



**Oversight and Governance**

Chief Executive's Department

Plymouth City Council

Ballard House

Plymouth PL1 3BJ

T 01752 305155

[www.plymouth.gov.uk/democracy](http://www.plymouth.gov.uk/democracy)

Published 26/09/24

## 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 Thursday 03 October 2024. Please note – urgent decisions and non-key Council Officer decisions cannot be called in. Copies of the decisions together with background reports are available for viewing as follows:

- on the Council's Intranet Site at <https://modgov/mgDelegatedDecisions.aspx>
- on the Council's website at <https://tinyurl.com/jhnax4e>

The decisions detailed below may be implemented on Friday 04 October 2024 if they are not called-in.

## **Delegated Decisions**

### **I. Councillor Mark Coker (Cabinet Member for Strategic Planning and Transport):**

- I.a. SPT03 24/25 - THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2024.2137322 – SOUTHWAY DRIVE) ORDER 2024 **(Pages 1 - 14)**
  
- I.b. SPT04 24/25 - THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2024.2137320 – DARKLAKE VIEW 2) ORDER 2024 **(Pages 15 - 30)**

# EXECUTIVE DECISION

made by a **Cabinet Member**



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

Executive Decision Reference Number – SPT03 24/25


Decision			
1	<b>Title of decisions:</b> THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2024.2137322 – SOUTHWAY DRIVE) ORDER 2024		
2	<b>Decision maker:</b> Councillor Mark Coker (Cabinet Member for Strategic Planning and Transport)		
3	<b>Report author and contact details:</b> Holly Fitzgerald, Traffic Management Technician, email: <a href="mailto:trafficmanagementinbox@plymouth.gov.uk">trafficmanagementinbox@plymouth.gov.uk</a>		
4	<p><b>Decision to be taken:</b></p> <p>To implement the following amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004</p> <p>The effect of the order shall be to:</p> <p>I. Add Electric Vehicles Only At Any Time on lengths of the following road:</p> <p>Southway Drive</p> <p><b>As set out in the briefing report</b></p>		
5	<p><b>Reasons for decision:</b></p> <p>All parking bays with electric vehicle charge points are required to be electric vehicle charging only bays. This means that the only cars that can park in these bays are electric vehicles that are charging. This solves the problem of car chargers being blocked by Internal Combustion Engine (ICE) cars and electric vehicles not charging.</p>		
6	<p><b>Alternative options considered and rejected:</b></p> <p>The alternative option would be to do nothing. This option was discounted on the basis that the changes are needed to ensure that EV drivers are not blocked by petrol and diesel cars when attempting to charge their cars and so that the car club vehicle always has a bay to return to.</p>		
7	<p><b>Financial implications and risks:</b></p> <p>The Traffic Regulation Orders (TRO's) and associated works are being funded by the mobility hubs budget.</p>		
8	<b>Is the decision a Key Decision?</b>	<b>Yes</b>	<b>No</b>
			<b>Per the Constitution, a key decision is one which:</b>

	(please contact <b>Democratic Support</b> for further advice)		<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>£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.
If yes, date of publication of the notice in the <b>Forward Plan of Key Decisions</b>				
<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 Local Transport Plan (LTP) details the transport strategies and policies that the City Council has adopted and will be key in helping the city meet its Corporate Plan priorities, and growth agenda.		
<b>10</b>	<b>Please specify any direct environmental implications of the decision (carbon impact)</b>	None.		

### Urgent decisions

<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>Yes</b>		

	<b>Are any other Cabinet members' portfolios affected by the decision?</b>	<b>No</b>	<b>X</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>			
<b>13c</b>	<b>Date Cabinet member consulted</b>			
<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>	Karime Hassan	
		<b>Job title</b>	Interim Strategic Director for Growth	
		<b>Date consulted</b>	03/09/2024	
<b>Sign-off</b>				
<b>16</b>	<b>Sign off codes from the relevant departments consulted:</b>	<b>Democratic Support (mandatory)</b>	DS40 24/25	
		<b>Finance (mandatory)</b>	DJN.24.25.054	
		<b>Legal (mandatory)</b>	LS/2960(14)/JP/08 0824	
		<b>Human Resources (if applicable)</b>	N/A	
		<b>Corporate property (if applicable)</b>	N/A	
		<b>Procurement (if applicable)</b>	N/A	
<b>Appendices</b>				
<b>17</b>	<b>Ref.</b>	<b>Title of appendix</b>		
	A	Briefing report for publication		
	B	Equalities Impact Assessment		
<b>Confidential/exempt information</b>				
<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 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>X</b>	

				(Keep as much information as possible in the briefing report that will be in the public domain)				
		<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>							
<b>Background Papers</b>								
<b>19</b>	<p>Please list all unpublished, background papers relevant to the decision in the table below.</p> <p>Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part 1 of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.</p>							
<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>Cabinet Member Signature</b>								
<b>20</b>	<p>I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act and those who do not. For further details please see the EIA attached.</p>							
<b>Signature</b>				<b>Date of decision</b>	19/09/2024			
<b>Print Name</b>	Councillor Mark Coker (Cabinet member for Strategic Planning and Transport)							



# SOUTHWAY DRIVE

## 1. INTRODUCTION

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

## 2. TRAFFIC REGULATION ORDERS REQUIRED

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

### Electric Vehicle Recharging Point At Any Time

Southway Drive, the north side from a point 43 metres east of its junction with Flamborough Road for a distance of 19 metres in an easterly direction

## NO REVOCATIONS

## 3. STATUTORY CONSULTATION

### Proposals

The proposals for the Southway Drive TRO were advertised on street, in the Herald and on the Plymouth City Council website on 12<sup>th</sup> July 2024. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 02<sup>nd</sup> August 2024.

**There has been 1 representation received relating to the proposals included in the Traffic Regulation Order.**

Consultation	Comment
<p>I am writing to raise my concerns and objections to the above proposal for Southway Drive.</p> <p>My concern as a resident living in a property opposite the proposed charging point is that it would take residential parking away from myself and my neighbours.</p> <p>We are already struggling for parking spaces which is exasperated when the supermarket is trading, as their customers regularly park there instead of using the car park provided.</p> <p>The supermarket also does not offer EV charging points for their customers, so this would only</p>	<p><b>Response sent:</b></p> <p>Thank you for your recent comments towards the proposals – 2024.2137322 Southway Drive.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p>

encourage more shoppers to park in residential areas to charge their vehicles whilst using the supermarket.

If you look along the length of Southway Drive you will see that parking is already at a premium and to take further spaces away would only encourage more residents to park their vehicles on grass verges and green spaces.

I am not totally against EV charging points but I believe that the amount of space proposed is disproportionate to what is needed and urge Plymouth City Council to reconsider the plans.

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

#### **4. RECOMMENDATION**

**It is recommended that the proposals are implemented as advertised.**

#### **5. LEGAL CONSIDERATIONS**


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

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



# EQUALITY IMPACT ASSESSMENT – [SOUTHWAY DRIVE]

## SECTION ONE: INFORMATION ABOUT THE PROPOSAL

<b>Author(s):</b> The person completing the EIA template.	Holly Fitzgerald	<b>Department and service:</b>	Plymouth Highways, Traffic Management	<b>Date of assessment:</b>	05/08/2024
<b>Lead Officer:</b> Head of Service, Service Director, or Strategic Director.	Phil Bellamy	<b>Signature:</b>		<b>Approval date:</b>	27/08/2024
<b>Overview:</b>	All parking bays with electric vehicle charge points are required to be electric vehicle charging only bays. This means that the only cars that can park in these bays are electric vehicles that are charging. This solves the problem of car chargers being blocked by Internal Combustion Engine (ICE) cars and electric vehicles not charging.				
<b>Decision required:</b>	<p>THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2024.2137322 – SOUTHWAY DRIVE)</p> <p>This report seeks delegated authority to implement amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004 in association with the Southway Drive TRO.</p> <p>The effect of the order shall be to;</p> <p><b>Add Electric Vehicles Only At Any Time on lengths of the following road:</b></p> <p>Southway Drive</p> <p>As set out in the briefing report</p>				

## 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>	✓
---	------------	--	-----------	---

<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>√</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>√</p>
<p>If you do not agree that a full equality impact assessment is required, please set out your justification for why not.</p>	<p>No adverse impact anticipated; one comment received.</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>
--	--	------------------------------	-------------------------------------	--

<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 impact anticipated</p>		
-------------------	---	--------------------------------------	--	--

<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 impact anticipated</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 impact anticipated</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><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><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><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><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><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><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>		

**SECTION FOUR: HUMAN RIGHTS IMPLICATIONS**

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

**SECTION FIVE: OUR EQUALITY OBJECTIVES**

Equality objectives	Implications	Mitigation Actions	Timescale and responsible department
<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>	No adverse impact anticipated		
<p><b>Give specific consideration to care experienced people to improve their life outcomes, including access to training, employment and housing.</b></p>	No adverse impact anticipated		
<p><b>Build and develop a diverse workforce that represents the community and citizens it serves.</b></p>	No adverse impact anticipated		
<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></p>	No adverse impact anticipated		

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 – SPT04 24/25

Decision	
1	<b>Title of decisions:</b> THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2024.2137320 – DARKLAKE VIEW 2) ORDER 2024
2	<b>Decision maker:</b> Councillor Mark Coker (Cabinet Member for Strategic Planning and Transport)
3	<b>Report author and contact details:</b> Holly Fitzgerald, Traffic Management Technician, email: <a href="mailto:trafficmanagementinbox@plymouth.gov.uk">trafficmanagementinbox@plymouth.gov.uk</a>
4	<p><b>Decision to be taken:</b></p> <p>To implement the following amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004</p> <p>The effect of the order shall be to:</p> <p>I. Add/Amend No Waiting At Any Time restriction on a length of the following road: Darklake View</p> <p><b>As set out in the briefing report</b></p>
5	<p><b>Reasons for decision:</b></p> <p>The proposal is to add double yellow lines in the turning head at the eastern end of Darklake View. The proposal is necessary as vehicles are currently parking in the turning area and causing obstruction. This means that large articulated lorries cannot turn and have had to turn on other private properties causing damage to the drive and barriers.</p> <p>There is also an issue of damage to the grass verge and services surrounding the turning area. The verge has been churned up and when it rains this causes the mud to block the drain next to the turning area which has caused issues for residential properties beyond Darklake View.</p>
6	<p><b>Alternative options considered and rejected:</b></p> <p>The alternative option would be to do nothing. This option was discounted on the basis that the changes are needed for access and safety improvements.</p>
7	<b>Financial implications and risks:</b>

	The Traffic Regulation Orders (TRO's) and associated works are being funded by the HROD Building Maintenance/Repair & Maintenance budget.			
8	Is the decision a Key Decision? (please contact <a href="#">Democratic Support</a> for further advice)	Yes	No	<b>Per the Constitution, a key decision is one which:</b>
			X	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
			X	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>
			X	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.
	If yes, date of publication of the notice in the <a href="#">Forward Plan of Key Decisions</a>			
9	Please specify how this decision is linked to the Council's corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget:	The Local Transport Plan (LTP) details the transport strategies and policies that the City Council has adopted and will be key in helping the city meet its Corporate Plan priorities, and growth agenda.		
10	Please specify any direct environmental implications of the decision (carbon impact)	None.		
<b>Urgent decisions</b>				
11	Is the decision urgent and to be implemented immediately in the interests of the Council or the public?	Yes		(If yes, please contact Democratic Support ( <a href="mailto:democraticsupport@plymouth.gov.uk">democraticsupport@plymouth.gov.uk</a> ) for advice)
		No	X	<b>(If no, go to section 13a)</b>
12a	Reason for urgency:			
12b	Scrutiny Chair Signature:		Date	
	Scrutiny Committee name:			

	<b>Print Name:</b>			
<b>Consultation</b>				
I3a	<b>Are any other Cabinet members' portfolios affected by the decision?</b>	<b>Yes</b>		
		<b>No</b>	<b>X</b>	<b>(If no go to section I4)</b>
I3b	<b>Which other Cabinet member's portfolio is affected by the decision?</b>			
I3c	<b>Date Cabinet member consulted</b>			
I4	<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>	
I5	<b>Which Corporate Management Team member has been consulted?</b>	<b>Name</b>	Karime Hassan	
		<b>Job title</b>	Interim Strategic Director for Growth	
		<b>Date consulted</b>	03/09/2024	
<b>Sign-off</b>				
I6	<b>Sign off codes from the relevant departments consulted:</b>	<b>Democratic Support (mandatory)</b>	DS4I 24/25	
		<b>Finance (mandatory)</b>	DJN.24.25.063	
		<b>Legal (mandatory)</b>	LS/2960(15)/JP/1408 24.	
		<b>Human Resources (if applicable)</b>	N/A	
		<b>Corporate property (if applicable)</b>	N/A	
		<b>Procurement (if applicable)</b>	N/A	
<b>Appendices</b>				
I7	<b>Ref.</b>	<b>Title of appendix</b>		
	A	Briefing report for publication		
	B	Equalities Impact Assessment		
<b>Confidential/exempt information</b>				
I8a	<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

		<b>No</b>	<b>X</b>	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.  (Keep as much information as possible in the briefing report that will be in the public domain)				
		<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>							
<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>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>	19/09/2024				
<b>Print Name</b>	Councillor Mark Coker (Cabinet member for Strategic Planning and Transport)							



## DARKLAKE VIEW 2

### 1. INTRODUCTION

This report seeks delegated authority to implement amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004 in association with the Darklake View 2 TRO.

### 2. TRAFFIC REGULATION ORDERS REQUIRED

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

#### No Waiting At Any Time

Darklake View, the south side, for its entirety including the turning circle.

### REVOCATIONS

#### No Waiting At Any Time

Darklake View, the south side, for its entirety.

### 3. STATUTORY CONSULTATION

#### Proposals

The proposals for the Southway Drive TRO were advertised on street, in the Herald and on the Plymouth City Council website on 18<sup>th</sup> July 2024. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 08<sup>th</sup> August 2024.

**There has been 1 representation received relating to the proposals included in the Traffic Regulation Order.**

Consultation	Comment
<p>I would like to express my support for the additional double yellow lines that are proposed in the turning head of the Darklake View Industrial Estate.</p> <p>The situation has become an issue for businesses and access users in the lower end of this estate, since an owner has sub-let part of their building to a business.</p> <p>The business has numerous vehicles, as well as office staff and regularly hold training events for groups of people for their space alone. This does not include the other businesses located in this unit.</p>	<p><b>Response sent:</b></p> <p>Thank you for your recent comments towards the proposals – 2024.2137320 Darklake View 2.</p> <p>The road on Darklake View is not HMPE land (Highway, Maintainable at Public Expense) but it is owned by Plymouth City Council Corporate Property and therefore Plymouth City Council can implement and enforce Traffic Regulation Orders on this road.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision</p>

The business does not even cover the spaces needed. Therefore, all staff and visitors are literally double parking in any spare area in this lower section of Darklake View. This includes the turning head, which is critical for any HGV's to turn, or for access.

I raised the issue via email (copy can be provided) to the local councillors on the 20<sup>th</sup> September 2022, when a delivery had to be turned away, as access was completely blocked. This matter was also raised with the Police.

Plymouth City Council advised me that nothing could be done – even with yellow lined added – as Darklake View has not yet been adopted and only adopted highways can be enforced. This is despite the request for its adoption being requested on numerous occasions by both businesses and service users.

I met with the business owners, who explained that the owner advised them that they are legally allowed to park in the turning head, as it's a private road and not adopted, which is similar to what the City Council has also advised. Maybe clarification can be sort on this?

I do however, think that it is matter of safety, that additional yellow lines are added to the blind bend in Darklake View, as currently, that stretch of road is being used as a storage area for vans and trailers, which have been sat there for months at a time.

This means, that cars travelling down the road, are pushed into the central area of road to go around this blind bend. I want it noted that is something is not done; an accident will happen.

Please see the attached photos regarding the above-mentioned matters.

I appreciate that businesses on Darklake View do a valuable and critical role, but this situation has only happened, due to miss-information on parking availability on this estate.

I have made the suggestion, to contact other businesses, as they may have unused parking spaces that other businesses could rent. This is one solution.

making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.

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

- A further site visit is planned for the 14<sup>th</sup> August 2024 to see if further parking restrictions are required.

#### 4. RECOMMENDATION

**It is recommended that the proposals are implemented as advertised.**

## **5. LEGAL CONSIDERATIONS**

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


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

This page is intentionally left blank



# EQUALITY IMPACT ASSESSMENT – [DARKLAKE VIEW 2]

## SECTION ONE: INFORMATION ABOUT THE PROPOSAL

<p><b>Author(s):</b> The person completing the EIA template.</p>	<p>Holly Fitzgerald</p>	<p><b>Department and service:</b></p>	<p>Plymouth Highways, Traffic Management</p>	<p><b>Date of assessment:</b></p>	<p>08/08/2024</p>
<p><b>Lead Officer:</b> Head of Service, Service Director, or Strategic Director.</p>	<p>Phil Bellamy</p>	<p><b>Signature:</b></p>		<p><b>Approval date:</b></p>	<p>27/08/2024</p>
<p><b>Overview:</b></p>	<p>The proposal is to add double yellow lines in the turning head at the eastern end of Darklake View. The proposal is necessary as vehicles are currently parking in the turning area and causing obstruction. This means that large articulated lorries cannot turn and have had to turn on other private properties causing damage to the drive and barriers.</p> <p>There is also an issue of damage to the grass verge and services surrounding the turning area.</p> <p>The verge has been churned up and when it rains this causes the mud to block the drain next to the turning area which has caused issues for residential properties beyond Darklake View.</p>				
<p><b>Decision required:</b></p>	<p>THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2024.2137320 – Darklake View 2)</p> <p>This report seeks delegated authority to implement amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004 in association with the Southway Drive TRO.</p> <p>The effect of the order shall be to;</p> <p><b>Add/Amend No Waiting At Any Time restriction on a length of the following road:</b></p> <p>Darklake View</p> <p>As set out in the briefing report.</p>				

**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>√</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>√</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>√</p>
<p>If you do not agree that a full equality impact assessment is required, please set out your justification for why not.</p>	<p>No adverse impact anticipated; one comment received.</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>
--	--	------------------------------	-------------------------------------	--

<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 impact anticipated</p>		
-------------------	---	--------------------------------------	--	--

<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 impact anticipated</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 impact anticipated</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><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><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><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>		

**SECTION FOUR: HUMAN RIGHTS IMPLICATIONS**

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

**SECTION FIVE: OUR EQUALITY OBJECTIVES**

Equality objectives	Implications	Mitigation Actions	Timescale and responsible department
<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>	No adverse impact anticipated		
<p><b>Give specific consideration to care experienced people to improve their life outcomes, including access to training, employment and housing.</b></p>	No adverse impact anticipated		
<p><b>Build and develop a diverse workforce that represents the community and citizens it serves.</b></p>	No adverse impact anticipated		
<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></p>	No adverse impact anticipated		

This page is intentionally left blank