 0 to 14. • 64.2 per cent of people are aged 15 to 64. • 18.4 per cent of people are aged 65 and over. <p>(2021 Census)</p>	<p>No adverse impacts anticipated</p>		
-------------------	---	---------------------------------------	--	--

<p>Care experienced individuals</p> <p>(Note that as per the Independent Review of Children’s Social Care recommendations, Plymouth City Council is treating care experience as though it is a protected characteristic).</p>	<p>It is estimated that 26 per cent of the homeless population in the UK have care experience. In Plymouth there are currently 7 per cent of care leavers open to the service (6 per cent aged 18-20 and 12 per cent of those aged 21+) who are in unsuitable accommodation.</p> <p>The Care Review reported that 41 per cent of 19-21 year old care leavers are not in education, employment or training (NEET) compared to 12 per cent of all other young people in the same age group.</p> <p>In Plymouth there are currently 50 per cent of care leavers aged 18-21 Not in Education Training or Employment (54 per cent of all those care leavers aged 18-24 who are open to the service).</p> <p>There are currently 195 care leavers aged 18 to 20 (statutory service) and 58 aged 21 to 24 (extended offer). There are more care leavers aged 21 to 24 who could return for support from services if they wished to.</p>	<p>No adverse impacts anticipated</p>		
<p>Disability</p>	<p>9.4 per cent of residents in Plymouth have their activities limited ‘a lot’ because of a physical or mental health problem.</p> <p>12.2 per cent of residents in Plymouth have their activities limited ‘a little’ because of a physical or mental health problem (2021 Census)</p>	<p>No adverse impacts anticipated</p>		

<p>Gender reassignment</p>	<p>0.5 per cent of residents in Plymouth have a gender identity that is different from their sex registered at birth. 0.1 per cent of residents identify as a trans man, 0.1 per cent identify as non-binary and, 0.1 per cent identify as a trans women (2021 Census).</p>	<p>No adverse impacts anticipated</p>		
<p>Marriage and civil partnership</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 impacts anticipated</p>		
<p>Pregnancy and maternity</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 impacts anticipated</p>		

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

SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

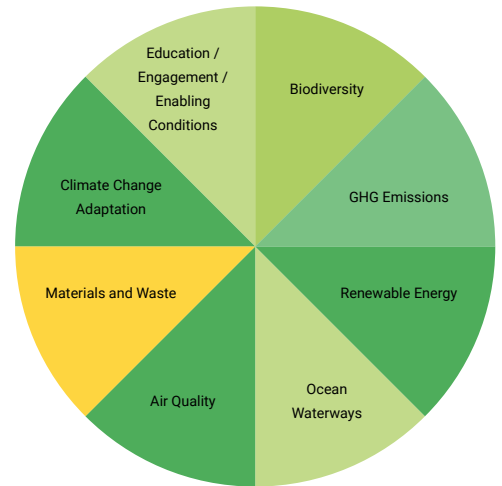
Human Rights	Implications	Mitigation Actions	Timescale and responsible department
	No Implication		

SECTION FIVE: OUR EQUALITY OBJECTIVES

Equality objectives	Implications	Mitigation Actions	Timescale and responsible department
<p>Work together in partnership to:</p> <ul style="list-style-type: none"> ▪ promote equality, diversity and inclusion ▪ facilitate community cohesion ▪ support people with different backgrounds and lived experiences to get on well together 	No implication		
<p>Give specific consideration to care experienced people to improve their life outcomes, including access to training, employment and housing.</p>	No implication		
<p>Build and develop a diverse workforce that represents the community and citizens it serves.</p>	No implication		
<p>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.</p>	No implication		

This page is intentionally left blank

Heat Decarbonisation Phase B.1 - Harewood House FINAL



Assessment ID: HEA960

Assessment Author: Alastair Gets

Assessment Initial Summary:

Decarbonise Harewood House by the following measures:

Replace the gas space heating boilers with air source heat pumps (ASHPs)

Upgrade the electricity capacity to accommodate the heat pump demand

Install a rooftop solar

Replace all fluorescent and sodium lamps with LED lighting

Increase the loft insulation

Assessment Final Summary:

Overall this project contributes positively, especially to GHG emissions, renewable energy, air quality and climate change adaptation.

Biodiversity Score: 4

Biodiversity Score Justification: Removal a gas boilers will improve air quality which will have a positive affect on the nature and people surrounding the building. There is no change to land use and low likelihood of any negative changes in diversity or increase in invasive species . All works besides a small plant room outside the building for the heat pump will be on or within the existing building.

Biodiversity Score Mitigate: No

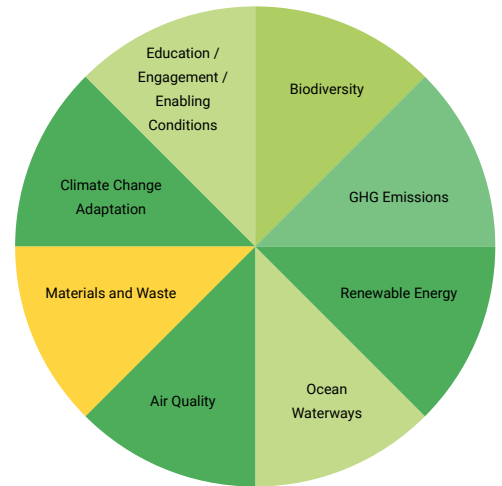
GHG Emissions Score: 5

GHG Emissions Score Justification: This project will decrease GHG emissions by about 16 tonnes CO2e per year.

GHG Emissions Score Mitigate: No

Renewable Energy Score: 5

Heat Decarbonisation Phase B.1 - Harewood House FINAL



Renewable Energy Score Justification: About 10kWp of solar PV will be installed, as well as a 40kW and 5kW heat pump.

Renewable Energy Score Mitigate: No

Ocean and Waterways Score: 4

Ocean and Waterways Score Justification: Removal of gas boilers will remove pollutants from the environment. No affect on water or marine

Ocean and Waterways Score Mitigate: No

Air Quality Score: 5

Air Quality Score Justification: Removal of gas boilers will decrease air emissions and particulates

Air Quality Score Mitigate: No

Materials and Waste Score: 2

Materials and Waste Score Justification: Besides the removal of the gas boilers most of the heating system will be reused. While operating the project will not increase waste volumes. The materials will be dictated by the design but likely to contain virgin materials.

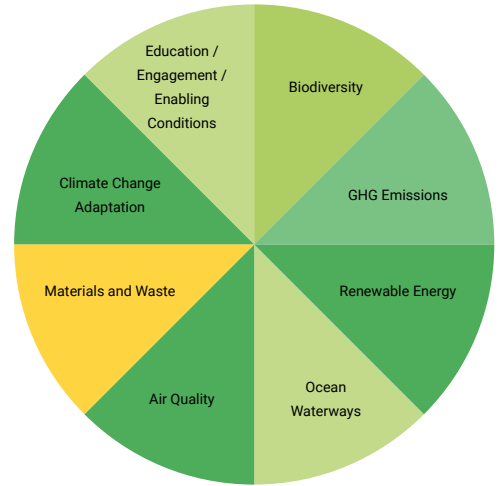
Materials and Waste Score Mitigate: No

Climate Change Adaptation Score: 5

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

Climate Change Adaptation Score Mitigate: No

Heat Decarbonisation Phase B.1 - Harewood House FINAL



Education / Engagement / Enabling Conditions Score: 4

Education / Engagement / Enabling Conditions Score Justification: We do conduct tours of decarbonisation sites to Plymouth businesses and schools.

Education / Engagement / Enabling Conditions Score Mitigate: No

Wheel Key

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

This page is intentionally left blank

EXECUTIVE DECISION

made by a Cabinet Member



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

Executive Decision Reference Number – L11 24/25

Decision	
1	Title of decision: Plymouth Major Road Network (MRN) Scheme – Allocation of funding following Outline Business Case approval
2	Decision maker: Councillor Tudor Evans OBE (Leader of the Council)
3	Report author and contact details: Neil Honey (Transport Planning Officer) neil.honey@plymouth.gov.uk
4	Decision to be taken: <ol style="list-style-type: none"> Approves the updated business case (original from 05 December 2019); Allocates £6,355,752 for the project within the Capital Programme funded from through DfT s31 Grant (£5,055,752) Environment Agency grant (£800,000) and Strategic Transport s106 (£500,000).
5	Reasons for decision: <p>The Plymouth MRN Scheme will improve the east and west sections of city's only designated MRN route at Marsh Mills and along the A374 Embankment and along the A3086 St Budeaux Bypass. The scheme includes targeted road capacity, cycling, walking and public transport improvements as well as a further phase of the flood defence works protecting Embankment Road and the removal of the low rail bridge that limits the use of the A374 because of the height restriction.</p> <p>The Council's Outline Business Case (OBC) for the scheme was approved by the Department for Transport (DfT) which releases funding from the DfT to progress the scheme to the next and final stage of the DfT Business Case process.</p> <p>The increase in budget will enable the design to be developed in detail and the Final Business Case (FBC) prepared and submitted to the DfT, which if successful, will secure the funding for the construction of the works.</p>
6	Alternative options considered and rejected: <p>To not allocate the funding and increase the budget. This has been rejected as without the allocation of funding and the increase in budget the design cannot be progressed to the level required for the Final Business Case.</p>
7	Financial implications and risks: <p>The allocation of the budget of £6,355,752 is funded through DfT s31 Grant (£5,055,752) Environment Agency grant (£800,000) and Strategic Transport s106 (£500,000).</p> <p>There is no Corporate Borrowing.</p> <p>Failure to progress the scheme design could put at risk the funding identified for the scheme from the Department for Transport (DfT) and the Environment Agency (EA) and could result in reputational damage to the Council with both parties affecting future funding requests.</p>

8	<p>Is the decision a Key Decision? (please contact Democratic Support for further advice) Please type an X into the relevant boxes</p>	Yes	No	Per the Constitution, a key decision is one which:
			X	in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total
			X	in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1 million
		X	is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.	
	<p>If yes, date of publication of the notice in the Forward Plan of Key Decisions</p>	Not applicable		
9	<p>Please specify how this decision is linked to the Council's corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget:</p>	<p>Fewer potholes, cleaner, greener streets and transport The Scheme will improve journey times and reduce congestion while improving the resilience of the transport network in the east and west of the city and will include new and improved cyclist, pedestrian and bus infrastructure.</p> <p>Build more homes – for social rent and affordable ownership The Scheme will improve the operation of the city's Major Road Network route which will support the delivery of the significant number of new homes as detailed within the Plymouth and South Hams Joint Local Plan.</p> <p>Green investment, jobs, skills and better education 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>The Plymouth Plan The Scheme specifically supports:</p> <p>Strategic Objective 1: Delivering a Healthy City "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>Policy HEA6: Delivering a safe, efficient, accessible, sustainable and health-enabling transport system.</p> <p>Policy GR04: Using transport investment to drive growth</p>		
10	<p>Please specify any direct environmental implications of the decision (carbon impact)</p>	<p>There are no direct environmental implications for this decision, as it is solely a budgetary increase. A climate impact assessment is attached.</p>		

Urgent decisions			
I1	Is the decision urgent and to be implemented immediately in the interests of the Council or the public? Please type an X into the relevant box	Yes	(If yes, please contact Democratic Support (democraticsupport@plymouth.gov.uk) for advice)
		No	X (If no, go to section I3a)
I2a	Reason for urgency:		
I2b	Scrutiny Chair Signature:		Date
	Scrutiny Committee name:		
	Print Name:		
Consultation			
I3a	Are any other Cabinet members' portfolios affected by the decision? Please type an X into the relevant box	Yes	X
		No	(If no go to section I4)
I3b	Which other Cabinet member's portfolio is affected by the decision?	Councillor Mark Coker (Cabinet Member for Strategic Planning and Transport) Councillor Mark Lowry (Cabinet Member for Finance)	
I3c	Date Cabinet member consulted	30 July 2024	
I4	Has any Cabinet member declared a conflict of interest in relation to the decision? Please type an X into the relevant box	Yes	If yes, please discuss with the Monitoring Officer
		No	X
I5	Which Corporate Management Team member has been consulted?	Name	Anthony Payne
		Job title	Strategic Director for Place
		Date consulted	07 August 2024
Sign-off			
I6	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS29 24/25
		Finance (mandatory)	DJN.24.25.058

		Legal (mandatory)	LS/00001312/1/AC/ 31/7/24
		Human Resources (if applicable)	N/A
		Corporate property (if applicable)	N/A
		Procurement (if applicable)	N/A

Appendices


I7	Ref.	Title of appendix
	A	MRN Business Case Update
	B	Plymouth MRN Scheme – Allocation of Funding following OBC Approval – Briefing Report
	C	Equalities Impact Assessment
	D	Climate Impact Assessment – Plymouth MRN Scheme

Confidential/exempt information

I8a	Do you need to include any confidential/exempt information? Please type an X into the relevant box	Yes		If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in I8b below. (Keep as much information as possible in the briefing report that will be in the public domain)				
		No	X					
		Exemption Paragraph Number						
		1	2	3	4	5	6	7
I8b	Confidential/exempt briefing report title:							

Background Papers

I9	Please list all unpublished, background papers relevant to the decision in the table below. Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.							
Title of background paper(s)		Exemption Paragraph Number						
		1	2	3	4	5	6	7
Plymouth MRN Scheme Business Case 5 th December 2019								

Cabinet Member Signature							
20	I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act (2010) and those who do not. For further details please see the EIA attached.						
Signature			Date of decision	15.08.2024			
Print Name	Councillor Tudor Evans OBE (Leader of the Council)						

This page is intentionally left blank

CAPITAL INVESTMENT BUSINESS CASE UPDATE



Plymouth Major Road Network Scheme – Allocation of funding following Outline Business Case approval

PURPOSE OF BUSINESS CASE UPDATE

To request that DfT s31 Grant, Environment Agency (EA) grant and Strategic Transport s106 is allocated to the Plymouth Major Road Network (MRN) Scheme budget so as to continue the development of the Scheme.

BRIEF DESCRIPTION OF PROJECT

The Plymouth MRN Scheme is one of the Council's strategic transport schemes identified to support the delivery of the Plymouth & South West Devon Joint Local Plan.

Included within the MRN Scheme are highway, cyclist, pedestrian and bus priority improvements at Marsh Mills and along the St Budeaux Bypass, a second phase of the Flood Prevention works along Embankment Road at Arnolds Point and the removal of the disused railway bridge just east of Embankment Lane.

Part of the Strategic Cycle Network along Embankment Road at Blagdons Meadow and along the St Budeaux Bypass will also be upgraded.

PROGRESS UPDATE

The Council submitted a successful Strategic Outline Business Case (SOBC) to the DfT in 2019 securing development funding to produce the Outline Business Case (OBC). The Scheme was entered onto the Council's Capital Programme following the successful Strategic Outline Business Case (SOBC) submission to the DfT and following approval by the City Council Investment Board (CCIB). The associated Executive Decision reference is L28 19/20 dated July 2019.

The OBC was approved by the DfT in April 2024. The Final Business Case is currently planned for submission to the DfT in the Autumn of 2025 which if successful will release funding from the DfT for the construction of the works.

The DfT will fund 85% of the cost of the development and delivery of the Scheme but only 66% of the development costs covering the SOBC to FBC stages.

KEY RISKS:

Potential Risks Identified		Likelihood	Impact	Overall Rating
Risk	DfT do not approve FBC	Medium	High	High
Mitigation	Regular review of DfT position and proportionate approach to scheme development	Medium	Medium	Medium
Calculated risk value in £ (Extent of financial risk)	+1m	Risk Owner	Philip Heseltine	

Risk	Cost to develop Scheme and deliver works increases beyond budget due to DfT approvals delay	High	High	High
Mitigation	Provision made within risk budget. De-scope project ahead of FBC submission	Medium	Medium	Medium
Calculated risk value in £ (Extent of financial risk)	+1m	Risk Owner	Philip Heseltine	
Risk	Change of Government results in MRN funding being redirected	Medium	High	High
Mitigation	Regular meetings with DfT to understand MRN status and priorities and early warning of potential changes MRN Scheme could be broken up into smaller work packages to secure funding from other sources	Medium	Medium	Medium
Calculated risk value in £ (Extent of financial risk)	+1m	Risk Owner	Philip Heseltine	

MILESTONES AND DATES: *(delivery timescales) CURRENT PROGRAMME*

November 2025 – DfT Final Business Case (FBC) submitted

February 2026 - FBC Approved

May 2026 – Construction starts

June 2027 – Construction ends

NEXT STEPS

This request seeks to allocate £6,355,752 to the budget to enable the development of the Scheme to progress and will enable

- The design of the scheme to be progressed through to the completion of the detail design stage
- The DfT Final Business Case to be produced including updated traffic modelling and economic appraisal
- The planning application for the Arnolds Point Flood Defence scheme to be submitted
- Engineering, environmental and other surveys and reports to be carried out as needed
- The proposed construction works to be priced to inform the FBC submission
- The purchase of third party land if considered necessary for the scheme
- Early contractor involvement to be obtained to inform the buildability, construction methodology and principles that may be employed
- The external appointment of suitably qualified technical experts, including but not limited to, within the fields of civil and structural engineering, transport and land use planning, land valuation and surveying, road safety, environmental and ecology, contract management, quantity surveying and legal services, to support the development of the Scheme as required

FINANCIAL IMPLICATIONS

The total budget for the MRN scheme is £49.95m with 85% provided by the DfT. However, the majority of the DfT funding will only become available if the bid at the Final Business Case (FBC) stage is approved by the DfT.

The £6,355,752 allocation is funded from DfT s31 Grant, EA grant and Strategic Transport s106. All were already included as part of the overall £49.95m MRN funding package that was approved by the s151 officer for the OBC submission.

The funding package and the amounts from each source are detailed in the table below.

Funding	Amount
DfT MRN s31 Grant	£5,055,752
EA Grant	£800,000
Strategic Transport s106	£500,000
Total	£6,355,752

The current budget for the scheme is £1.017m approved as per below.

Original Approval	Dec-19	575,000.00
S151 Approval	Oct-21	35,000.00
S151 Approval	Mar-22	75,400.00
S151 Approval	Apr-22	101,685.63
S151 Approval	Jul-22	90,000.00
S151 Approval	Jan-23	140,000.00
S151 Approval	Mar-24	8920.68
	Total	£1,026,006.31

The budget for the scheme will be increased again on securing a successful FBC approval and the award of the DfT funding for construction of the works. This will require a new Executive Decision and an update to the Business Case.

RECOMMENDATION

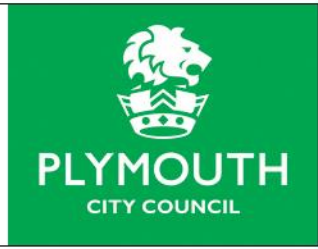
It is recommended that the Leader of the Council:

- Approves this updated Business Case from the 05 December 2019 and the associated Executive Decision
- Allocates £6,355,752 for the project within the Capital Programme funded from DfT s31 Grant (£5,055,752), Environment Agency grant (£800,000 and s106 (£500,000) giving an approved project total of £7,381,758,31.

This page is intentionally left blank

BRIEFING REPORT

Plymouth MRN Scheme: Allocation of funding following OBC approval



INTRODUCTION

This executive decision is to allocate funding to the budget of the Plymouth Major Road Network (MRN) scheme following approval by the Department for Transport (DfT) of the Outline Business Case for the scheme. This will enable the design to be progressed to an advanced stage and the Final Business Case (FBC) to be submitted to the DfT.

BACKGROUND

The Plymouth MRN scheme is one of the Council's strategic transport schemes identified to support the delivery of the Plymouth & South West Devon Joint Local Plan.

The MRN scheme is a package of improvements at specific sites along the city's sole Major Road Network route as designated by the DfT.

The scheme will deliver targeted road capacity, bus priority and cycling and walking improvements at Marsh Mills roundabout and along the St Budeaux Bypass including Camels Head junction. Also included is a second phase of the Flood Prevention works along Embankment Road at Arnold's Point and the removal of the disused railway bridge just east of Embankment Lane. Part of the Strategic Cycle Network along Embankment Road at Blagdons Meadow and along the St Budeaux Bypass will also be upgraded.

The Council submitted a successful Strategic Outline Business Case (SOBC) to the DfT in 2019 securing development funding to produce the Outline Business Case (OBC). The OBC was submitted to the DfT in August 2022 and was approved in April 2024, securing further funding to develop the scheme to an advanced stage and prepare the Final Business Case, which is currently planned to be submitted to the DfT in late 2025.

The MRN scheme was entered onto the Council's Capital Programme following the successful SOBC bid and following approval by the City Council Investment Board (CCIB). The associated Executive Decision reference is L28 19/20 dated July 2019.

FINANCIAL IMPLICATIONS

The total budget for the MRN scheme is £49.95m with 85% provided by the DfT. The majority of the DfT funding is for the construction of the works and will only become available if the Final Business Case (FBC) bid is approved by the DfT.

It is recommended to allocate £6,355,752 to the scheme budget to enable the design to be progressed to an advanced stage and the Final Business Case (FBC) to the DfT to be produced.

The £6,355,752 is funded from DfT s31 Grant (£5,055,752), Environment Agency grant (£800,000) and s106 (£500,000). All of which were already included as part of the overall £49.95m MRN funding package approved by the s151 officer for the Council's OBC submission.

There is no Corporate Borrowing.

Further funding will be allocated to the budget for the scheme if the FBC bid is approved by the DfT and their funding contribution for the construction of the works has been confirmed. This will require a new Executive Decision.

PROJECT RISKS

There is a risk that the scheme fails to secure FBC approval however, the Plymouth MRN scheme was afforded high praise from the DfT at the SOBC stage and has been approved at the OBC stage,

securing significant funding from the DfT to develop the scheme to an advanced stage and produce the FBC.

Progressing the design to an advanced stage will improve the cost certainty of the construction works, even if further DfT MRN funding is not secured and other funding sources are needed.


RECOMMENDATIONS

It is recommended that £6,355,752 is allocated to the scheme budget, funded from DfT s31 Grant (£5,055,752), Environment Agency grant (£800,000) and s106 (£500,000), to enable the design of the scheme to be progressed and the Final Business Case to the DfT to be produced.

This page is intentionally left blank

EQUALITY IMPACT ASSESSMENT – MAJOR ROAD NETWORK (MRN)

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): The person completing the EIA template.	Ray White	Department and service:	Strategic Planning & Infrastructure	Date of assessment:	12/08/2024
Lead Officer: Head of Service, Service Director, or Strategic Director.	Philip Heseltine	Signature:		Approval date:	12/08/2024
Overview:	<p>The Plymouth MRN scheme is one of the Council’s strategic transport schemes identified to support the delivery of the Plymouth & South West Devon Joint Local Plan.</p> <p>The MRN scheme is a package of improvements at specific sites along the city’s sole Major Road Network route as designated by the DfT.</p> <p>The scheme will deliver targeted road capacity, bus priority and cycling and walking improvements at Marsh Mills roundabout and along the St Budeaux Bypass including Camels Head junction. Also included is a second phase of the Flood Prevention works along Embankment Road at Arnolds Point and the removal of the disused railway bridge just east of Embankment Lane. Part of the Strategic Cycle Network along Embankment Road at Blagdons Meadow and along the St Budeaux Bypass will also be upgraded.</p> <p>The scheme was entered onto the Council’s Capital Programme following the successful Strategic Outline Business Case (SOBC) submission to the DfT and following approval by the City Council Investment Board (CCIB). The associated Executive Decision reference is L28 19/20 dated July 2019.</p>				
Decision required:					

SECTION TWO: EQUALITY IMPACT ASSESSMENT SCREENING TOOL

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

Does the proposal have the potential to negatively impact Plymouth City Council employees?				
Is a full Equality Impact Assessment required? (if you have answered yes to either of the questions above then a full impact assessment is required and you must complete section three)	Yes	x	No	
If you do not agree that a full equality impact assessment is required, please set out your justification for why not.	N/A			

SECTION THREE: FULL EQUALITY IMPACT ASSESSMENT

Protected characteristics (Equality Act, 2010)	Evidence and information (e.g. data and consultation feedback)	Adverse impact	Mitigation activities	Timescale and responsible department
--	--	----------------	-----------------------	--------------------------------------

<p>Age</p>	<p>Plymouth</p> <ul style="list-style-type: none"> • 16.4 per cent of people in Plymouth are children aged under 15. • 65.1 per cent are adults aged 15 to 64. • 18.5 percent are adults aged 65 and over. • 2.4 percent of the resident population are 85 and over. <p>South West</p> <ul style="list-style-type: none"> • 15.9 per cent of people are aged 0 to 14, 61.8 per cent are aged 15 to 64. • 22.3 per cent are aged 65 and over. <p>England</p> <ul style="list-style-type: none"> • 17.4 per cent of people are aged 0 to 14. • 64.2 per cent of people are aged 15 to 64. • 18.4 per cent of people are aged 65 and over. <p>(2021 Census)</p>	<p>The scheme at MRN West will be adjacent to a Primary School with potential for disruption to children under the age of 15.</p>	<p>Safe working spaces will be enforced for all construction, with adequate and safe room provided to both traffic and pedestrians.</p>	<p>N/A</p>
-------------------	---	---	---	------------

<p>Care experienced individuals</p> <p>(Note that as per the Independent Review of Children's Social Care recommendations, Plymouth City Council is treating care experience as though it is a protected characteristic).</p>	<p>It is estimated that 26 per cent of the homeless population in the UK have care experience. In Plymouth there are currently 7 per cent of care leavers open to the service (6 per cent aged 18-20 and 12 per cent of those aged 21+) who are in unsuitable accommodation.</p> <p>The Care Review reported that 41 per cent of 19-21 year old care leavers are not in education, employment or training (NEET) compared to 12 per cent of all other young people in the same age group.</p> <p>In Plymouth there are currently 50 per cent of care leavers aged 18-21 Not in Education Training or Employment (54 per cent of all those care leavers aged 18-24 who are open to the service).</p> <p>There are currently 195 care leavers aged 18 to 20 (statutory service) and 58 aged 21 to 24 (extended offer). There are more care leavers aged 21 to 24 who could return for support from services if they wished to.</p>	<p>The scheme is not anticipated to have any adverse impact on care experienced individuals.</p>	<p>N/A</p>	<p>N/A</p>
<p>Disability</p>	<p>9.4 per cent of residents in Plymouth have their activities limited 'a lot' because of a physical or mental health problem.</p> <p>12.2 per cent of residents in Plymouth have their activities limited 'a little' because of a physical or mental health problem (2021 Census)</p>	<p>The scheme is not anticipated have any adverse impact on this group.</p>	<p>N/A</p>	<p>N/A</p>

Gender reassignment	0.5 per cent of residents in Plymouth have a gender identity that is different from their sex registered at birth. 0.1 per cent of residents identify as a trans man, 0.1 per cent identify as non-binary and, 0.1 per cent identify as a trans women (2021 Census).	The scheme is not anticipated have any adverse impact on this group.	N/A	N/A
Marriage and civil partnership	40.1 per cent of residents have never married and never registered a civil partnership. 10 per cent are divorced, 6 percent are widowed, with 2.5 per cent are separated but still married. 0.49 per cent of residents are, or were, married or in a civil partnerships of the same sex. 0.06 per cent of residents are in a civil partnerships with the opposite sex (2021 Census).	The scheme is not anticipated have any adverse impact on this group.	N/A	N/A
Pregnancy and maternity	The total fertility rate (TFR) for England was 1.62 children per woman in 2021. The total fertility rate (TFR) for Plymouth in 2021 was 1.5.	The scheme is not anticipated have any adverse impact on this group.	N/A	N/A

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

SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

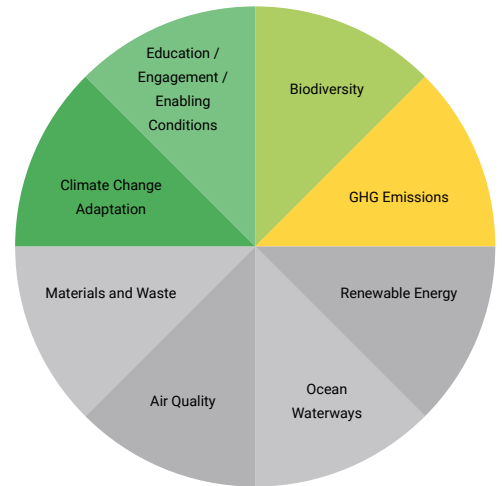
Human Rights	Implications	Mitigation Actions	Timescale and responsible department
	It is not anticipated that there will be any implications involving human rights as a result of this scheme.	N/A	N/A

SECTION FIVE: OUR EQUALITY OBJECTIVES

Equality objectives	Implications	Mitigation Actions	Timescale and responsible department
<p>Work together in partnership to:</p> <ul style="list-style-type: none"> ▪ promote equality, diversity and inclusion ▪ facilitate community cohesion ▪ support people with different backgrounds and lived experiences to get on well together 	It is not anticipated that there will be any implications on diversity, equality or inclusion as a result of this scheme.	N/A	N/A
<p>Give specific consideration to care experienced people to improve their life outcomes, including access to training, employment and housing.</p>	It is not anticipated that there will be any implications for care experienced people as a result of this scheme.	N/A	N/A
<p>Build and develop a diverse workforce that represents the community and citizens it serves.</p>	It is not anticipated that there will be any implications on building and developing a diverse workforce as a result of this scheme.	N/A	N/A
<p>Support diverse communities to feel confident to report crime and anti-social behaviour, including hate crime and hate incidents, and work with partners to</p>	It is not anticipated that there will be any implications on supporting diverse communities to feel confident to report crime and anti-social behaviour, including hate crime and hate incidents, and working	N/A	N/A

ensure Plymouth is a city where everybody feels safe and welcome.	with partners to ensure Plymouth is a city where everybody feels safe and welcome.		
--	--	--	--

Plymouth MRN Scheme FINAL



Assessment ID: PLY316

Assessment Author: Neil Honey

Assessment Project Summary:

The Plymouth Major Road Network (MRN) Scheme will improve the operation of the city's MRN route specifically along the A374 Embankment Road and the A3064 St Budeaux Bypass.

Delivery of the Scheme will increase the resilience of the city's road network and will support the growth of the city and the delivery of the Plymouth and South West Devon Joint Local Plan.

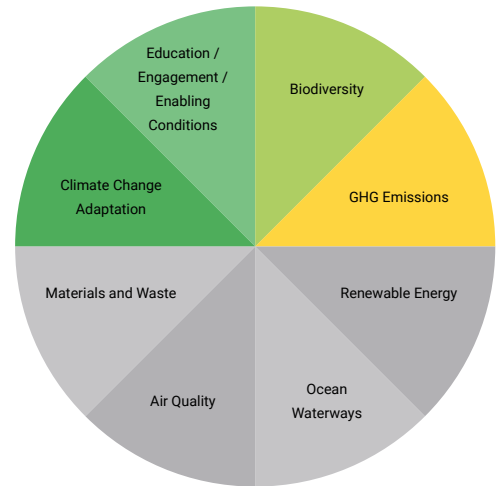
The scheme includes:

- Road capacity, pedestrian, cycling and bus priority improvements at Marsh Mills and along the St Budeaux Bypass
- A second phase of the Flood Defence works along the A374 Embankment Road
- The removal of the low rail bridge that crosses the A374 just east of Embankment Lane
- Widening of the off-road cycle and pedestrian path along the Embankment at Blagdons Meadow to a segregated facility
- Widening of the off-road cycle and pedestrian path along the St Budeaux Bypass to a segregated facility

Assessment Final Summary:

The Plymouth MRN scheme is a strategically important project delivering infrastructure identified within the Joint Local Plan and the Infrastructure Needs Assessment. The MRN route within Plymouth was selected by The Department for Transport for MRN status due to its ability to improve the resilience of the A38, acting as an alternative route when required. It directly supports the sustainable development of the Eastern Corridor and City City Growth Areas as well as growth of the city in the west too. 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 and the upgrading of cycle paths to segregated facilities compliant to LTN1/20. The scheme is 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. Without delivery of the Scheme, the

Plymouth MRN Scheme FINAL



performance of the transport network along the MRN route 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 the MRN scheme means that the impact on some outputs such as materials and waste, air quality are considered to be neutral.

Biodiversity Score: 4

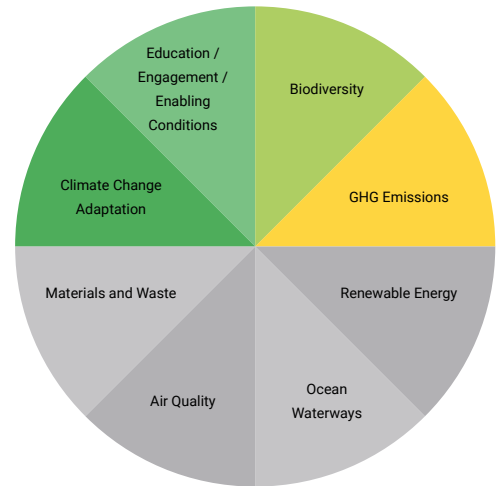
Biodiversity Score Justification: The scheme has been assessed as not having any impact on the European conservation sites it is in proximity of and will not directly impact upon the conservation status of any designated site for nature conservation purposes. The dominant habitat of the site is hardstanding due to the current highway and associated infrastructure and this 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) as required.

Biodiversity Score Mitigate: No

GHG Emissions Score: 2

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 support future demand within the City Centre and Eastern Corridor Growth Areas but also in the west of the city, the MRN route itself is not considered to generate significant increases in volumes of traffic from people re-routing. Additional growth in trips will be derived from any 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

Plymouth MRN Scheme FINAL



the services offered. New bus priority measures are included as part of the scheme at Marsh Mills and Camels Head junctions which will deliver improved reliability and consistent journey times for bus users. Integral to the scheme is high quality walking and cycling facilities including new and improved crossings at Marsh Mills and the St Budeaux Bypass plus upgrading of the off-road cycle-pedestrian paths along the St Budeaux Bypass and the Embankment at Blagdons Meadow. to a LTN1/20 compliant segregated facility. The scheme is multimodal 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 increase carbon emissions by 14033 tonnes across the 60 year appraisal period primarily from infrastructure carbon associated with construction.

GHG Emissions Score Mitigate: No

Renewable Energy Score: 3

Renewable Energy Score Justification: The MRN scheme will have no direct impact on Renewable Energy. The impact is therefore felt to be neutral.

Renewable Energy Score Mitigate: No

Ocean and Waterways Score: 3

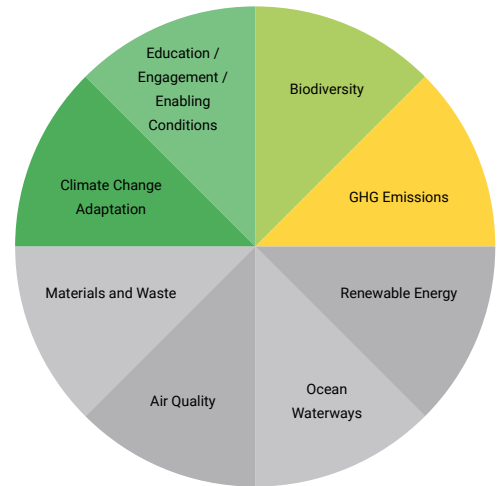
Ocean and Waterways Score Justification: Surface water run-off discharge to sewers will be appropriately restricted (in line with national and LLFA guidance) to ensure flood risk is not increased. A Construction Environmental Management Plan will detail best practice measures and mitigation to limit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

Ocean and Waterways Score Mitigate: No

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

Plymouth MRN Scheme FINAL



reliability of bus services and timetabled information affecting people's confidence in the services offered. The scheme includes bus priority measures at the Marsh Mills and Camels Head junctions. Integral to the scheme is high quality walking and cycling facilities including the upgrade of the off-road cycle-pedestrian path along the St Budeaux Bypass and the section of the off road path along the Embankment through Blagdons Meadow to LTN1/20 compliant segregated cycleways. The scheme is 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. None of the scheme is within the city's Air Quality Management Area (AQMA). 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

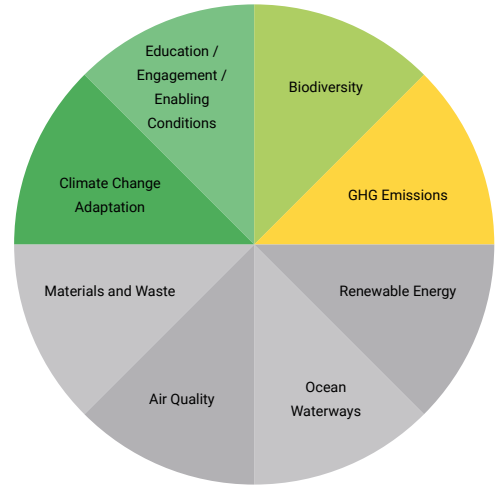
Materials and Waste Score Justification: Best practice waste management techniques will be adopted throughout construction. A Site Waste Management Plan (SWMP) will ensure that the principles of the waste management hierarchy (i.e. reduce, reuse, recycle) will be adopted. The reuse of site won materials 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: 5

Climate Change Adaptation Score Justification: The MRN scheme covers land within Flood Zone 2 and 3, medium / high probability of flooding from fluvial and tidal sources but the scheme will make Plymouth more resilient to the effects of climate change. A flood study undertaken in 2012 confirmed that the existing revetment structure at Arnold's Point which protects the embankment upon which the A374 is constructed, is being eroded by tidal action, threatening the integrity of the embankment itself and the MRN infrastructure it supports. 148 residential properties, 9 non-residential properties, 10ha of mainline railway, sections of the MRN (A374) and strategic high voltage electricity apparatus are at risk at this location from tidal flooding. The flood defence

Plymouth MRN Scheme FINAL



works at Arnold's Point which are part of the MRN scheme will resolve the potential for flooding along the A374 from the River Plym. The MRN scheme as a whole will not increase urban heat islands. The highway works at Marsh Mills and along the St Budeaux Bypass will include new drainage systems which will improve resilience to local flooding events and will be designed to take account of climate change impacts.

Climate Change Adaptation Score Mitigate: No

Education / Engagement / Enabling Conditions Score: 5

Education / Engagement / Enabling Conditions Score Justification: Cycle and pedestrian paths will be improved along the MRN route making it easier to adopt to climate friendly behaviours. The flood prevention works at Arnold's Point will mitigate against rising tides and waters due to climate change and will have a long lasting positive impact.

Education / Engagement / Enabling Conditions Score Mitigate: No

Wheel Key

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

This page is intentionally left blank