



**Oversight and Governance**

Chief Executive's Department

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Published 08/01/25

## 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 15 January 2025. 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 16 January 2024 if they are not called-in.

## Delegated Decisions

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

1a. L25 24/25 - Contract extension for the Provision of Materials Recycling Facility and Service **(Pages 1 - 28)**

1b. L28 24/25 - A38 Manadon Interchange Survey Funding **(Pages 29 - 58)**

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

2a. SPT12 24/25 - THE CITY OF PLYMOUTH (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) (AMENDMENT ORDER No. 2024.2137333 MOLESWORTH ROAD / FORD HILL SCHEME) ORDER **(Pages 59 - 74)**

# EXECUTIVE DECISION

made by a Cabinet Member



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


Executive Decision Reference Number – L25 24/25

Decision	
1	<b>Title:</b> Contract extension for the Provision of Materials Recycling Facility and Service
2	<b>Decision maker:</b> Councillor Tudor Evans OBE (Leader of the Council)
3	<b>Report author and contact details:</b> Phil Rudin (Head of Strategic Contracts and Disposal). phil.rudin@plymouth.gov.uk
4	<p><b>Decision to be taken:</b></p> <p>To extend the contract for the Provision of Materials Recycling Facility and Service (reference I2008) for 5 years, at a value of £3.7 Million, by variation in accordance with Regulation 72-(1)(b) of the Public Contracts Regulations (subject to the outcome of any legal challenge made during the 10-day procurement standstill period).</p>
5	<p><b>Reasons for decision:</b></p> <p>The existing MRF contract is due to expire in April 2025.</p> <p>While the procurement of a new long-term contract to operate the MRF is desired, an interim extension of the current contract is required to ensure clarity of emerging statutory guidance relating to the Environment Act.</p>
6	<p><b>Alternative options considered and rejected:</b></p> <p>1. Do nothing: This would result in all recycle collected from the kerbside being sent for incineration, instead of recycling. This would increase revenue spend by approximately £360k per annum and reduce the council's recycling rate.</p> <p>2. Undertake procurement now: There is insufficient certainty in the future impact of the Environment Act 2021 on the quantity and constituents of the material available at the kerbside for recycling. This would create risk of contract changes in coming years as more information becomes available. Also, it is unlikely that contractors would give favorable terms if the contract were to be tendered now given the uncertainty over legislative changes and their impact on material type and value.</p>
7	<p><b>Financial implications and risks:</b></p> <p>The financial implication for extending the current contract is that PCC continue to pay for the service under the existing contract terms. This is calculated at £740K per year. Over the five year contract extension period, this would amount to £3.7million.</p> <p>The biggest risk to price for the service is the fluctuation of market value of the materials collected. Recent global events have had significant impacts on values of raw materials and</p>

	<p>therefore demand for secondary materials has driven increases in their value. This has recently reverted back to pre-covid levels, but recent extremes have demonstrated the volatility of prices.</p> <p>The existing contract terms include a mechanism that re-calculates the cost of delivering the service on a regular basis to ensure that the current price reflects market conditions. This ensures that PCC will continue to receive value for money for the service during the extension period and limit the financial risk of global markets.</p>			
8	<p><b>Is the decision a Key Decision?</b> (please contact <b>Democratic Support</b> for further advice)</p> <p>Please type an X into the relevant boxes</p>	<b>Yes</b>	<b>No</b>	<b>Per the Constitution, a key decision is one which:</b>
			<b>X</b>	in the case of <b>capital</b> projects and contract awards, results in a new commitment to spend and/or save in excess of <b>£3million</b> in total
		<b>X</b>		in the case of <b>revenue</b> projects when the decision involves entering into new commitments and/or making new savings in excess of <b>£1 million</b> annually
			<b>X</b>	is <b>significant</b> in terms of its effect on communities living or working in an area comprising <b>two or more</b> wards in the area of the local authority.
	<p><b>If yes, date of publication of the notice in the <b>Forward Plan of Key Decisions</b></b></p>	09 August 2024		
9	<p><b>Please specify how this decision is linked to the Council's corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget:</b></p>	<p>This decision allows material to continue to be recycled in accordance with the waste hierarchy – collected recyclables are separated on site and output materials are of industry standard allowing for the materials to be reused. It is far more cost efficient than incineration, better the environment and it continues to provide a high-quality waste management services to Plymouth City Council's residence.</p>		
10	<p><b>Please specify any direct environmental implications of the decision (carbon impact)</b></p>	<p>This decision is an extension of existing contractual arrangements and will therefore not have any adverse implications on carbon impact. Recycling is beneficial for carbon impact through re-using waste materials, reducing land-fill quantities, and therefore reducing demand for new carbon materials. (See Climate Impact Assessment)</p>		
<b>Urgent decisions</b>				
11	<p><b>Is the decision urgent and to be implemented immediately in the interests of the Council or the public?</b></p> <p>Please type an X into the relevant box</p>	<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>I2a</b>	<b>Reason for urgency:</b>		
<b>I2b</b>	<b>Scrutiny Chair Signature:</b>		<b>Date</b>
	<b>Scrutiny Committee name:</b>		
	<b>Print Name:</b>		
<b>Consultation</b>			
<b>I3a</b>	<b>Are any other Cabinet members' portfolios affected by the decision?</b> Please type an X into the relevant box	<b>Yes</b>	<b>X</b>
		<b>No</b>	<b>(If no go to section I4)</b>
<b>I3b</b>	<b>Which other Cabinet member's portfolio is affected by the decision?</b>	Councillor Tom Briars-Delve (Cabinet Member for Environment and Climate Change)	
<b>I3c</b>	<b>Date Cabinet member consulted</b>	22 October 2024.	
<b>I4</b>	<b>Has any Cabinet member declared a conflict of interest in relation to the decision?</b> Please type an X into the relevant box	<b>Yes</b>	If yes, please discuss with the Monitoring Officer
		<b>No</b>	<b>X</b>
<b>I5</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>	6 December 2024
<b>Sign-off</b>			
<b>I6</b>	<b>Sign off codes from the relevant departments consulted:</b>	<b>Democratic Support (mandatory)</b>	JS79 24/25
		<b>Finance (mandatory)</b>	CH.24.25.043
		<b>Legal (mandatory)</b>	LS/00001312/1/AC/11/11/24
		<b>Procurement (if applicable)</b>	HG/PS/762/ED/1224

		<b>Corporate property (decisions involving Council owned land or facilities) (if applicable)</b>	N/A							
		<b>Human Resources (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								
	C	Climate Impact Assessment								
<b>Confidential/exempt information</b>										
<b>18a</b>	<b>Do you need to include any confidential/exempt information?</b> Please type an X into the relevant box		<b>Yes</b>	<b>X</b>	If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in <b>18b</b> below.  (Keep as much information as possible in the briefing report that will be in the public domain)					
			<b>No</b>							
				<b>Exemption Paragraph Number</b>						
				<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>
<b>18b</b>	<b>Confidential/exempt briefing report title:</b>  Internal Contract Variation Paper				<b>X</b>					
<b>Background Papers</b>										
<b>19</b>	Please list all unpublished, background papers relevant to the decision in the table below.  Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.									
<b>Title of background paper(s)</b>				<b>Exemption Paragraph Number</b>						
				<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>

<b>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 (2010) and those who do not. For further details please see the EIA attached.						
<b>Signature</b>			<b>Date of decision</b>	8 January 2024			
<b>Print Name</b>	Councillor Tudor Evans OBE (Leader of the Council)						

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# EXTENSION TO CONTRACT FOR THE PROVISION OF MATERIALS RECYCLING FACILITY AND SERVICE



## Briefing Report

### 1. EXECUTIVE SUMMARY

The current contract to operate the Materials Recycling Facility at Chelson Meadow expires on the 30 April 2025 (contract reference number I2008).

Forthcoming legislative changes are likely to make substantial changes on the way the MRF operates and have prevented PCC undertaking a meaningful procurement exercise to replace the existing contract with SYRACUSE WASTE LIMITED to operate the MRF.

The proposal is to extend the current contract with SYRACUSE WASTE LIMITED to operate the MRF for a further 5 years in accordance with Regulation 72 (1)(b) of the Public Contracts Regulations 2015 'Modification of contracts during their term'- to allow the full impact of the Environment Act 2021 to be known. This will take the contract end date to 30 April 2030.

This will allow PCC to be in a position to be able to undertake a meaningful procurement exercise to procure a new contract to operate the MRF that acknowledges the changes required to the process and the financial value of the material being processed.

There is no impact to the revenue budget as costs will remain as-is.

### 2. BACKGROUND

All materials collected by PCC from the residents of Plymouth is taken to the Chelson Meadow Materials Recycling Facility (MRF) for processing.

The MRF is currently operated by SYRACUSE WASTE LIMITED under contract which was awarded in 2014. The current contract to operate the Materials Recycling Facility at Chelson Meadow expires on the 03 April 2025.

The forthcoming legislative changes to waste collections in the Environment Act 2021, in particular Simpler Recycling, the Deposit Return Scheme and Extended Producer Responsibility will impact the material composition and value of recyclables collected from the kerbside.

These legislative changes have been under consideration since the publication of the 2018 Resources and Waste Strategy which set out Government's ambitions for higher recycling rates, increased resource efficiency and a more circular economy in England. These ambitions require changes in how products and materials are produced and consumed, as well as how they are treated and disposed of at end-of-life.

The Environment Bill formed guidance on how these aims would be implemented in the recycling and waste sector by introducing 3 new statutory functions:

3. Consistency of Collections (now Simpler Recycling) – this sought to provide a consistent approach to what is collected for recycling and how it is collected.
  1. Deposit Return Scheme – a scheme to charge a refundable deposit on drinks containers.
  2. Extended Producer Responsibility – revert the cost of collecting and recycling packaging materials back to the producers of the packaging.

The first round of consultations was undertaken in 2019 and the details of the schemes continued to be confirmed until the outcome of the final consultation was published in May 2024.

The potential impacts of these changes on the way the MRF operates are substantial and have prevented PCC undertaking a meaningful procurement exercise to replace the existing contract with SYRACUSE WASTE LIMITED to operate the MRF.

#### **4. PROPOSED CHANGES AND REASONS**

The proposal is to extend the current contract with SYRACUSE WASTE LIMITED to operate the MRF for a further 5 years to allow the full impact of the Environment Act 2021 to be known.

This will allow PCC to be in a position to be able to undertake a meaningful procurement exercise to procure a new contract to operate the MRF that acknowledges the changes required to the process and the financial value of the material being processed.

#### **5. ALTERNATIVE OPTIONS**

Do nothing – this would result in all recyclate collected from the kerbside being sent for incineration. This would increase revenue spend by approximately £360k per annum and reduce the council's recycling rate.

Undertake procurement now – there is insufficient certainty in the future impact of the Environment Act 2021 on the quantity and constituents of the material available at the kerbside for recycling. This would create risk of contract changes in coming years as more information becomes available.

Also it is unlikely that contractors would give favorable terms if the contract were to be tendered now given the uncertainty over legislative changes and their impact on material type and value.

#### **6. LEGAL IMPLICATIONS**

The Council is relying on Regulation 72(1)(b) of the Public Contracts Regulations 2015 to extend this contract on the grounds that the additional services supplied by SYRACUSE WASTE LIMITED have become necessary and were not included in the initial procurement, where a change of contractor—

*(i) cannot be made for economic or technical reasons such as requirements of interchangeability or interoperability with existing equipment, services or installations procured under the initial procurement, and*  
*(ii) would cause significant inconvenience or substantial duplication of costs for the contracting authority, provided that any increase in price does not exceed 50% of the value of the original contract;*

The proposed extension meets all three of these regulatory requirements as set out in this briefing paper.

In accordance with Regulation 72(3) a notice of the modification will be published on the 'Find a Tender' portal which will include a 10-day standstill period during which time the Council will not execute the contract variation.

The decision to extend the contract will be subject to the outcome of any legal challenge made during the 10-day standstill period.

#### **7. FINANCIAL IMPLICATIONS AND RISK**

The financial implications for extending the current contract is that PCC continue to pay for the service under the existing contract terms.

The biggest risk to price for the service is the fluctuation of market value of the materials collected. Recent global events have had significant impacts on values of raw materials and therefore demand

for secondary materials has driven increases in their value. This has recently reverted back to pre-covid levels but recent extremes have demonstrated the volatility of prices.

The existing contract terms include a mechanism that re-calculates the cost of delivering the service on a regular basis to ensure that the current price reflects market conditions. This ensures that PCC will continue to receive value for money for the service during the extension period and limit the financial risk of global markets.

## **8. TIMESCALES**

The current contract expires on the 30 April 2025. The decision to proceed needs to be taken as soon as possible to allow the necessary measures to be put into place if the decision is not to proceed.

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# EQUALITY IMPACT ASSESSMENT – MRF CONTRACT EXTENSION

## SECTION ONE: INFORMATION ABOUT THE PROPOSAL

<b>Author(s):</b> The person completing the EIA template.	Deven Distin	<b>Department and service:</b>	Street Services	<b>Date of assessment:</b>	12/09/2024
<b>Lead Officer:</b> Head of Service, Service Director, or Strategic Director.	Phil Rudin, Head of Strategic Contracts and Disposal	<b>Signature:</b>	P. Rudin	<b>Approval date:</b>	06/12/2024
<b>Overview:</b>	The functionality of the MRF at Chelson Meadow is to receive and process co-mingled dry recycling and glass which has been collected by Plymouth City Council and delivered to site. The contractor is also responsible for the sale of recyclate and disposal of rejected materials. The existing MRF contract is due to expire in April 2025, and a full re-procurement cannot be undertaken until emerging legislation becomes clear.				
<b>Decision required:</b>	To extend the contract for the Provision of Materials Recycling Facility and Service (reference I2008) for 5 years, at a value of £3.7 Million, by variation in accordance with Regulation 72-(1)(b) of the Public Contracts Regulations (subject to the outcome of any legal challenge made during the 10-day procurement standstill period).				

## 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>	<b>X</b>
<b>Potential internal impacts:</b> Does the proposal have the potential to negatively impact Plymouth City Council employees?	<b>Yes</b>		<b>No</b>	<b>X</b>
Is a full Equality Impact Assessment required? (if you have answered yes to either of the questions above then a full impact assessment is required and you must complete section three)	<b>Yes</b>		<b>No</b>	<b>X</b>

If you do not agree that a full equality impact assessment is required, please set out your justification for why not.	This decision is a continuation of existing service provision. There are no anticipated negative implications for service users or staff.
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**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
<b>Age</b>	<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>	No adverse impacts are anticipated from this decision	Not applicable	Not applicable

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

<b>Gender reassignment</b>	0.5 per cent of residents in Plymouth have a gender identity that is different from their sex registered at birth. 0.1 per cent of residents identify as a trans man, 0.1 per cent identify as non-binary and, 0.1 per cent identify as a trans women (2021 Census).	No adverse impacts are anticipated from this decision	Not applicable	Not applicable
<b>Marriage and civil partnership</b>	40.1 per cent of residents have never married and never registered a civil partnership. 10 per cent are divorced, 6 percent are widowed, with 2.5 per cent are separated but still married.  0.49 per cent of residents are, or were, married or in a civil partnerships of the same sex. 0.06 per cent of residents are in a civil partnerships with the opposite sex (2021 Census).	No adverse impacts are anticipated from this decision	Not applicable	Not applicable
<b>Pregnancy and maternity</b>	The total fertility rate (TFR) for England was 1.62 children per woman in 2021. The total fertility rate (TFR) for Plymouth in 2021 was 1.5.	No adverse impacts are anticipated from this decision	Not applicable	Not applicable



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

**SECTION FOUR: HUMAN RIGHTS IMPLICATIONS**

Human Rights	Implications	Mitigation Actions	Timescale and responsible department
	No adverse impacts are anticipated from this decision	Not applicable	Not applicable

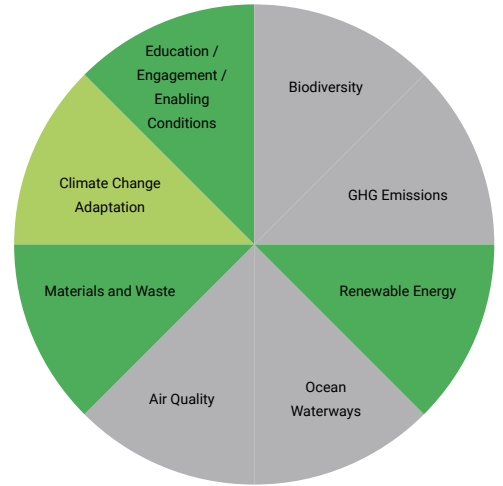
**SECTION FIVE: OUR EQUALITY OBJECTIVES**

Equality objectives	Implications	Mitigation Actions	Timescale and responsible department
<p><b>Work together in partnership to:</b></p> <ul style="list-style-type: none"> <li>▪ promote equality, diversity and inclusion</li> <li>▪ facilitate community cohesion</li> <li>▪ support people with different backgrounds and lived experiences to get on well together</li> </ul>	<p>Plymouth City Council is committed to equal opportunities and the fair treatment of its workforce. As an employer, we have a clear policy of paying employees equally for the same or equivalent work regardless of gender or disability. The Council operates a comprehensive job evaluation scheme to ensure that rates of pay are fair and are based wholly on the role being undertaken.</p>	<p>Not applicable.</p>	<p>Not applicable.</p>
<p><b>Give specific consideration to care experienced people to improve their life outcomes, including access to training, employment and housing.</b></p>	<p>Plymouth City Council sets out to ensure that the Council’s workforce can adapt and meet the ever-changing needs of the Council and our residents.</p>	<p>Not applicable.</p>	<p>Not applicable.</p>
<p><b>Build and develop a diverse workforce that represents the community and citizens it serves.</b></p>	<p>Plymouth City Council remains committed to celebrating the diversity of the city through employment and the community.</p>	<p>Not applicable.</p>	<p>Not applicable.</p>
<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</b></p>	<p>The Council is committed to reducing and tackling hate crime and ensuring that victims are treated in a trauma informed manner to ensure that they get the outcome which is most appropriate for them. The Council works closely with the</p>	<p>Not applicable.</p>	<p>Not applicable.</p>

<b>ensure Plymouth is a city where everybody feels safe and welcome.</b>	Safer Plymouth Partnership, the community safety partnership for the city. Hate crime data is monitored.		
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# Mrf Contract Extension FINAL



**Assessment ID:** MRF707

**Assessment Author:** Deven Distin

**Project Summary:**

Contract awarded for the provision of waste management services specifically the receipt and processing of mixed dry recycling including glass

**Summary of Assessment:**

Overall, there will be very little immediate climate impacts as this is a 5 year contract extension. The extension allows for the provision of new waste legislation to be put in place which will create some positive change in the areas highlighted.

**Biodiversity Score:** 3

**Biodiversity Score Justification:** The contract extension process will provide a continuation of what is currently in place. There will be no impact to the biodiversity of the surrounding area as a result of this process.

**Biodiversity Score Mitigate:** No

**GHG Emissions Score:** 3

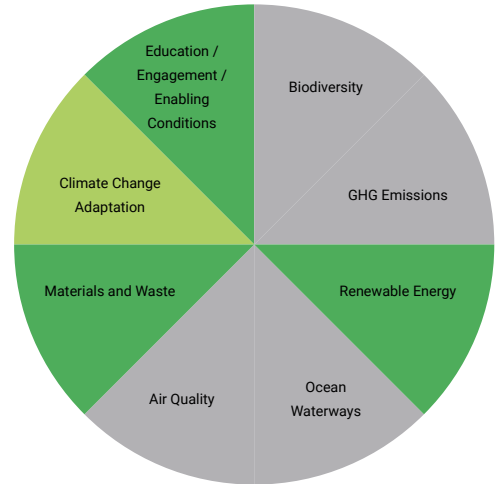
**GHG Emissions Score Justification:** The contract extension will provide no physical change to both the site or how the site processes recyclables. The project itself is to extend what is currently in place.

**GHG Emissions Score Mitigate:** No

**Renewable Energy Score:** 5

**Renewable Energy Score Justification:** The contract extension will provide 5 years waste management provision and continued processing of recyclables. The upcoming changes to legislation around waste collections in the Environment Act, in particular Simpler Recycling, the Deposit Return Scheme and Extended Producer Responsibility will impact the material composition and value of recyclables collected from the kerbside. The result of the implementation of these changes is likely to remove 90% of the plastic bottles and cans from the MRF input stream.

# Mrf Contract Extension FINAL



**Renewable Energy Score Mitigate:** No

**Ocean and Waterways Score:** 3

**Ocean and Waterways Score Justification:** The extension will be a continuation of what is currently in place. There will be no impact on the ocean and waterways

**Ocean and Waterways Score Mitigate:** No

**Air Quality Score:** 3

**Air Quality Score Justification:** The extension will be a continuation of what is currently in place. There will be no impact to the air quality of the site

**Air Quality Score Mitigate:** No

**Materials and Waste Score:** 5

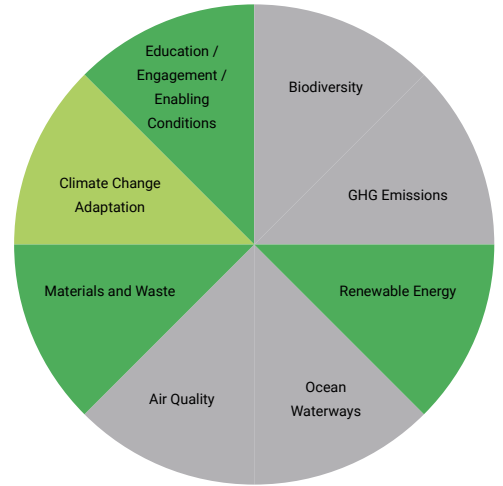
**Materials and Waste Score Justification:** Whilst there will be no changes to waste volumes in the city, the upcoming changes to legislation around waste collections in the Environment Act will impact the material composition and value of recyclables collected from the kerbside. The result of the implementation of these changes is likely to remove 90% of the plastic bottles and cans from the MRF input stream.

**Materials and Waste Score Mitigate:** No

**Climate Change Adaptation Score:** 4

**Climate Change Adaptation Score Justification:** The extension will be a continuation of what is currently in place. There will be no immediate impact on the adaption to climate change however, the upcoming changes to legislation around waste collections in the Environment Act will impact the material composition and value of recyclables collected from the kerbside.

# Mrf Contract Extension FINAL



**Climate Change Adaptation Score Mitigate: No**

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

**Education / Engagement / Enabling Conditions Score Justification:** The extension will be a continuation of what is currently in place. There will be no immediate need for education, engagement or enables conditions however, when the new environmental legislation comes into practise, residents, schools and business will need to be education on the amendments to what will be considered recyclables.

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

### Wheel Key

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

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

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# EXECUTIVE DECISION

made by a Cabinet Member



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

Executive Decision Reference Number – L28 24/25

Decision	
1	<b>Title of decision:</b> A38 Manadon Interchange Survey Funding
2	<b>Decision maker:</b> Councillor Tudor Evans OBE, Leader of the Council
3	<b>Report author and contact details:</b> Sally Farley, Strategic Transport Manager Tel. 01752 307652      Email. <a href="mailto:sally.farley@plymouth.gov.uk">sally.farley@plymouth.gov.uk</a>
4	<b>Decision to be taken:</b> It is recommended that the Leader of the Council: <ul style="list-style-type: none"> <li>• Approves the business case</li> <li>• Allocates £2,457,838 to the Capital Programme, funded by: <ul style="list-style-type: none"> <li>○ DfT Grant Funding of £2,457,838</li> </ul> </li> <li>• Delegates Contract Award decisions to the Service Director for Strategic Planning and Infrastructure where they do not already have authority to do so</li> </ul>
5	<b>Reasons for decision:</b> This request is for £2,457,838 to be placed on the capital programme in order to undertake essential surveys at Manadon and along the A38. The £2,457,838 requested is to be funded from monies already identified for the surveys but not yet on the capital programme, namely ring-fenced DfT grant funding for 2024/25. In addition, there is a three-month lead in period to book road space and the surveys are seasonally sensitive. Enabling the surveys to progress will avoid delaying the scheme and mitigate the risk of not being able to submit the business case to the Department for Transport in a timely manner and inflationary pressures. Contract award will be undertaken via a delegated decision by the Service Director of Strategic Planning and Infrastructure (SP&I), who will also have oversight of the spending of the funding requested.
6	<b>Alternative options considered and rejected:</b> Not to place £2,457,838 of funding on the capital programme. Rejected as this would mean that time critical surveys would not go ahead.
7	<b>Financial Implications and Risks:</b> A business case was approved in December 2019 through Executive Decision L27 19/20 to place the co-development funding £2.82m (£1.89m DfT and £0.93m PCC) onto the capital programme and to proceed to OBC submission for the A38 Manadon Interchange Scheme.

	<p>An additional £200,000 was released through S151 officer decision and £800,000 of funding was approved through Executive Decision L44 21/22 to allow the Scheme to continue.</p> <p>£1,224,000 was approved in 2022/23 through Executive Decision L33 22/23.</p> <p>This options to place £2,457,838 on the capital programme will enable the time critical surveys to go ahead and avoid losing ring-fenced DfT funding and prevent a significant delay.</p>			
8	<p><b>Is the decision a Key Decision?</b> (please contact <a href="#">Democratic Support</a> for further advice)</p>	<b>Yes</b>	<b>No</b>	<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>£1 million</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.	
	<p><b>If yes, date of publication of the notice in the <a href="#">Forward Plan of Key Decisions</a></b></p>	N/A		
9	<p><b>Please specify how this decision is linked to the Council's corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget:</b></p>	<p>The A38 Manadon Interchange currently experiences significant congestion and delays, particularly at peak times, and is one of the worst performing junctions on the South West Strategic Road Network.</p> <p>The Interchange therefore acts as a significant constraint on development and the bringing forward of new jobs and homes within the city, particularly on the Northern Corridor and City Centre.</p> <p>As well as delays, journey times are unreliable, making it difficult for people to attend appointments in time at Derriford Hospital.</p> <p>Alongside road capacity enhancements, the scheme will provide significant improvements to walking and cycling infrastructure where currently there is no ability for cyclists to cross the A38 at subway level without dismounting.</p> <p>It will also address queueing on the A38 on the approaches to the Manadon junction to reduce the risk of serious accidents on the Parkway and more localised safety measures.</p>		
10	<p><b>Please specify any direct environmental implications of the decision (carbon impact)</b></p>	<p>The A38 Manadon Interchange scheme would incorporate high-quality infrastructure for walking and cycling including a new cycle bridge over the A38, which will provide a step-change in facilities.</p> <p>The scheme would reduce journey times for buses on the major bus corridor linking the City Centre to northern Plymouth and will reduce carbon emissions from vehicle transport.</p>		

		<p>Environmental enhancements are included as an integral part of the scheme, through opening up of areas of greenspace, and providing extensive landscaping and tree-planting.</p> <p>The drainage works would incorporate measures to provide improved resilience to the risk of flooding.</p>		
<b>Urgent decisions</b>				
I1	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	(If no, go to section I3a)
I2a	Reason for urgency:			
I2b	Scrutiny Chair Signature:		Date	
	Scrutiny Committee name:			
	Print Name:			
<b>Consultation</b>				
I3a	Are any other Cabinet members' portfolios affected by the decision?	Yes	x	
		No		(If no go to section I4)
I3b	Which other Cabinet member's portfolio is affected by the decision?	<p>Councillor Mark Coker, Cabinet Member for Strategic Planning and Infrastructure</p> <p>Councillor Mark Lowry, Cabinet Member for Finance</p>		
I3c	Date Cabinet member consulted	7.11.2024		
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	Karime Hassan	
		Job title	Interim Strategic Director for Growth	
		Date consulted	07/11/2024	
<b>Sign-off</b>				
I6	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	JS84 24/25	
		Finance (mandatory)	DJN.24.25.140	

		<b>Legal (mandatory)</b>	LS/00001312/2/AC/18/12/24
		<b>Human Resources (if applicable)</b>	
		<b>Corporate property (if applicable)</b>	
		<b>Procurement (if applicable)</b>	N/A

**Appendices**

<b>17</b>	<b>Ref.</b>	<b>Title of appendix</b>
	<b>A</b>	Business Case (Part 1)
	<b>B</b>	Equality Impact Assessment
	<b>C</b>	Climate Impact Assessment

**Confidential/exempt information**

<b>18a</b>	<b>Do you need to include any confidential/exempt information?</b>	<b>Yes</b>	<input checked="" type="checkbox"/>	If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for publication by virtue of Part 1 of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in <b>18b</b> below.  (Keep as much information as possible in the briefing report that will be in the public domain)
		<b>No</b>	<input type="checkbox"/>	

**Exemption Paragraph Number**

		<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: Capital Investment Business Case</b> Ground Investigation Surveys Business Case – Part 2			<input checked="" type="checkbox"/>				


**Background Papers**

<b>19</b>	Please list all unpublished, background papers relevant to the decision in the table below.  Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part 1 of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.
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**Title of background paper(s)**

**Exemption Paragraph Number**

	<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>	8 January 2025
<b>Print Name</b>	Cllr Tudor Evans OBE, Leader of Plymouth City Council		

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# APPENDIX A: A38 MANADON INTERCHANGE SCHEME SURVEY FUNDING REQUEST DECEMBER 2024



## Part I - Business Case

### 1. RECOMMENDATIONS

It is recommended that the Leader of the Council:

- Approves the business case
- Allocates £2,457,838 to the Capital Programme, funded by:
  - DfT Grant Funding of £2,457,838
- Delegates Contract Award decisions to the Service Director for Strategic Planning and Infrastructure where they do not already have authority to do so.

### 2. BACKGROUND

Manadon Roundabout, which serves as an interchange for the A38 from Cornwall and East Devon and the A386 from North Devon, is one of the busiest junctions on Plymouth's road network with over 60,000 journeys passing through each day.

It is the primary access point which connects the A38 trunk road to the A386 Tavistock Road, the primary route to the Derriford area, and Outland Road and Mannamead Road from the City Centre. The Plymouth and South West Devon Joint Local Plan 2014-2034 (JLP) identifies Derriford and the Northern Corridor as a Growth Area because of its potential to deliver a regionally significant scale of growth in new jobs and new homes.

The A38 Manadon Interchange currently experiences significant congestion and delays, particularly at peak times, and is one of the worst performing junctions on the South West Strategic Road Network.

In order to address these issues, the Council are designing a scheme to increase capacity on all arms of the junction as well as providing significant improvements to walking and cycling facilities, including a new cycle bridge across the A38.

The scheme has been in receipt of DfT co-development funding since 2019 and this business case seeks to place 2024/2025 DfT co-development funding on the capital programme in order to undertake essential surveys essential for the design of any improvements.

The scheme has engaged in Early Contractor Involvement (ECI) engaging Balfour Beatty through the SCAPE framework, and an experienced project team have been assembled. It is therefore requested that £2,457,838 is allocated onto the capital programme to allow essential surveys to proceed and will avoid delaying the scheme and incurring inflationary pressures.

Any and all contracts awarded will be undertaken by delegated decision by the Service Director SP&I, who will also have oversight of the spending of the funding requested.

### 3. COSTS

The cost of the surveys, including ground investigation, pavement surveys and ecological surveys is estimated to be in the order of £2.2m as these are extensive. The funding requested therefore includes 11% contingency.

### 4. ALTERNATIVE OPTIONS

The alternative is to wait until late 2025 to undertake the surveys which are seasonally sensitive and delay the project incurring inflationary pressures.

## 5. RISKS

<b>Potential Risk Identified</b>				
<b>Description:</b>	The government decide to terminate the A38 Manadon Interchange Scheme during a future spending review.			
<b>Mitigation:</b>	PCC have been in ongoing talks with the DfT to date. The Manadon scheme is a mature scheme with the DfT's Large Local Majors (LLM) programme. It should also be noted that the DfT are already funding 66% of the scheme's development. There has also been ongoing dialogue with National Highways who have supported the scheme throughout it's development.			
<b>Risk assessment</b>	<b>Initial</b>	<b>Post mitigation</b>	<b>Current</b>	<b>Total rating</b>
<b>Likelihood</b> To be scored 1 (low) – 5 (high)	3	2	2	6
<b>Impact</b> To be scored 1 (low) – 5 (high)	4	4	4	
<b>Trend</b>	Reducing	<b>Lead Officer:</b>	Sally Farley	
		<b>Risk Champion:</b>	Philip Heseltine	
<b>Potential Risk Identified</b>				
<b>Description:</b>	Additional inflationary pressures incurred due to scheme delays			
<b>Mitigation:</b>	The £2,457,838 requested will allow these seasonally sensitive surveys to progress and avoid inflationary pressures of delaying.			
<b>Risk assessment</b>	<b>Initial</b>	<b>Post mitigation</b>	<b>Current</b>	<b>Total rating</b>
<b>Likelihood</b> To be scored 1 (low) – 5 (high)	5	2	2	4
<b>Impact</b> To be scored 1 (low) – 5 (high)	4	2	2	
<b>Trend</b>	Reducing	<b>Lead Officer:</b>	Sally Farley	
		<b>Risk Champion:</b>	Philip Heseltine	

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

Document is Restricted

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# A38 Manadon Interchange | Survey Funding

## Project details

### Assessment author

Robin Saines

### Project summary

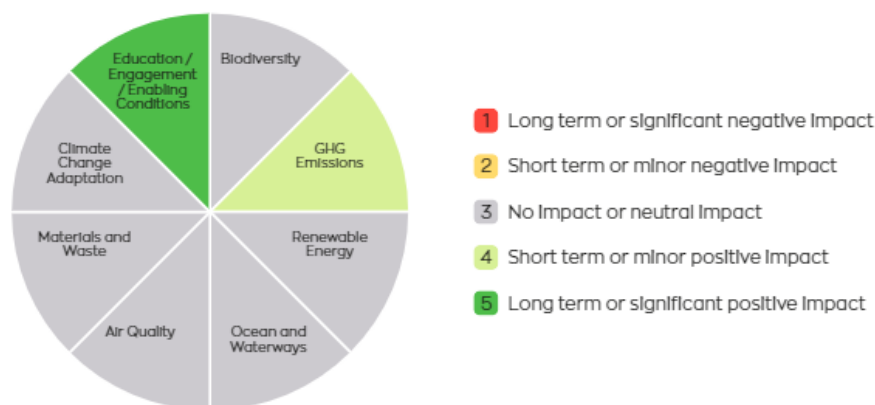
The Plymouth and South West Devon Joint Local Plan 2014-2034 (JLP) identifies Derriford and the Northern Corridor as a Growth Area because of its potential to deliver a regionally significant scale of growth in new jobs and new homes. The A38 Manadon Interchange is the primary access point which connects the A38 trunk road to the A386 Tavistock Road, the primary route to the Derriford area, and Outland Road and Mannamead Road from the City Centre. The A38 Manadon Interchange currently experiences significant congestion and delays, particularly at peak times, and is one of the worst performing junctions on the South West Strategic Road Network.

The Manadon scheme will seek to increase capacity on all arms of the junction as well as providing significant improvements to walking and cycling facilities, including a new cycle bridge across the A38.

Objectives of the scheme:

- Reduce congestion
- Support economic growth and rebalancing
- Support housing delivery
- Support all road users
- Support the Strategic Road Network (SRN)

## Summary of assessment



Tackling climate change is one of the Council's top priorities, and in March 2019, PCC declared a Climate Emergency. The Council, through its Annual Action Plans, is committed to encouraging sustainable and cleaner transport, and decarbonising the transport system. To support this, the proposed A38 Manadon Interchange scheme includes high-quality infrastructure for active travel modes, including a new cycle bridge over the A38, which will provide a step-change in facilities and remove a key gap in provision which acts as a barrier to increasing active travel users. Environmental enhancements are also included, through opening up of areas of greenspace, and providing extensive landscaping and tree-planting. The scheme will reduce journey times for buses on the major bus corridor linking the City Centre to northern Plymouth, and will reduce carbon emissions from vehicle transport.



## Assessment scores

### Biodiversity

#### Score

(3) No impact or neutral impact

#### Score justification

A desk-based review has been carried out to appraise the impact of proposals on biodiversity, which has included a review of the Devon Biodiversity Action Plan. The approach follows the five-step general approach to appraising 'environmental capital' described in TAG Unit A3 Section 5. The assessment has used the Biodiversity Appraisal Worksheet. The scheme requires small-scale localised losses of habitats; the assessment notes that with replacement planting the biodiversity effect can be mitigated and there is potential to achieve a beneficial impact. The proposed scheme does not affect any nature conservation designations.

#### Mitigatory measures applied:

The design and implementation of the scheme has considered the environment throughout the scheme development processes, and the proposals include environmental enhancements, including improved connectivity to and within areas of green-space for the local community, and extensive landscaping and tree planting. The proposals aim to meet high environmental standards, through biodiversity net gain allowances, carbon impacts and full consideration of other environmental impacts.

### GHG Emissions

#### Score

(4) Short term or limited positive impact

#### Score justification

The carbon impact of the scheme was assessed using the Greenhouse Gas workbook (November 2021 version). This used outputs from the TUBA assessment which have been carried out as part of the economic appraisal. Greenhouse Gas emissions data was taken from the TUBA models, which were developed to cover the full 8760 hours of the year. The assessment has calculated there would be a decrease in non-traded carbon (38,371 tonne reduction) and traded carbon (335 tonne reduction) over the 60 year appraisal period. This results in carbon benefits of £2,795,194

#### Mitigatory measures applied:

The design and implementation of the scheme has considered the environment throughout the scheme development processes, and the proposals include environmental enhancements, including improved connectivity to and within areas of green-space for the local community, and extensive landscaping and tree planting. The proposals aim to meet high environmental standards, through biodiversity net gain allowances, carbon impacts and full consideration of other environmental impacts.

### Renewable Energy

#### Score

(3) No impact or neutral impact

#### Score justification

The A38 Manadon Interchange scheme will have no impact on Renewable Energy use in Plymouth.

## Ocean and Waterways

### Score

(3) No impact or neutral impact

### Score justification

The scheme is mostly within Flood Zone 1 and is unlikely to flood; the drainage strategy will result in a negligible increase in flood risk. The scheme will not have a significant impact on any watercourses.

### Mitigatory measures applied:

Water management will be part of the environmental enhancements as part of the project including improved drainage and SUDS .

## Air Quality

### Score

(3) No impact or neutral impact

### Score justification

The assessment has been based on guidance in DMRB (Volume 11, Section 3 Part 1) and WebTAG Unit A3 Section 3. The assessment follows the 5 steps as specified in TAG as follows:

1. Scoping to determine the study area for assessment;
2. Quantification of air quality impacts;
3. Assessment of local and regional air quality impacts;
4. Monetary valuation of air quality impacts; and
5. Consideration of the distributional impacts of air quality changes.

Step 2 uses the methodology in DMRB Volume 11 to quantify the air quality impact, and has used traffic flow data from the Plymouth HAM3 supporting traffic model. 4.5.12 Sections of the A386 (Outland Road, Manadon Hill and Tavistock Road) and B3250 (Mannamead Road) are covered by the Plymouth Air Quality Management Area (AQMA). The air quality assessment concludes that for all receptors within the AQMA, changes in NO<sub>2</sub> are imperceptible or small; no receptors are predicted to experience an increase of more than 2µg/m<sup>3</sup>, with concentrations of NO<sub>2</sub> below the objective threshold of 40µg/m<sup>3</sup> in all cases. Similarly for PM<sub>10</sub>, the change in concentration is negligible or small, with total concentrations below the threshold in all cases. It is therefore concluded that the scheme will have a negligible impact on the Plymouth AQMA.

## Materials and Waste

### Score

(3) No impact or neutral impact

### 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.

## Climate Change Adaptation

### Score

(3) No impact or neutral impact

### Score justification

The A38 Manadon Interchange scheme has been reviewed with consideration of the Climate Emergency declaration, and has been developed to incorporate measures to minimise carbon. This includes providing extensive improvements for active travel modes, and environmental enhancements including extensive tree planting. The A38 Manadon Interchange scheme supports the National policy objectives and commitments in terms of climate change and reducing transport emissions, through:

- Providing high-quality infrastructure for active travel modes, which will provide a step-change in facilities and remove the existing gap in provision across the A38;
- Reducing journey times and improving journey time reliability for bus journeys on the key bus corridor from the City Centre to Derriford which travel through the junction;
- Reducing vehicle carbon emissions over life of the scheme by reducing congestion and queuing;
- Providing environmental enhancements through extensive landscaping and tree-planting to meet Biodiversity Net Gain requirements and provide carbon benefits.

### Mitigatory measures applied:

The design and implementation of the scheme has considered the environment throughout the scheme development processes, and the proposals include environmental enhancements, including improved connectivity to and within areas of green-space for the local community, and extensive landscaping and tree planting. The proposals aim to meet high environmental standards, through biodiversity net gain allowances, carbon impacts and full consideration of other environmental impacts.

## Education / Engagement / Enabling Conditions

### Score

(5) Long lasting or extensive positive impact

### Score justification

The scheme will provide significant improvements for active travel modes to allow safe, direct, segregated access through the junction, removing the current gap in provision across the A38. The scheme design includes the provision of high-quality pedestrian and cycle facilities, to encourage travel by active modes, provide better facilities for the local community and to improve links to open-up areas of community greenspace. In particular, the scheme includes:

- Providing a continuous two-way north-south cycleway which is largely off-road, linking from the existing provision on Outland Road (in the south) to Boniface Lane (in the north). This includes a new cycle bridge across the A38, filling the gap in current provision;
- Replacing and widening the existing footbridge over the A386 Tavistock Road, to make it suitable for pedestrians and cyclists;
- Replacing and widening the existing footbridge over the A38 to the west of Manadon Interchange, to make it suitable for pedestrians and cyclists.


The improvements for active modes have been designed to follow the principles in the Government's Gear Change vision, and have aimed to provide safe direct and segregated cycle facilities wherever possible, to provide for and encourage cyclists of all abilities and disabilities. The new cycle bridge over the A38 will provide a high-quality facility that will greatly encourage cycling by addressing the lack of current facilities for less able cyclists, and removing the existing severance that the A38 provides.



# EQUALITY IMPACT ASSESSMENT – A38 MANADON INTERCHANGE SCHEME

## SURVEY FUNDING REQUEST DECEMBER 2024

### SECTION ONE: INFORMATION ABOUT THE PROPOSAL

<b>Author(s):</b> The person completing the EIA template.	Robin Saines	<b>Department and service:</b>	Place - SP&I – Strategic Transport	<b>Date of assessment:</b>	18/12/2024
<b>Lead Officer:</b> Head of Service, Service Director, or Strategic Director.	Philip Heseltine	<b>Signature:</b>		<b>Approval date:</b>	18/12/2024
<b>Overview:</b>	<p>This EqIA is in relation to an Executive Decision to approve funding onto the capital budget in order to carry out Ground investigation surveys, this is following on from DfT approval to move into the next stage of development and produce a Full Business Case.</p> <p>The Plymouth and South West Devon Joint Local Plan 2014-2034 (JLP) identifies Derriford and the Northern Corridor as a Growth Area because of its potential to deliver a regionally significant scale of growth in new jobs and new homes. The A38 Manadon Interchange is the primary access point which connects the A38 trunk road to the A386 Tavistock Road, the primary route to the Derriford area, and Outland Road and Mannamead Road from the City Centre. The A38 Manadon Interchange currently experiences significant congestion and delays, particularly at peak times, and is one of the worst performing junctions on the South West Strategic Road Network.</p> <p>The Manadon scheme will seek to increase capacity on all arms of the junction as well as providing significant improvements to walking and cycling facilities, including a new cycle bridge across the A38.</p> <p>Objectives of the scheme:</p> <ul style="list-style-type: none"> <li>• Reduce congestion</li> <li>• Support economic growth and rebalancing</li> <li>• Support housing delivery</li> <li>• Support all road users</li> <li>• Support the Strategic Road Network (SRN)</li> </ul>				
<b>Decision required:</b>	<p>It is recommended that the Leader of the Council:</p> <ul style="list-style-type: none"> <li>• Allocates £2,457,838 to the Capital Programme, funded by:</li> </ul>				

- DfT Grant Funding of £2,457,838
- Delegates Contract Award decisions to the Service Director for SP&I

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

<p><b>Potential external impacts:</b> Does the proposal have the potential to negatively impact service users, communities or residents with protected characteristics?</p>	<p><b>Yes</b></p>		<p><b>No</b></p>	<p>x</p>
<p><b>Potential internal impacts:</b> Does the proposal have the potential to negatively impact Plymouth City Council employees?</p>	<p><b>Yes</b></p>		<p><b>No</b></p>	<p>x</p>
<p>Is a full Equality Impact Assessment required? (if you have answered yes to either of the questions above then a full impact assessment is required and you must complete section three)</p>	<p><b>Yes</b></p>		<p><b>No</b></p>	<p>x</p>
<p>If you do not agree that a full equality impact assessment is required, please set out your justification for why not.</p>	<p>This is to accompany an Executive Decision that is to approve funding to cover the cost of ground investigation surveys. Therefore, I believe that this decision has no impact on equality and does not require a full equality impact assessment. The Ground investigations Survey contract will require a separate EqIA.</p>			

**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
<b>Age</b>	<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><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><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><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><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><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><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><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><b>Sex</b></p>	<p>51 per cent of our population are women and 49 per cent are men (2021 Census).</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>			

**SECTION FOUR: HUMAN RIGHTS IMPLICATIONS**

Human Rights	Implications	Mitigation Actions	Timescale and responsible department

**SECTION FIVE: OUR EQUALITY OBJECTIVES**

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

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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 – SPT12 24/25

Decision	
1	<b>Title of decisions:</b> THE CITY OF PLYMOUTH (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) (AMENDMENT ORDER No. 2024.2137333 MOLESWORTH ROAD / FORD HILL SCHEME) ORDER
2	<b>Decision maker:</b> Councillor Mark Coker (Cabinet Member for Strategic Planning and Transport)
3	<b>Report author and contact details:</b> Amy Neale, Highway Safety Engineer, 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 Movement and Speed Limit Regulations) (Consolidation) Order 2022</p> <p>The effect of the order shall be to add:</p> <ul style="list-style-type: none"> <li>No left turn except vehicles under 7.5t on Molesworth Road, Devonport Road &amp; Ford Hill</li> <li>No right turn except cycles on Milehouse Road</li> </ul>
5	<p><b>Reasons for decision:</b></p> <p>The current Ford Hill/Milehouse Road/Molesworth Road traffic signal junction is now 29 years old, 9 years older than its design life and the current traffic signal controller and other equipment on site is obsolete, with parts no longer manufactured for it. Any parts failure could now mean the site could not be made quickly operational again. It is also very energy inefficient using 240v instead of the modern 48v and this combined with rusting poles and aging cabling provides the threat of electrical issues on the site.</p> <p>The site is also located in an area of heavy pedestrian footfall with several schools located close by and there are currently no pedestrian facilities on the site making it very difficult for people to safely cross the road at the junction.</p> <p>The proposed scheme will redesign the junction and provide new ELV (extra low voltage) equipment, making the site safer for all users, which will in turn provide energy savings of approx. 60%. It will also provide pedestrian crossing points on three of the four arms, making the site user friendly for pedestrians in the area and give the site a further 20 years design life.</p> <p>The elements that will require a TRO are:</p>

	<p>No left turn except vehicles under 7.5t on Molesworth Road, Devonport Road &amp; Ford Hill</p> <p>No right turn except cycles on Milehouse Road (this is already in situ, however, this currently has no order on it)</p> <p>Vehicles over 7.5t have been banned from making the mentioned left turn movements because they cannot make these while staying within the carriageway, swept path analysis confirmed that vehicles of this size will overrun the kerbs or swing out into oncoming traffic.</p>			
<b>6</b>	<p><b>Alternative options considered and rejected:</b></p> <p>Do nothing – this was discounted as if we don't ban vehicles 7.5t or over, the pedestrian phase would not be possible and there is a need to provide better crossing points at this location.</p>			
<b>7</b>	<p><b>Financial implications and risks:</b></p> <p>The Traffic Regulation Orders (TRO's) and associated works are being funded by the Traffic Signal Replacement budget, within Traffic Signal Team. The approx. cost of the scheme is £237,384.90.</p>			
<b>8</b>	<p><b>Is the decision a Key Decision?</b> (please contact <a href="#">Democratic Support</a> for further advice)</p>	<b>Yes</b>	<b>No</b>	<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.	
	<p><b>If yes, date of publication of the notice in the <a href="#">Forward Plan of Key Decisions</a></b></p>			
<b>9</b>	<p><b>Please specify how this decision is linked to the Council's corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget:</b></p> <p>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.</p>			
<b>10</b>	<p><b>Please specify any direct environmental implications of the decision (carbon impact)</b></p> <p>None.</p>			
<b>Urgent decisions</b>				
<b>11</b>	<p><b>Is the decision urgent and to be implemented immediately</b></p>			<p><b>Yes</b></p> <p>(If yes, please contact Democratic Support</p>

	<b>in the interests of the Council or the public?</b>			( <a href="mailto:democraticsupport@plymouth.gov.uk">democraticsupport@plymouth.gov.uk</a> ) for advice)
		<b>No</b>	<b>X</b>	<b>(If no, go to section 13a)</b>
<b>12a</b>	<b>Reason for urgency:</b>			
<b>12b</b>	<b>Scrutiny Chair Signature:</b>		<b>Date</b>	
	<b>Scrutiny Committee name:</b>			
	<b>Print Name:</b>			
<b>Consultation</b>				
<b>13a</b>	<b>Are any other Cabinet members' portfolios affected by the decision?</b>	<b>Yes</b>		
		<b>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>	19/11/2024	
<b>Sign-off</b>				
<b>16</b>	<b>Sign off codes from the relevant departments consulted:</b>	<b>Democratic Support (mandatory)</b>	JS80 24/25	
		<b>Finance (mandatory)</b>	DJN.24.25.132	
		<b>Legal (mandatory)</b>	LS/2960(26)/JP/2011 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>									
<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.  (Keep as much information as possible in the briefing report that will be in the public domain)				
		<b>No</b>	<b>X</b>						
			<b>Exemption Paragraph Number</b>						
			<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>
<b>18b</b>	<b>Confidential/exempt briefing report title:</b>								
<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>	07/01/2025
<b>Print Name</b>	Councillor Mark Coker (Cabinet member for Strategic Planning and Transport)		

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# MOLESWORTH ROAD/FORD HILL SCHEME

## 1. INTRODUCTION

This report seeks delegated authority to implement amendments to The City of Plymouth (Traffic Movement and Speed Limit Regulations) (Consolidation) Order 2022 in association with the Molesworth Road/Ford Hill Traffic Regulation Order.

## 2. TRAFFIC REGULATION ORDERS REQUIRED

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

### **No Left Turn except vehicles under 7.5t**

- (i) On Ford hill, turning into Milehouse Road
- (ii) On Devonport Road, turning into Ford Hill
- (iii) On Molesworth Road, turning into Devonport Road

### **No Right Turn except cycles**

- (i) On Milehouse Road, turning into Ford Hill

## 3. STATUTORY CONSULTATION

### **Proposals**

The proposals for the Molesworth Road/Ford Hill TRO were advertised on street, in the Herald and on the Plymouth City Council website on 25<sup>th</sup> October 2024. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 21<sup>st</sup> October 2024.

**There has been 1 representation received relating to the proposals included in the Traffic Regulation Order, this was in favour of the scheme, due to the need to make the area safer to cross.**

## 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 – MOLESWORTH ROAD / FORD HILL SCHEME

## SECTION ONE: INFORMATION ABOUT THE PROPOSAL

<b>Author(s):</b> The person completing the EIA template.	Amy Neale	<b>Department and service:</b>	Plymouth Highways, Traffic Management	<b>Date of assessment:</b>	19/11/2024
<b>Lead Officer:</b> Head of Service, Service Director, or Strategic Director.	Mike Artherton	<b>Signature:</b>	<i>M. Artherton</i>	<b>Approval date:</b>	19/11/2024
<b>Overview:</b>	<p>The current Ford Hill/Milehouse Road/Molesworth Road traffic signal junction is now 29 years old, 9 years older than its design life and the current traffic signal controller and other equipment on site is obsolete, with parts no longer manufactured for it. Any parts failure could now mean the site could not be made quickly operational again. It is also very energy inefficient using 240v instead of the modern 48v and this combined with rusting poles and aging cabling provides the threat of electrical issues on the site.</p> <p>The site is also located in an area of heavy pedestrian footfall with several schools located close by and there are currently no pedestrian facilities on the site making it very difficult for people to safely cross the road at the junction.</p> <p>The proposed scheme will redesign the junction and provide new ELV (extra low voltage) equipment, making the site safer for all users, which will in turn provide energy savings of approx. 60%. It will also provide pedestrian crossing points on three of the four arms, making the site user friendly for pedestrians in the area and give the site a further 20 years design life.</p> <p>The elements that will require a TRO are:</p> <p>No left turn except vehicles under 7.5t on Molesworth Road, Devonport Road &amp; Ford Hill</p> <p>No right turn except cycles on Milehouse Road (this is already in situ, however, this currently has no order on it)</p> <p>Vehicles over 7.5t have been banned from making the mentioned left turn movements because they cannot make these while staying within the carriageway, swept path analysis confirmed that vehicles of this size will overrun the kerbs or swing out into oncoming traffic.</p>				

<b>Decision required:</b>	<p>To implement the following amendments to The City of Plymouth (Traffic Movement and Speed Limit Regulations) (Consolidation) Order 2022</p> <p>The effect of the order shall be to add:</p> <ul style="list-style-type: none"> <li>• No left turn except vehicles under 7.5t on Molesworth Road, Devonport Road &amp; Ford Hill</li> <li>• No right turn except cycles on Milehouse Road</li> </ul>
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**SECTION TWO: EQUALITY IMPACT ASSESSMENT SCREENING TOOL**

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

**SECTION THREE: FULL EQUALITY IMPACT ASSESSMENT**

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

<b>Gender reassignment</b>	0.5 per cent of residents in Plymouth have a gender identity that is different from their sex registered at birth. 0.1 per cent of residents identify as a trans man, 0.1 per cent identify as non-binary and, 0.1 per cent identify as a trans women (2021 Census).	No adverse impact anticipated		
<b>Marriage and civil partnership</b>	40.1 per cent of residents have never married and never registered a civil partnership. 10 per cent are divorced, 6 percent are widowed, with 2.5 per cent are separated but still married.  0.49 per cent of residents are, or were, married or in a civil partnerships of the same sex. 0.06 per cent of residents are in a civil partnerships with the opposite sex (2021 Census).	No adverse impact anticipated		
<b>Pregnancy and maternity</b>	The total fertility rate (TFR) for England was 1.62 children per woman in 2021. The total fertility rate (TFR) for Plymouth in 2021 was 1.5.	No adverse impact anticipated		

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

**SECTION FOUR: HUMAN RIGHTS IMPLICATIONS**

<b>Human Rights</b>	<b>Implications</b>	<b>Mitigation Actions</b>	<b>Timescale and responsible department</b>
	No adverse impact anticipated		

**SECTION FIVE: OUR EQUALITY OBJECTIVES**

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

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