



Oversight and Governance

Chief Executive's Department

Plymouth City Council

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www.plymouth.gov.uk/democracy

Published 02/10/24

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 Wednesday 09 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 Thursday 10 October 2024 if they are not called-in.

Delegated Decisions

1. Councillor Tom Briars-Delve (Cabinet Member for Environment and Climate Change):

Ia. ECC03 24/25 - Revocation of the Plymouth Air Quality Management Area for Nitrogen Dioxide **(Pages 1 - 18)**

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

2a. SPT05 24/25 - 2137321 – Elburton Road – Parallel Crossing **(Pages 19 - 32)**

EXECUTIVE DECISION

made by a Cabinet Member




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

Executive Decision Reference Number – ECC03 24/25

Decision				
1	Title of decision: Revocation of the Plymouth Air Quality Management Area for Nitrogen Dioxide			
2	Decision maker (Cabinet member name and portfolio title): Councillor Tom Briars-Delve (Cabinet Member for Environment and Climate Change)			
3	Report author and contact details: Nicola Horne nicola.horne@plymouth.gov.uk Tel 304556			
4	Decision to be taken: 1. To revoke the Air Quality Management Area for Nitrogen Dioxide in Plymouth.			
5	Reasons for decision: 1. Each local authority is legally required to monitor for air pollution and declare an Air Quality Management Area where levels exceed the air quality objectives. However, where the air quality objectives have been met for a period of 3 years or more the Environment Act 1995 and subsequent statutory guidance states that the Air Quality Management Area should be revoked, 2. This decision follows statutory legislation and guidance and intends to formally revoke the Air Quality Management Area to comply with legislative requirements.			
6	Alternative options considered and rejected: 1. Retain the Air Quality Management Area- there is no legal basis to retain the Air Quality Management Area and legislation states that it should be revoked.			
7	Financial implications and risks: There are no financial risks with revoking the Air Quality Management Area.			
8	Is the decision a Key Decision? (please contact Democratic Support for further advice) Please type an X into the relevant boxes	Yes	No	Per the Constitution, a key decision is one which:
			x	in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total
			x	in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1 million annually
			x	is significant in terms of its effect on communities living or working in an area

				comprising two or more wards in the area of the local authority.
	If yes, date of publication of the notice in the Forward Plan of Key Decisions	N/A		
9	Please specify how this decision is linked to the Council's corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget:	The Council implemented a series of transport measures, which alongside Government initiatives has led to a reduction in air pollution across Plymouth. This is a key theme of the Corporate Plan, for greener streets and transport and keeping our communities safe by the reduction in levels of air pollution across the city.		
10	Please specify any direct environmental implications of the decision (carbon impact)	This is an extremely positive action that means that efforts to reduce air pollution across the City have been achieved and levels of pollution are below the government set air quality objectives. It will now involve the creation of an Air Quality Strategy to ensure the Council continues efforts to ensure levels of air pollution are as low as reasonably practicable.		
Urgent decisions				
11	Is the decision urgent and to be implemented immediately in the interests of the Council or the public? Please type an X into the relevant box	Yes		(If yes, please contact Democratic Support (democraticsupport@plymouth.gov.uk) for advice)
		No	X	(If no, go to section 13a)
12a	Reason for urgency:			
12b	Scrutiny Chair Signature:		Date	
	Scrutiny Committee name:			
	Print Name:			
Consultation				
13a	Are any other Cabinet members' portfolios affected by the decision? Please type an X into the relevant box	Yes	X	
		No		(If no go to section 14)
13b	Which other Cabinet member's portfolio is affected by the decision?	Councillor Coker (Cabinet Member for Strategic Planning and Transport) and Councillor Aspinall (Cabinet Member for Health and Adult Social Care)		
13c	Date Cabinet member consulted	24 September 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	Dr Ruth Harrell					
		Job title	Director of Public Health					
		Date consulted	20 September 2024					
Sign-off								
16	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS54 24/25					
		Finance (mandatory)	HS.24.25.20					
		Legal (mandatory)	IW.26.09.24 3965					
		Procurement (if applicable)	n/a					
		Corporate property (decisions involving Council owned land or facilities) (if applicable)	n/a					
		Human Resources (if applicable)	n/a					
Appendices								
17	Ref.	Title of appendix						
	A	Briefing report for publication						
	B	Draft Revocation Order						
	C	Equalities Impact Assessment						
Confidential/exempt information								
18a	Do you need to include any confidential/exempt information? Please type an X into the relevant box	Yes		If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for publication by virtue of Part 1 of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in 18b below. (Keep as much information as possible in the briefing report that will be in the public domain)				
		No	X					
		Exemption Paragraph Number						
		1	2	3	4	5	6	7
18b	Confidential/exempt briefing report title:							

Background Papers							
19	<p>Please list all unpublished, background papers relevant to the decision in the table below.</p> <p>Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part 1 of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.</p>						
Title of background paper(s)		Exemption Paragraph Number					
		1	2	3	4	5	6
Cabinet Member Signature							
20	<p>I agree the decision and confirm that it is not contrary to the Council’s policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council’s duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act (2010) and those who do not. For further details please see the EIA attached.</p>						
Signature				Date of decision	26 September 2024		
Print Name	Councillor Tom Briars-Delve						

1. Introduction

- 1.1 All of our residents deserve to live in areas of good air quality and across the Council, whether through local transport schemes or planning developments, various measures are implemented to ensure levels of air pollution are minimised where people spend most of their time.
- 1.2 The Council have a legal duty to monitor and report on levels of air pollution across the city for several key pollutants and submit an annual report each June to Defra for approval. The monitored levels are compared to the air quality objectives, set by government. Where the air quality objectives (AQO) are exceeded, there is a legal duty to declare an Air Quality Management Area (AQMA).
- 1.3 The Council plan and implement measures across the city and road network to improve not only air quality but provide opportunities for healthier and more sustainable methods of travel. The Plymouth and South West Devon Joint Local Plan (JLP) 2014-2034 established an over-arching strategic framework for Plymouth, South Hams and West Devon, seeking to avoid or mitigate against harmful environmental impacts and health risks from poor air quality, either by implementing measures set out in transport plans or through building design and layout which helps minimise air quality impacts. [Plymouth and South West Devon Joint Local Plan | PLYMOUTH.GOV.UK](https://www.plymouth.gov.uk/transport-and-planning/plymouth-and-south-west-devon-joint-local-plan)

2. Air quality monitoring in Plymouth

- 2.1 Air quality monitoring has been undertaken in Plymouth for many years and local air quality monitoring is targeted following Defra guidance, considering both local industrial and transport emissions in the air quality assessment, focusing on areas where people live or spend the majority of their time.
- 2.2 Historically since the Environment Act 1995 was introduced requiring an assessment to be made annually of air quality, levels of air pollution were originally good for all pollutants except NO₂. Whilst some monitoring is funded and carried out by the Council, the Council are funded to operate two sites for Defra, as part of the national monitoring network. Monitoring is carried out locally for a range of pollutants including NO₂, and particulates (both PM10 and PM2.5).
- 2.3 Five areas of the city including Stoke Village, Tavistock Road (close to Crownhill village), Mutley Plain, Royal Parade and Exeter Street exceeded the air quality objective and one single AQMA was declared in 2014 for Nitrogen Dioxide (NO₂). All previous reports and the AQMA Order can be found on the following link. [Air quality | PLYMOUTH.GOV.UK](https://www.plymouth.gov.uk/air-quality)
- 2.4 Where an AQMA is declared, an action plan must be produced to detail how the Council intends to implement measures to lower the levels of pollutants, in this case NO₂ to below the air quality objective level of 40µg/m³. The action plans are published when approved by Defra but were previously contained within the Local Transport Plan and more recently within the JLP. [Plymouth and South West Devon Joint Local Plan | PLYMOUTH.GOV.UK](https://www.plymouth.gov.uk/transport-and-planning/plymouth-and-south-west-devon-joint-local-plan)
- 2.5 Government guidance dictates that where there are three consecutive years of compliance with the AQO's, then a local authority should revoke the AQMA. The levels of air pollution have been impacted by Covid-19, as during the first lockdown and to a lesser extent the second lockdown, lower levels of transport movements resulted in inevitable improvements to air quality.

- 2.6 Previous reports show that compliance in some areas was achieved quickly due to the implementation of certain traffic schemes, such as the East End transport scheme in Exeter Street, and improvements to Tavistock Road. However other areas have seen slower progress, with Mutley Plain and Royal Parade achieving the first years of borderline compliance in 2019/2020. Whilst levels were lower during lockdown, there were small increases across the monitoring network in 2022, which have now settled and remain below the AQO for 2023 in all locations. (See Appendix 1 below for results)
- 2.7 The monitoring picture is now clear and as a result of four years of compliance, and following Defra guidance, the AQMA must be revoked this year, within 4 months of the acceptance of the submitted air quality report. This timeline is by the end October 2024. This report seeks to obtain the agreement to revoke the existing AQMA and a draft AQMA Revocation Order is contained in Appendix 2. The implementation date is intended to be implemented on 31st October 2024, to meet the statutory deadline, when any democratic process is concluded. This is a very positive step for Plymouth, meaning that we can celebrate good air quality across our city.

3.0 Summary of measures to improve air quality

- 3.1 A wide range of ongoing transport plans, projects and services are an important part of the Council's efforts to improve air quality by enabling increased levels of walking and cycling and a more rapid transition to electric vehicles, and by supporting bus operators in their recovery from the impacts of the pandemic. These include:

- successful delivery of our 3-year Active Travel Social Prescribing programme (which provides Plymotion branded adult cycle training, bike maintenance services, led rides, trail therapy, community bike fleets, led walks, an annual active travel challenge and personalised travel planning)
- the successful launch and ongoing roll out of the Connect Plymouth networks of over 500 Beryl Bikes and 50+ Wenea EV rapid charge points during 2023 and 2024
- the installation of 36 living roof bus shelters that help to capture contaminant particles, and the development of plans for effective investment of the city's BSIP+ funding allocation
- continuing to design and deliver a range of walking and cycling infrastructure schemes to make effective use of Active Travel England funding streams.
- the delivery of a number of school based sustainable travel programmes which encourage and enable walking, cycling and scooting to school, such as the Bike It Plus programme, delivered in partnership with Sustrans and a trial Safer School Streets programme, which in turn reduce congestion and improve air quality and road safety at the school gate.

3.2 Wider measures are also being implemented which influence air quality as part of the Net Zero Action Plan, including the participation in the Heat Network Zoning Pilot [Plymouth set for new heat networks | PLYMOUTH.GOV.UK](https://www.plymouth.gov.uk/new-heat-networks) and implementation of Zero Emission buses, known as ZEBRA [Electric Buses are coming to the South West - Plymouth Bus](https://www.plymouth.gov.uk/electric-buses-are-coming-to-the-south-west). In addition, further improvements are planned in Royal Parade which will see better provisions for buses, reducing idling engines and reducing air pollution further. <https://www.plymouth.gov.uk/how-we-are-going-improve-royal-parade>

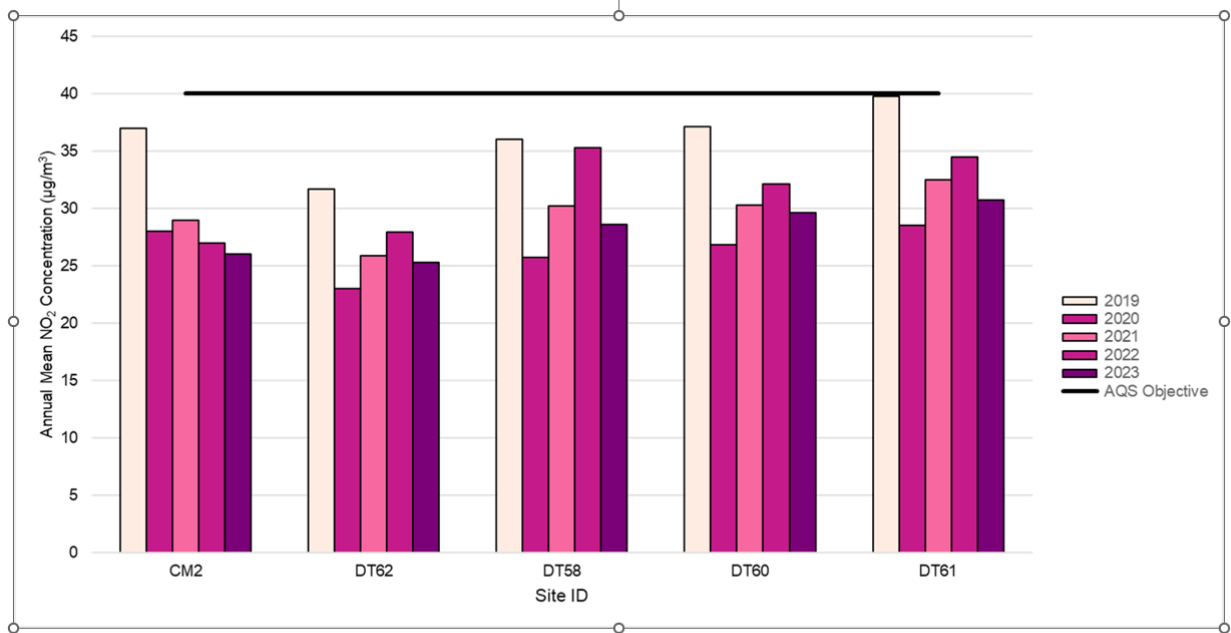
4.0 Next steps

4.1 Whilst we accept that revoking the AQMA is an extremely positive step, it does not mean that the Council will stop its efforts to contribute to improvements air quality to the highest possible standard. Continuing plans as highlighted in the JLP will be made to implement further measures across the city to reduce congestion, improve air quality and minimise the impacts of climate change where possible. The council have a Net Zero Action Plan, with focus on various areas including transport with aims contributing to the reduction in emissions, including those that impact on air quality. [Climate emergency | PLYMOUTH.GOV.UK](#)

4.2 In addition following a revocation, there is an ongoing legal requirement to submit an Air Quality Status report annually to Defra and statutory guidance requires a local authority that no longer has an AQMA, to put in place a local air quality strategy to ensure air quality remains a high-profile issue and to ensure it is able to respond quickly should there be any deterioration in condition. This will include any subsequent review of monitoring plans.

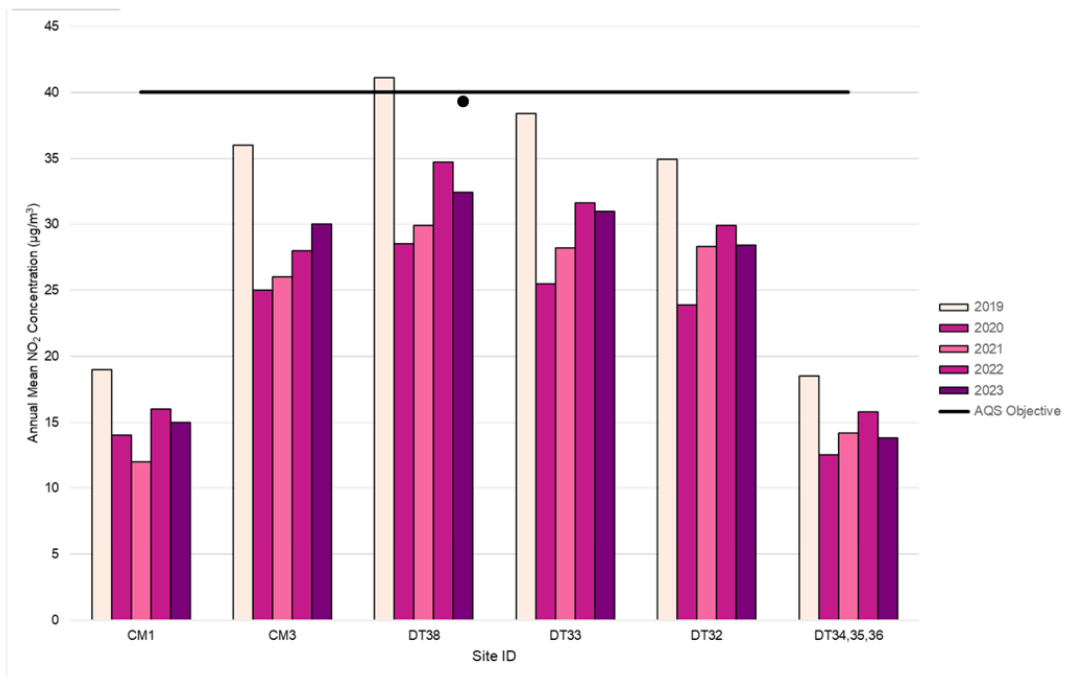
Appendix One

Trends in Annual Mean NO₂ Concentrations – Mutley Plain



Key
 CM2 – Mutley Plain Automatic Monitor
 DT = diffusion tube locations across Mutley Plain

Trends in Annual Mean NO₂ Concentrations – Royal Parade and City Centre



CM1 – Plymouth City Centre Automatic Monitor
 CM3 – Royal Parade Automatic Monitor
 DT- diffusion tubes located around Royal Parade

Appendix 2 Draft Air Quality Management Area Revocation Order.

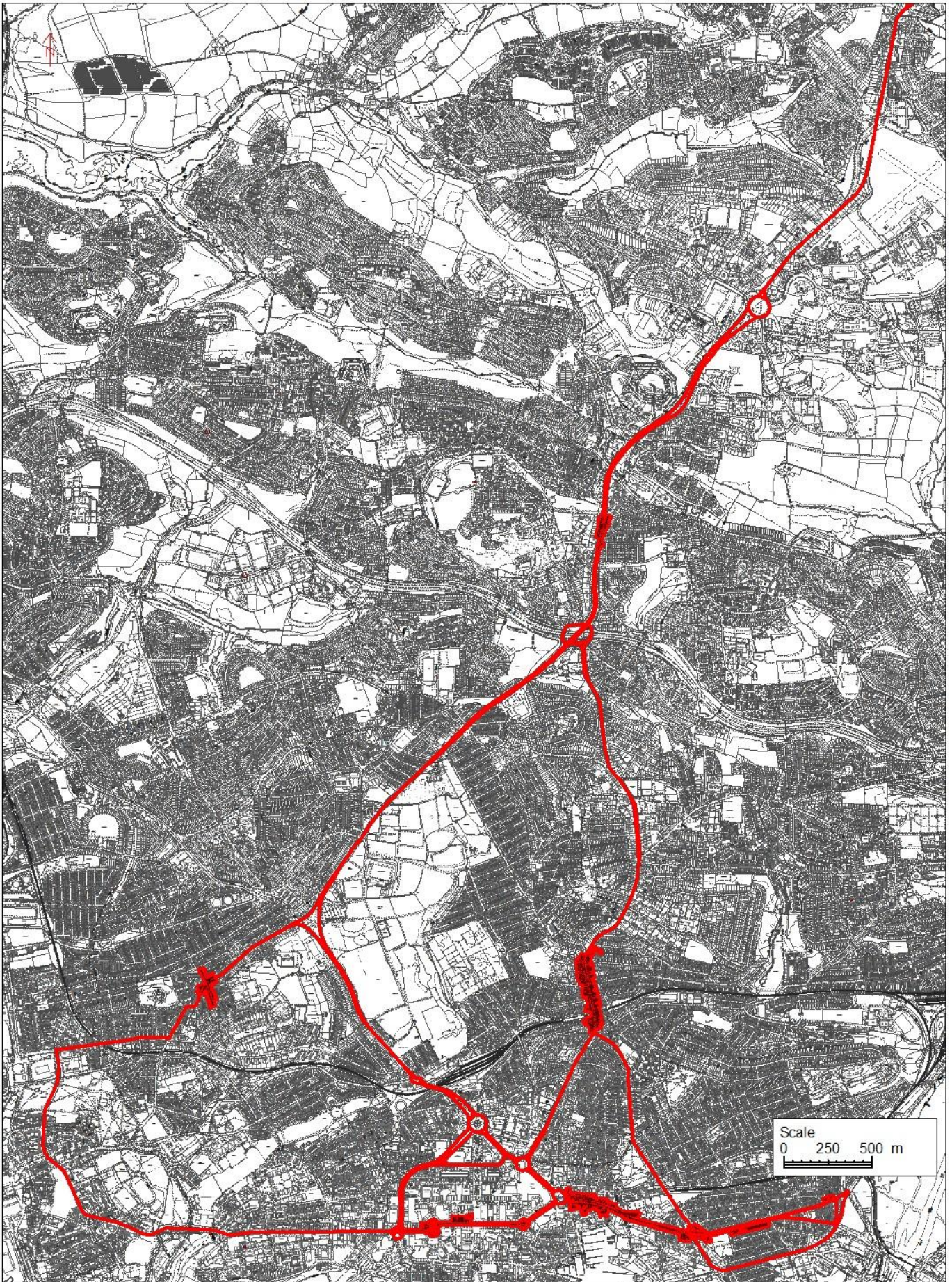


Plymouth City Council
Environment Act 1995 Part IV Section 83(2)(b)
Order Revoking An Air Quality Management Order

Plymouth City Council, in exercise of its powers conferred on it by section 83(2)(b) of the Environment Act 1995 HEREBY makes the following order.

1. This Order shall revoke the area known as Air Quality Management Area 2014 for nitrogen dioxide as shown in the attached map.
2. The Order shall come into force on 31 October 2024.

THE COMMON SEAL OF THE COUNCIL
OF THE CITY OF PLYMOUTH was
hereunto affixed on the day
of October 2024
in the presence of:-



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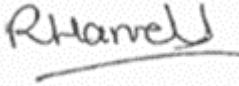
Plymouth Air Quality Management Area - Plan 1



Published 2014

EQUALITY IMPACT ASSESSMENT – REVOCATION OF AQMA 2024

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): This is the person completing the EIA template.	Nicola Horne	Department and service:	Environmental Protection Service Office of the Director of Public Health	Date of assessment:	26.09.24
Lead Officer: Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.	Ruth Harrell	Signature:		Approval date:	27/09/2024
Overview:	Each local authority is legally required to monitor for air pollution and declare an Air Quality Management Area where levels exceed the air quality objectives. However, where the air quality objectives have been met for a period of 3 years or more the Environment Act 1995 and subsequent statutory guidance states that the Air Quality Management Area should be revoked. The revocation of the Air Quality Management Area for nitrogen dioxide in Plymouth follows statutory legislation and guidance and intends to comply with legislative requirements.				
Decision required:	To revoke the Air Quality Management Area for Nitrogen Dioxide in Plymouth				

SECTION TWO: EQUALITY IMPACT ASSESSMENT SCREENING TOOL

Potential external impacts: Does the proposal have the potential to negatively impact service users, communities or residents with protected characteristics?	Yes		No	X
Potential internal impacts: Does the proposal have the potential to negatively impact Plymouth City Council employees?	Yes		No	X
Is a full Equality Impact Assessment required? (if you have answered yes to either of the questions above then a full impact assessment is required and you must complete section three)	Yes		No	X
If you do not agree that a full equality impact assessment is required, please set out your justification for why not.	The decision to revoke the AQMA is an extremely positive step and means that air pollution levels have dropped below the air quality objectives.			

SECTION THREE: FULL EQUALITY IMPACT ASSESSMENT

Protected characteristics (Equality Act, 2010)	Evidence and information (e.g. data and consultation feedback)	Adverse impact	Mitigation activities	Timescale and responsible department
Age	<p>Plymouth</p> <ul style="list-style-type: none"> • 16.4 per cent of people in Plymouth are children aged under 15. • 65.1 per cent are adults aged 15 to 64. • 18.5 percent are adults aged 65 and over. • 2.4 percent of the resident population are 85 and over. <p>South West</p> <ul style="list-style-type: none"> • 15.9 per cent of people are aged 0 to 14, 61.8 per cent are aged 15 to 64. • 22.3 per cent are aged 65 and over. <p>England</p> <ul style="list-style-type: none"> • 17.4 per cent of people are aged 0 to 14. • 64.2 per cent of people are aged 15 to 64. • 18.4 per cent of people are aged 65 and over. <p>(2021 Census)</p>			
Care experienced individuals	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			

<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>(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>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>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>Marriage and civil partnership</p>	<p>40.1 per cent of residents have never married and never registered a civil partnership. 10</p>			

	<p>per cent are divorced, 6 per cent are widowed, with 2.5 per cent are separated but still married.</p> <p>0.49 per cent of residents are, or were, married or in a civil partnerships of the same sex. 0.06 per cent of residents are in a civil partnerships with the opposite sex (2021 Census).</p>			
Pregnancy and maternity	<p>The total fertility rate (TFR) for England was 1.62 children per woman in 2021. The total fertility rate (TFR) for Plymouth in 2021 was 1.5.</p>			
Race	<p>In 2021, 94.9 per cent of Plymouth’s population identified their ethnicity as White, 2.3 per cent as Asian and 1.1 per cent as Black (2021 Census)</p> <p>People with a mixed ethnic background comprised 1.8 per cent of the population. 1 per cent of the population use a different term to describe their ethnicity (2021 Census)</p> <p>92.7 per cent of residents speak English as their main language. 2021 Census data shows that after English, Polish, Romanian, Chinese, Portuguese, and Arabic are the most spoken languages in Plymouth (2021 Census).</p>			
Religion or belief	<p>48.9 per cent of the Plymouth population stated they had no religion. 42.5 per cent of the population identified as Christian (2021 Census).</p> <p>Those who identified as Muslim account for 1.3 per cent of Plymouth’s population while</p>			

	Hindu, Buddhist, Jewish or Sikh combined totalled less than 1 per cent (2021 Census).			
Sex	51 per cent of our population are women and 49 per cent are men (2021 Census).			
Sexual orientation	88.95 per cent of residents aged 16 years and over in Plymouth describe their sexual orientation as straight or heterosexual. 2.06 per cent describe their sexuality as bisexual, 1.97 per cent of people describe their sexual orientation as gay or lesbian. 0.42 per cent of residents describe their sexual orientation using a different term (2021 Census).			

SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

Human Rights	Implications	Mitigation Actions	Timescale and responsible department
	<p>The policy has an impact on individuals not groupings and only then if they apply for a licence.</p> <p>The Council will consider the individual application prior to a licence being granted.</p> <p>Therefore, no adverse impact is anticipated.</p>		

SECTION FIVE: OUR EQUALITY OBJECTIVES

Equality objectives	Implications	Mitigation Actions	Timescale and responsible department
Celebrate diversity and ensure that Plymouth is a welcoming city.	<p>The policy has an impact on individuals not groupings and only then if they apply for a licence.</p> <p>The Council will consider the individual application prior to a licence being granted.</p> <p>Therefore, no adverse impact is anticipated.</p>		
Pay equality for women, and staff with disabilities in our workforce.	<p>The policy has an impact on individuals not groupings and only then if they apply for a licence.</p> <p>The Council will consider the individual application prior to a licence being granted. Therefore, no adverse impact is anticipated.</p>		
Supporting our workforce through the implementation of Our People Strategy 2020 – 2024	<p>The policy has an impact on individuals not groupings and only then if they apply for a licence.</p> <p>The Council will consider the individual application prior to a licence being granted.</p> <p>Therefore, no adverse impact is anticipated.</p>		

<p>Supporting victims of hate crime so they feel confident to report incidents, and working with, and through our partner organisations to achieve positive outcomes.</p>	<p>The policy has an impact on individuals not groupings and only then if they apply for a licence.</p> <p>The Council will consider the individual application prior to a licence being granted.</p> <p>Therefore, no adverse impact is anticipated.</p>		
<p>Plymouth is a city where people from different backgrounds get along well.</p>	<p>The policy has an impact on individuals not groupings and only then if they apply for a licence.</p> <p>The Council will consider the individual application prior to a licence being granted.</p> <p>Therefore, no adverse impact is anticipated.</p>		

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EXECUTIVE DECISION

made by a Cabinet Member




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

Executive Decision Reference Number – SPT05 24/25

Decision				
1	Title of decisions: 2137321 – Elburton Road – Parallel Crossing			
2	Decision maker: Councillor Mark Coker (Cabinet Member for Strategic Planning and Transport)			
3	Report author and contact details: Amy Neale, Senior Traffic Management Technician, email: trafficmanagementinbox@plymouth.gov.uk & Jim Woffenden, Transport Planning Officer.			
4	Decision to be taken: To add a Parallel Crossing to Elburton Road, 30m from Moorcroft Quarry access Road.			
5	<p>Reasons for decision:</p> <p>The proposed scheme is designed to benefit both pedestrians and cyclists, including people with disabilities. The schemes aim to deliver major health benefits providing an opportunity for the residents of Plymouth to walk and cycle more safely. The proposals also aim to encourage modal shift, reducing congestion on our roads and lowering the amount of carbon emissions from traffic.</p> <p>On Elburton Road the proposal provides a new parallel pedestrian and cycle crossing, east of the junction with Colesdown Hill and Stentaway Road. This crossing would connect into the planned new section of the off-road walking and cycling path along the former railway line which is under development and is proposed to pass underneath Colesdown Hill and back onto Elburton Road. The crossing is intended to improve the route for walkers, cyclists, mobility scooters and parents with pushchairs.</p>			
6	<p>Alternative options considered and rejected:</p> <p>An alternative option considered was to implement an uncontrolled crossing at this location, but this was rejected because it would not be compliant with Department for Transport LTN 120 guidance.</p>			
7	<p>Financial implications and risks:</p> <p>The scheme and associated works are being funded by the Department for Transport and section 106 developer contributions.</p>			
8	<p>Is the decision a Key Decision? (please contact Democratic Support for further advice)</p>	Yes		<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</p>
			No	

				commitment to spend and/or save in excess of £3million in total
			X	in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1 million
			X	is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.
	If yes, date of publication of the notice in the Forward Plan of Key Decisions			
9	Please specify how this decision is linked to the Council's corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget:	The Local Transport Plan (LTP) details the transport strategies and policies that the City Council has adopted and will be key in helping the city meet its Corporate Plan priorities, and growth agenda.		
10	Please specify any direct environmental implications of the decision (carbon impact)	None.		
Urgent decisions				
11	Is the decision urgent and to be implemented immediately in the interests of the Council or the public?	Yes		(If yes, please contact Democratic Support (democraticsupport@plymouth.gov.uk) for advice)
		No	X	(If no, go to section 13a)
12a	Reason for urgency:			
12b	Scrutiny Chair Signature:		Date	
	Scrutiny Committee name:			
	Print Name:			
Consultation				
13a	Are any other Cabinet members' portfolios affected by the decision?	Yes		
		No	X	(If no go to section 14)

I3b	Which other Cabinet member's portfolio is affected by the decision?			
I3c	Date Cabinet member consulted			
I4	Has any Cabinet member declared a conflict of interest in relation to the decision?	Yes		If yes, please discuss with the Monitoring Officer
		No	X	
I5	Which Corporate Management Team member has been consulted?	Name	Anthony Payne & Karime Hassan	
		Job title	Strategic Director for Place/ Strategic Director for Growth	
		Date consulted	27/08/2024 / 03/09/2024	
Sign-off				
I6	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS42 24/25	
		Finance (mandatory)	DJN.24.25.073	
		Legal (mandatory)	LS/2960(17)/JP/280824.	
		Human Resources (if applicable)	N/A	
		Corporate property (if applicable)	N/A	
		Procurement (if applicable)	N/A	
Appendices				
I7	Ref.	Title of appendix		
	A	Briefing report for publication		
	B	Equalities Impact Assessment		
Confidential/exempt information				
I8a	Do you need to include any confidential/exempt information?	Yes		If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for 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
18b	Confidential/exempt briefing report title:							
Background Papers								
19	<p>Please list all unpublished, background papers relevant to the decision in the table below.</p> <p>Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.</p>							
Title of background paper(s)		Exemption Paragraph Number						
		1	2	3	4	5	6	7
Cabinet Member Signature								
20	<p>I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act and those who do not. For further details please see the EIA attached.</p>							
Signature				Date of decision	26/09/2024			
Print Name	Councillor Mark Coker (Cabinet Member for Strategic Planning and Transport)							



ELBURTON ROAD

1. INTRODUCTION

This report seeks delegated authority to implement a new parallel crossing on Elburton Road.

2. TRAFFIC REGULATION ORDERS REQUIRED

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

There are no elements of this scheme that requires a Traffic Order. However, the decision to be taken is to add a parallel crossing to Elburton Road.

3. STATUTORY CONSULTATION

Proposals

The proposals for the scheme were advertised on street, in the Herald and on the Plymouth City Council website on 12th July 2024. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 8th July 2024. In addition, letters were sent to approximately 290 residents and a consultation event, where Plymouth City Council officers were available to discuss the proposals, took place in Victoria Park on 20 July, 2024.

There have been 7 representations received during the statutory consultation process relating to the proposals included in the Traffic Regulation Order.

No	Respondents' Comments	PCC responses
1	<p>"I can't not see if this means the bus stop will no longer be present at Moorcroft Quarry?"</p> <p>Also on the green space beside and behind the bus stop there are wild orchids in flower at present and every year. These are a protected wildflower. Once again from the plans shared I cannot see if this will be impacted or adjusted to protect them."</p>	<p>Thank you for your enquiry.</p> <p>I can confirm that the bus stop will remain and is unaffected by the proposals.</p> <p>I can also confirm that there are no works within the immediate vicinity of the bus stop and therefore the orchids there would be unaffected.</p>
2	<p>Councillor Stefan Krizanac: "Looking at proposed pedestrian crossing I am not sure it is in the right place. Thinking of a traffic flow it would be more logic to have crossing closer to junction (roundabout) Elburton Road and Colesdown Hill. I do believe proposed crossing further away from roundabout would not be used by pedestrians and ignored by drivers."</p>	<p>Thank you for your email about the proposed crossing on Elburton Road (consultation reference: Amd.2024.2137321).</p> <p>The proposed location of the crossing is determined by a number of factors, but in particular the desire to provide a direct link across Elburton Road from the planned Colesdown Hill underbridge walking and cycling link which will complete a direct traffic free route from Laira Rail Bridge and beyond.</p>

		<p>The visibility to the crossing point is good and because there is a single lane of traffic through the crossing in each direction, the belusha beacons will be very visible to drivers.</p> <p>The proposed design for the crossing has been subjected to a Road Safety Audit which has not raised any concerns about the location of the crossing point.</p> <p>I hope that this provides you with some reassurance, but please do let me know if you have any further questions.</p>
3	<p>“Happy about the crossing on Elburton road. This is currently a pain to get past.</p> <p>Personally I would like some kind of crossing allowing you to get between Oreston and the protected cycle paths to the north of the road by Morisons but the road is a blight”</p>	<p>Thank you for your recent comments towards the proposals – 2024.2137321 Crossings – Elburton Road.</p> <p>Your request for a crossing of the A379 in the vicinity of the Morrisons is noted, but is unfortunately beyond the scope of this project.</p>
4	<p>“...The crossing of Elburton Road also seems to me to be an excellent opportunity to improve safety and encourage cycling. It would appear to be funded but as yet has no proposed starting date. Again this situation must be resolved and a start date agreed....”</p>	<p>Thank you for your recent comments towards all the current proposals for, Budshead Road, Elburton Road, Devonport Road, Cot Hill, Alma Road/Ponsonby Road & Mill Bridge</p>
5	<p>“I think anything that improves facilities for cyclists and safety for pedestrians is a very good thing, and I'm glad to hear about the proposal. I hope it goes ahead.”</p>	<p>Thank you for your recent comments towards the proposals – 2024.2137321 Crossings.</p>
6	<p>“Plymouth Cycling Campaign (PCyC) fully supports plans for the parallel crossings at Cot Hill, Eldad Hill, Alma Road and Devonport Road which have progressed to the TRO stage, although we understand that funding is currently only secured for the Colesdown Hill under-bridge route and nearby parallel crossing of Elburton Road.</p> <p>PCyC has for long advocated parallel crossings as the best option for those walking, wheeling, and cycling in most situations. Those at Eldad Hill and Elburton Road sit on NCN routes and also have the support of Sustrans.”</p>	<p>Thank you for your recent comments towards the proposals – 2024.2137325, 2024.2137324, 2024.2137323.</p>
7	<p>“I am writing in support of a number of the traffic management schemes currently open for consultation. details of schemes and feedback below.....</p> <p>Amd.2024.2137321 Crossings</p> <p>Just wanted to remark how needed the addition of the crossing is, having cycled to Wembury and Noss Mayo</p>	<p>Thank you for your recent comments towards the proposals – 2024.2137323 Mill Bridge, 2024.2137321 Crossings and 2024.2137325 Alma & Ponsonby Road.</p> <p>A ramp to replace the existing steps would be expensive and have a substantial environmental impact. It would also be very difficult to construct this ramp without making it impossible to subsequently construct the underbridge so as to provide a level route to the proposed crossing point.</p>

	from central Plymouth, the lack of a nearby crossing to regain the parallel cycleway has caused me issues in the past, and this will do an excellent job of rectifying this - although the addition of a ramp where the steps currently are would also make the journey a little easier.”	
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4. RECOMMENDATION

It is recommended that the proposals are implemented as advertised.

5. LEGAL CONSIDERATIONS


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

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

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EQUALITY IMPACT ASSESSMENT – ELBURTON ROAD CROSSING

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): The person completing the EIA template.	Jim Woffenden	Department and service:	Transport, Strategic Planning and Infrastructure	Date of assessment:	11/09/2024
Lead Officer: Head of Service, Service Director, or Strategic Director.	Philip Heseltine	Signature:		Approval date:	11/09/2024
Overview:	It is proposed that a parallel crossing for pedestrians and cyclists including those with disabilities is provided to allow a safe crossing of Elburton Road, connecting into the proposed Colesdown Hill underbridge walking and cycling scheme				
Decision required:	To approve the Traffic Orders required so that the scheme has legal approval for implementation.				

SECTION TWO: EQUALITY IMPACT ASSESSMENT SCREENING TOOL

Potential external impacts: Does the proposal have the potential to negatively impact service users, communities or residents with protected characteristics?	Yes		No	<input checked="" type="checkbox"/>
Potential internal impacts: Does the proposal have the potential to negatively impact Plymouth City Council employees?	Yes		No	<input checked="" type="checkbox"/>
Is a full Equality Impact Assessment required? (if you have answered yes to either of the questions above then a full impact assessment is required and you must complete section three)	Yes		No	<input checked="" type="checkbox"/>
If you do not agree that a full equality impact assessment is required, please set out your justification for why not.	There are no anticipated negative equality implications as a result of this decision. The decision aims to enhance safety and access for all groups.			

SECTION THREE: FULL EQUALITY IMPACT ASSESSMENT

Protected characteristics (Equality Act, 2010)	Evidence and information (e.g. data and consultation feedback)	Adverse impact	Mitigation activities	Timescale and responsible department
Age	<p>Plymouth</p> <ul style="list-style-type: none"> • 16.4 per cent of people in Plymouth are children aged under 15. • 65.1 per cent are adults aged 15 to 64. • 18.5 percent are adults aged 65 and over. • 2.4 percent of the resident population are 85 and over. <p>South West</p> <ul style="list-style-type: none"> • 15.9 per cent of people are aged 0 to 14, 61.8 per cent are aged 15 to 64. • 22.3 per cent are aged 65 and over. <p>England</p> <ul style="list-style-type: none"> • 17.4 per cent of people are aged 0 to 14. • 64.2 per cent of people are aged 15 to 64. • 18.4 per cent of people are aged 65 and over. <p>(2021 Census)</p>	No adverse implications anticipated.		

<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 implications 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 implications 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 implications 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 implications 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 implications 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 implications 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 implications 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 implications 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 implications anticipated.</p>		

SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

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

SECTION FIVE: OUR EQUALITY OBJECTIVES

Equality objectives	Implications	Mitigation Actions	Timescale and responsible department
<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 	Provides improved access to goods, services, job and training opportunities, education and leisure for those with no access to a car.		
<p>Give specific consideration to care experienced people to improve their life outcomes, including access to training, employment and housing.</p>	Provides improved access to goods, services, job and training opportunities, education and leisure for those with no access to a car.		
<p>Build and develop a diverse workforce that represents the community and citizens it serves.</p>	Provides improved access to job and training opportunities, education for those with no access to a car.		
<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>	Greater numbers walking and cycling rather than travelling by car helps improve natural surveillance around the city.		