



**Oversight and Governance**

Chief Executive's Department

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## Delegated Decisions

### Delegated Executive/Officer Decisions

Delegated Executive and Officer decisions are published and are available at the following link - <https://tinyurl.com/ms6umor>

Cabinet decisions subject to call-in are published at the following link - <http://tinyurl.com/yddrql6>

Notice of call-in for non-urgent decisions must be given to the Democratic Support Team by 4.30 pm on Friday 17 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 from 4.30pm on Friday 17 January 2025 if they are not called-in.

## **Delegated Decisions**

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

1a. L36 24/25 - Mill Bridge Safety Scheme

**(Pages 1 - 30)**

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

2a. SPT15 24/25 - THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2024.2137323 MILL BRIDGE CROSSING SCHEME) ORDER & THE CITY OF PLYMOUTH (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) (AMENDMENT ORDER NO. 2024.2137323 MILL BRIDGE CROSSING SCHEME) ORDER

**(Pages 31 - 66)**

# EXECUTIVE DECISION

## made by Leader of the Council



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

Executive Decision Reference Number – L36 24/25

Decision	
1	<b>Title of decision:</b> Mill Bridge Safety Scheme
2	<b>Decision maker (Cabinet member name and portfolio title):</b> Councillor Tudor Evans OBE (Leader of the Council)
3	<b>Report author and contact details:</b> Mike Jones (Senior Traffic Engineer)
4	<p><b>Decision to be taken:</b> It is recommended that the Leader of the Council:</p> <ul style="list-style-type: none"> <li>• Approves the business case</li> <li>• Accepts the external funding offer as referred to in the Business Case and allocates £300,000 of external funding to the capital programme provided by Sustrans via the National Cycle Network tranche 7 funding award;</li> <li>• Authorises the procurement process;</li> <li>• Delegates the authority to award the contract(s) and enter into any agreements in relation to the funding (including the funding agreement itself) to the Service Director for Street Services where they do not already have authority to do so.</li> </ul>
5	<p><b>Reasons for decision:</b></p> <p>Proposals for a safe crossing point and reduced vehicle speeds down Eldad Hill, with its narrow footway, were developed following feedback from local ward councillors that residents are concerned about the speed of traffic and difficulty crossing the road.</p> <p>The proposed 20mph zone will bring in surrounding residential streets, as well as the existing 20mph zone around High Street Primary Academy. It will be enforced by average speed cameras similar to those used on Old Laira Road, which has seen a reduction in collisions since a 20mph limit was introduced – and none recorded in over two years. It is expected that the proposals will significantly reduce the number of collisions in the area and help people feel safer.</p>
6	<p><b>Alternative options considered and rejected:</b></p> <p><b>1. Do nothing.</b></p> <p>This option was discounted on the basis that the changes are required to enhance road safety and help enable people to use more sustainable travel choices.</p> <p><b>2. Construct the crossing scheme without lowering the speed limit &amp; using Traffic calming instead</b></p> <p>This was discounted on the basis that implementing this alternative scheme will introduce a further delay of at least one month whilst the scheme is consulted upon which would put the program at risk. This option would also not provide the safety benefits of the reduced speed limit in the wider area.</p>

	<p><b>3. Construct the crossing scheme without lowering the speed limit but install the Average Speed camera system to operate at 30mph and implement local physical traffic calming.</b></p> <p>This was discounted as the preferred option is to reduce the speed limit to 20mph to allow for a safe crossing point and maximise the safety benefits without the need for further physical traffic calming measures.</p> <p><b>4. Construct the crossing scheme with a more local 20mph speed limit only on Eldad Hill and Millbridge and install an Average Speed Camera System to enforce.</b></p> <p>This was discounted as the issues/risks described above and because the Ward Councillors have strongly recommended they would like to see a larger area made 20mph for wider safety benefits.</p>																				
7	<p><b>Financial implications and risks:</b></p> <p>The allocation of £300,000 of external funding brings the value of the approved capital funding up to £450,000, which is the full value required for this scheme.</p> <p>If the scheme is not approved, the capital funding received from Sustrans will need to be returned, and funding for the scheme will need to be secured from another source at a later date. As the scheme is needed to improve road safety in the area, lack of approval at this point could potentially put pressure on Council resources in the future.</p>																				
8	<table border="1"> <thead> <tr> <th data-bbox="236 846 753 943"><b>Is the decision a Key Decision? (please contact <u>Democratic Support</u> for further advice)</b></th> <th data-bbox="753 846 847 943"><b>Yes</b></th> <th data-bbox="847 846 956 943"><b>No</b></th> <th data-bbox="956 846 1505 943"><b>Per the Constitution, a key decision is one which:</b></th> </tr> </thead> <tbody> <tr> <td data-bbox="236 943 753 1106"></td> <td data-bbox="753 943 847 1106"></td> <td data-bbox="847 943 956 1106" style="text-align: center;">X</td> <td data-bbox="956 943 1505 1106">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</td> </tr> <tr> <td data-bbox="236 1106 753 1256"></td> <td data-bbox="753 1106 847 1256"></td> <td data-bbox="847 1106 956 1256" style="text-align: center;">X</td> <td data-bbox="956 1106 1505 1256">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</td> </tr> <tr> <td data-bbox="236 1256 753 1406"></td> <td data-bbox="753 1256 847 1406"></td> <td data-bbox="847 1256 956 1406" style="text-align: center;">X</td> <td data-bbox="956 1256 1505 1406">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.</td> </tr> <tr> <td data-bbox="236 1406 753 1525"> <p><b>If yes, date of publication of the notice in the <u>Forward Plan of Key Decisions</u></b></p> </td> <td colspan="3" data-bbox="753 1406 1505 1525" style="text-align: center;">N/A</td> </tr> </tbody> </table>	<b>Is the decision a Key Decision? (please contact <u>Democratic Support</u> for further advice)</b>	<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> annually			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 <u>Forward Plan of Key Decisions</u></b></p>	N/A		
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<p><b>If yes, date of publication of the notice in the <u>Forward Plan of Key Decisions</u></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>Supports the policies of the Joint Local Plan (JLP), specifically:</p> <ul style="list-style-type: none"> <li>- Policy SPT9, Strategic principles for transport planning and strategy We will deliver an integrated approach to transport and planning, delivering a strategic approach to transport based upon the following key principles: <ul style="list-style-type: none"> <li>1. Suitable growth as a key driver behind the transport strategy within Plymouth, whilst making sure that transport is delivered in the most health promoting and environmentally responsible manner;</li> <li>4, Seeking to reduce the impact of severance caused by transport networks, enabling more journeys by walking,</li> </ul> </li> </ul>																				

		<p>cycling and public transport and providing genuine alternative ways to travel from home to work and other facilities;</p> <p>5. Providing realistic sustainable transport choices and increasing the integration of transport modes so that people have genuine alternative ways to travel.</p> <p>8. Adopting a hierarchy of transport modes and routes based upon different spatial settings (regional, city, market town and neighbourhood / village).</p>
<b>10</b>	<b>Please specify any direct environmental implications of the decision (carbon impact)</b>	All construction schemes inevitably produce carbon emissions. However, transport represents approximately 30% of the city's carbon emissions, a proportion that is increasing, and the emissions from construction are expected to be more than offset by the contribution that the scheme will make towards enabling more people to travel sustainably in the area.

### Urgent decisions


<b>11</b>	<b>Is the decision urgent and to be implemented immediately in the interests of the Council or the public?</b> Please type an X into the relevant box	<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>	X	<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>			

### Consultation

<b>13a</b>	<b>Are any other Cabinet members' portfolios affected by the decision?</b> Please type an X into the relevant box	<b>Yes</b>	X	
		<b>No</b>		<b>(If no go to section 14)</b>
<b>13b</b>	<b>Which other Cabinet member's portfolio is affected by the decision?</b>	Councillor Mark Coker (Cabinet Member for Strategic Planning and Transport)		
<b>13c</b>	<b>Date Cabinet member consulted</b>	17 December 2024		

<b>14</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>	X					
<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>	9 January 2025					
<b>Sign-off</b>								
<b>16</b>	<b>Sign off codes from the relevant departments consulted:</b>	<b>Democratic Support (mandatory)</b>	JS87 24/25					
		<b>Finance (mandatory)</b>	OW.24.25.003					
		<b>Legal (mandatory)</b>	LS/2960(32)/JP/231224					
		<b>Procurement (if applicable)</b>	SN/PS/765/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 Mill Bridge Safety Scheme						
	B	Equalities Impact Assessment Mill Bridge Safety Scheme						
	C	Climate Impact Assessment Mill Bridge Safety Scheme						
	D	Business Case Mill Bridge Safety Scheme						
<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>		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>	X					
		<b>Exemption Paragraph Number</b>						
		<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>

<b>18b</b>	<b>Confidential/exempt briefing report title:</b>									
<b>Background Papers</b>										
<b>19</b>	<p>Please list all unpublished, background papers relevant to the decision in the table below.</p> <p>Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.</p>									
<b>Title of background paper(s)</b>				<b>Exemption Paragraph Number</b>						
				<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>
<b>Cabinet Member Signature</b>										
<b>20</b>	<p>I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act (2010) and those who do not. For further details please see the EIA attached.</p>									
<b>Signature</b>					<b>Date of decision</b>	9 January 2025				
<b>Print Name</b>	Councillor Tudor Evans OBE (Leader of the Council)									

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# MILL BRIDGE SAFETY SCHEME

## Briefing Report



### 1. BACKGROUND

1.1. Road casualty data, engagement with ward members and public consultation have indicated that road safety and perceptions of road safety are significant issues in the area; and specifically at Mill bridge where it is difficult to cross the road between Stonehouse Creek and Victoria Park.

It is proposed to address these issues with a 20 mph speed limit enforced with average speed cameras and a crossing for pedestrians and cyclists at Mill bridge. This is the preferred option because it would provide a safer and easier crossing point and wider road safety benefits where the 20 mph speed limit is implemented.

### 2. PROPOSED CHANGES AND REASONS

2.1. The proposals include:

- a new zebra and a parallel cycle crossing on Mill Bridge connecting two parts of a designated Local Green Space (Stonehouse Creek and Victoria Park) as well as improving continuity of the National Cycle Network Route 2.
- a new 20mph Speed Limit Zone, enforced by average speed cameras. Lower speeds are needed around the proposed crossing due to limited forward visibility on the approach from Eldad Hill and require enforcement to ensure that drivers do not approach the crossing at too high a speed. The wider speed limit will help address wider safety concerns in the area that have been highlighted through engagement with ward members and the public.
- reconfiguration of the existing informal parking area and bus stops on Mill Bridge. Pedestrian Crossings usually result in the loss of several parking spaces on each approach because of the requirement to provide Zig Zag markings. This design has limited the loss to two spaces by converting the Bus Bays to parking and providing build outs for bus passengers to use.
- a new cycle on-ramp to access the shared-use (walking and cycling) path on the eastern side of Mill Bridge
- relocation of waste bins for Eldad Hill residents
- additional gullies to improve drainage so helping to reduce flooding on Mill Bridge.

2.2. These proposals, aiming to provide a safe crossing point and reduce vehicle speed down Eldad Hill, with its narrow footway, were developed following feedback from local ward councillors that residents are concerned about the speed of traffic and difficulty crossing the road.

2.3. The proposed 20mph zone will bring in a number of surrounding residential streets. It will be enforced by average speed cameras similar to those used on Old Laira Road, which has seen a reduction in collisions since a 20mph limit was introduced – and none recorded in over two years. It is expected that the proposals will significantly reduce the number of collisions in the area and help people feel safer.

### 3. FINANCIAL IMPLICATIONS AND RISK

**3.1.** The scheme is funded as follows:

- £300,000 New Department for Transport National Cycle Network tranche 7 funding award
- £150,000 Existing Highways capital funding

**4. TIMESCALES**

**4.1.** Once approved the crossing will be constructed between January and March 2025 in line with the funder's requirement that the scheme be completed this financial year. Following a review of the public consultation feedback and balancing our reasons for proposing the safety measures, phase one of the new speed limit will be implemented in 2025. The second phase, covering areas in Stonehouse, will likely be implemented within two years.

# EQUALITY IMPACT ASSESSMENT – [MILL BRIDGE SAFETY SCHEME]

## SECTION ONE: INFORMATION ABOUT THE PROPOSAL

<b>Author(s):</b> The person completing the EIA template.	Mike Jones	<b>Department and service:</b>	Plymouth Highways, Traffic Management	<b>Date of assessment:</b>	18/11/2024
<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>	27/11/2024
<b>Overview:</b>	<p>The proposed scheme is designed to benefit both pedestrians and cyclists, including people with disabilities. The scheme aims to deliver major health benefits providing and opportunity for the residents of Plymouth to walk and cycle more safely. The proposal aims to encourage modal shift, reducing congestion on our roads and lowering the amount of carbon emissions from traffic.</p> <p>Proposals include:</p> <ul style="list-style-type: none"> <li>• a new zebra and a parallel cycle crossing on Mill Bridge</li> <li>• a new 20mph Speed Limit Zone, enforced by average speed cameras. Lower speeds are needed around the proposed crossing due to limited forward visibility on the approach from Eldad Hill and require enforcement to ensure that drivers do not approach the crossing at too high a speed. Requests for the introduction of a 20mph speed limit on Eldad Hill are regularly received due to the volume of traffic and narrowness of the footpath and road. The proposals would also include the area covered by the existing 20mph Zone at the High Street and Millbay Primary Academy. Recent public engagement in the surrounding areas has supported the extension of a 20mph Zone.</li> <li>• reconfiguration of the existing informal parking area and bus stops on Mill Bridge. Pedestrian Crossings usually result in the loss of several parking spaces on each approach because of the requirement to provide Zig Zag markings. This design has limited the loss to two spaces by converting the Bus Bays to parking and providing build outs for bus passengers to use.</li> <li>• a new cycle on-ramp to access the shared-use (walking and cycling) path on the eastern side of Mill Bridge</li> <li>• relocation of waste bins for Eldad Hill residents</li> <li>• additional gullies to improve drainage on Mill Bridge.</li> </ul> <p>This will link two parts of a designated Local Green Space (Stonehouse Creek and Victoria Park) as well as improving continuity of the National Cycle Network Route 2 and Plymouth’s planned strategic cycle network. This area also forms part of LCWIP cycle route 2.</p>				

	The proposal is intended to improve safety for pedestrians and cyclists at this location, especially for the children attending the 5 primary schools situated within the proposed 20mph Zone.
<b>Decision required:</b>	<p><b>It is recommended that the Leader of the Council:</b></p> <ul style="list-style-type: none"> <li>• Accepts the external funding offer as referred to in the Business Case and allocates £300,000 of external funding to the capital programme provided by Sustrans via the National Cycle Network tranche 7 funding award;</li> <li>• Approves the business case;</li> <li>• Authorises the procurement process;</li> <li>• Delegates the authority to award the contract(s) and enter into any agreements in relation to the funding (including the funding agreement itself) to the Street Services Service Director where they do not already have authority to do so.</li> </ul>

**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>	<b>Yes</b>		<b>No</b>	√
<p><b>Potential internal impacts:</b> Does the proposal have the potential to negatively impact Plymouth City Council employees?</p>	<b>Yes</b>		<b>No</b>	√
<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>	<b>Yes</b>	√	<b>No</b>	
<p>If you do not agree that a full equality impact assessment is required, please set out your justification for why not.</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
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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		

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



**SECTION FOUR: HUMAN RIGHTS IMPLICATIONS**

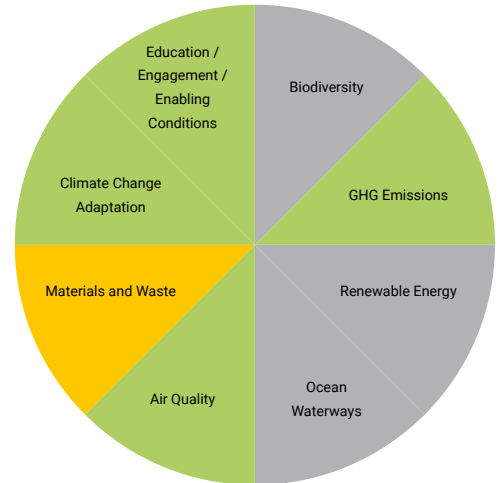
Human Rights	Implications	Mitigation Actions	Timescale and responsible department
	No adverse impact has been identified.		

**SECTION FIVE: OUR EQUALITY OBJECTIVES**

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

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# Mill Bridge Safety Scheme FINAL



**Assessment ID:** MIL828

**Assessment Author:** Amy Neale

## Project Summary:

The scheme consists of the installation of a new zebra and parallel cycle crossing on Mill Bridge, parking restrictions around the junction for visibility & a new 20mph Speed Limit Zone, enforced by average speed cameras within the Stoke & St Peter & The Waterfront wards.

The proposed scheme is designed to benefit both pedestrians and cyclists, including people with disabilities. The scheme aims to deliver major health benefits providing opportunity for the residents of Plymouth to walk and cycle more safely. The proposal aims to encourage modal shift, reducing congestion on our roads and lowering the amount of carbon emissions from traffic. There are 5 Primary Schools situated within the area of the proposals only one of which is currently situated within a 20mph speed limit.

## Summary of Assessment:

The decision to develop walking and cycling schemes will lead to the delivery of route improvements and encourage more residents to adopt active travel over car usage. Although there is inevitably embodied carbon from the materials and construction process, this is minor and short term. Long term the benefits and likely carbon emissions reduction will outweigh any short term impacts.

## Biodiversity Score: 3

**Biodiversity Score Justification:** The area in which the changes are proposed is already designated as HMPE and consists mostly of hard surfaces. The impact on the grass areas will be kept to a minimum. Overgrown vegetation in the scheme area will be cut back as to not obstruct the scheme or the safety of the highway.

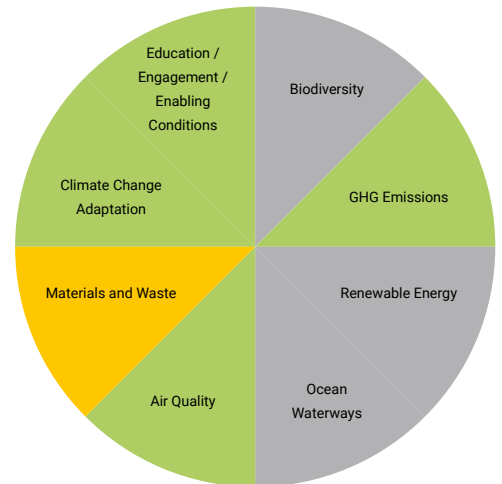
## Biodiversity Score Mitigate: No

## GHG Emissions Score: 4

**GHG Emissions Score Justification:** The construction of the scheme will lead to short term and minor negative impacts in terms of emissions from the materials used and the construction process, including traffic patterns, however, when upgraded, the route will encourage more people to walk and cycle. Providing viable alternatives and thus reducing the number of vehicles

on the network. As transport is the most significant source of carbon emissions in the City, on

## Mill Bridge Crossing DRAFT



balance this will help reduce the GHG emissions of the City of Plymouth

**GHG Emissions Score Mitigate:** No

**Renewable Energy Score:** 3

**Renewable Energy Score Justification:** The walking and cycling scheme will neither increase nor decrease the provision of renewable energy

**Renewable Energy Score Mitigate:** No

**Ocean and Waterways Score:** 3

**Ocean and Waterways Score Justification:** The walking and cycling scheme will lead to the delivery of route improvements. As these routes are not connected to the Ocean or waterways there will be no positive/negative impact. We are, however, planning on improving the drainage in the scheme area.

**Ocean and Waterways Score Mitigate:** No

**Air Quality Score:** 4

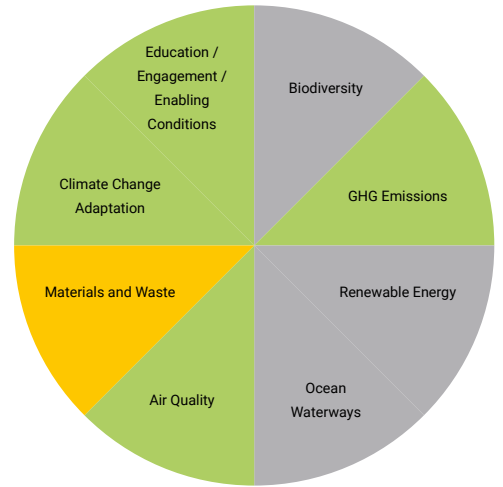
**Air Quality Score Justification:** Although there will be short term negative impact when carrying out the construction works of the scheme, once complete, the scheme will encourage more people to walk and cycle, reducing vehicle traffic, which will improve the air quality of the city.

**Air Quality Score Mitigate:** No

**Materials and Waste Score:** 2

**Materials and Waste Score Justification:** This is an upgrade to an existing cycle path and

**Mill Bridge Crossing DRAFT** will require limited construction works. Nonetheless additional carbon intensive materials will be required to deliver the upgrades. The construction process will follow appropriate waste



management processes and residual waste is expected to be minimal.

**Materials and Waste Score Mitigate: No**

**Climate Change Adaptation Score: 4**

**Climate Change Adaptation Score Justification:** The scheme includes improvement works to the drainage and therefore there will be a small improvement overall.

**Climate Change Adaptation Score Mitigate: No**

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

**Education / Engagement / Enabling Conditions Score Justification:** The decision to develop walking and cycling schemes will lead to the delivery of route improvements. Delivering route improvements empowers more residents to walk and cycle, providing the conditions to enable change.

**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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# CAPITAL INVESTMENT BUSINESS CASE

## Mill Bridge Safety Scheme



### EXECUTIVE SUMMARY

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

Road casualty data, engagement with ward members and public consultation have indicated that road safety and perceptions of road safety are significant issues in the area generally; and specifically at Mill bridge where it is difficult to cross the road between Stonehouse Creek and Victoria Park.

It is proposed to address these issues with a 20 mph speed limit enforced with average speed cameras and a crossing for pedestrians and cyclists at Mill bridge. This is the preferred option because it would provide a safer and easier crossing point and wider road safety benefits in the area. None of the alternative options considered provide the wider road safety benefits.

The scheme is funded as follows:

- £300,000 New Department for Transport National Cycle Network tranche 7 funding award
- £150,000 Existing Highways capital funding

If approved the scheme will be constructed between January and March 2025 in line with the funder's requirement that the scheme be completed this financial year.

### SECTION I: PROJECT DETAIL

<b>Project Value (indicate capital or revenue)</b>	£450,000 Total £300,000 New Capital (inclusive of contingency) £150,000 Existing Highways capital funding	<b>Contingency (show as £ and % of project value)</b>	£45k (10%) is contingency.
<b>Portfolio Holder</b>	Cllr Mark Coker, Cabinet Member for Strategic Planning and Transport	<b>Directorate</b>	Growth
		<b>Service Director</b>	Philip Robinson
<b>Senior Responsible Officer (client)</b>	Mike Jones	<b>Project Manager</b>	Amy Neale
<b>Address and Post Code</b>	Various – Crossing is located: PL1 5EA	<b>Ward</b>	Stoke & St Peter & Waterfront

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

Mill Bridge Road represents a barrier and a safety concern on an important route for pedestrians and cyclists including schoolchildren, the elderly and those with disabilities crossing between Stonehouse Creek and Victoria Park due to the speeds and volumes of traffic.

Road safety is also a problem in the wide area, with the police having reported 58 collisions within the proposed 20 mph zone over the last 5 years: one fatal, nine serious

and 48 slight injury collisions. Engagement with ward members and public consultation indicated that these issues are very real concerns for local residents.

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

The proposed scheme is designed to benefit both pedestrians and cyclists, including people with disabilities. The scheme aims to deliver major health benefits providing and opportunity for the residents of Plymouth to walk and cycle more safely. The proposal aims to encourage modal shift, reducing congestion on our roads and lowering carbon emissions from traffic. There are five Primary Schools situated within the area of the proposals only one of which is currently situated within a 20mph speed limit.

Proposals include:

- a new zebra and a parallel cycle crossing on Mill Bridge connecting two parts of a designated Local Green Space (Stonehouse Creek and Victoria Park) as well as improving continuity of the National Cycle Network Route 2
- a new 20mph Speed Limit Zone, enforced by average speed cameras. Lower speeds are needed around the proposed crossing due to limited forward visibility on the approach from Eldad Hill and require enforcement to ensure that drivers do not approach the crossing at too high a speed. The wider speed limit will help address wider safety concerns in the area that have been highlighted through engagement with ward members and the public.
- reconfiguration of the existing informal parking area and bus stops on Mill Bridge. Pedestrian Crossings usually result in the loss of several parking spaces on each approach because of the requirement to provide Zig Zag markings. This design has limited the loss to two spaces by converting the Bus Bays to parking and providing build outs for bus passengers to use.
- a new cycle on-ramp to access the shared-use (walking and cycling) path on the eastern side of Mill Bridge
- relocation of waste bins for Eldad Hill residents
- additional gullies to improve drainage so helping to reduce flooding on Mill Bridge.

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

These proposals, aiming to provide a safe crossing point and reduce vehicle speed down Eldad Hill, with its narrow footway, were developed following feedback from local ward councillors that residents are concerned about the speed of traffic and difficulty crossing the road.

The proposed 20mph zone will bring in surrounding residential streets, as well as the existing 20mph zone around High Street Primary Academy. It will be enforced by average speed cameras similar to those used on Old Laira Road, which has seen a reduction in collisions since a 20mph limit was introduced – and none recorded in over two years. It



is expected that the proposals will significantly reduce the number of collisions in the area and help people feel safer.	
<b>Option Analysis:</b> <i>(Provide an analysis of ‘other’ options which were considered and discounted, the options considered must be a ‘do Nothing’ and ‘do minimum’ and ‘viable alternative’ options. A SWOT – Strength, Benefit, Opportunity, Threat analysis could be attached as an appendix).</i>	
<b>Do Nothing Option</b>	
<b>List Benefits:</b>	Saving of funds - note that the majority of funding is external
<b>List Risk : Issues:</b>	Lack of a safe crossings and wider safety concerns in the area
<b>Cost:</b>	£0
<b>Why did you discount this option</b>	This option was discounted on the basis that the changes are required to enhance road safety and encourage modal shift to more sustainable travel choices.
<b>Do Minimum Option</b>	
<b>Construct the crossing scheme without lowering the speed limit &amp; using Traffic calming instead</b>	
<b>List Benefits:</b>	Safe crossing with traffic calming
<b>List Risk / Issues:</b>	Implementing this alternative scheme will introduce a further delay of at least one month whilst the scheme is consulted upon which would put the program at risk. This option would also not provide the safety benefits of the reduced speed limit in the wider area.
<b>Cost:</b>	£300K
<b>Why did you discount this option</b>	As per the risks
<b>Viable Alternative Option</b>	
<b>Construct the crossing scheme without lowering the speed limit but install the Average Speed camera system to operate at 30mph and implement local physical traffic calming.</b>	
<b>List Benefits:</b>	Safe crossing with an enforceable speed limit of 30mph
<b>List Risk / Issues:</b>	This would be likely to provide a safety improvement across most of the area, although this would be substantially smaller than that provided by the proposed 20 mph speed limit and would not address the need for traffic to approach the crossing point below 30mph and therefore would need to be supplemented with local physical traffic calming introducing a consultation delay. This option would also be more costly due to the installation of both the average speed camera system and the local physical traffic calming.
<b>Cost:</b>	£450k
<b>Why did you discount this option</b>	The preferred option is to reduce the speed limit to 20mph to allow for a safe crossing point and maximise the safety benefits without the need for further physical traffic calming measures.
<b>Viable Alternative Option</b>	
<b>Construct the crossing scheme with a more local 20mph speed limit on Eldad Hill and Millbridge and install an Average Speed Camera System to enforce.</b>	
<b>List Benefits:</b>	Safe crossing with an enforceable speed limit of 20mph

<b>List Risk / Issues:</b>	This option would require 30mph Speed Limit Terminal Signs to be installed at the entrances to all of these roads indicating that narrow side streets have a higher speed limit than the main local distributor road they are accessed from. Siting these signs would be very difficult in some cases. This would be a cheaper option and would ensure the safety of the crossing but would still not provide the wider safety benefits of the reduced speed limit and could lead to some confusion regarding the speed limit on some roads.
<b>Cost:</b>	£400k
<b>Why did you discount this option</b>	Because of the issues/risks described above and because the Ward Councillors have strongly recommended they would like to see a larger area made 20mph for wider safety benefits.

<b>Strategic Case:</b>	
<b>Which Corporate Plan priorities does this project deliver?</b>	keep young people, children and adults protected
	people feel safe in Plymouth
	a green sustainable city that cares about the environment

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

## SECTION 2: PROJECT RISK, OUTCOMES AND BENEFITS

**Risk Register:** *The Risk Register/Risk Log is a master document created during the early stages of a project. It includes information about each identified risk, level of risk, who owns it and what measures are in place to mitigate the risks (cut and paste more boxes if required).*

<b>Potential Risks Identified</b>		<b>Likelihood</b>	<b>Impact</b>	<b>Overall Rating</b>
<b>Risk</b>	Lack of funding to deliver the whole programme	Low	Medium	Medium
<b>Mitigation</b>	Risks and contingency built into the bid. Experienced staff involved in estimating costs. Manage budget across programme Write to external funder seeking 'change control' if the schemes are unaffordable.	Low	Low	Low
<b>Calculated risk value in £ (Extent of financial risk)</b>	£30,000	<b>Risk Owner</b>	Mike Jones	
<b>Risk</b>	Lack of time to deliver the whole programme by 31 March 2025.	Low	Medium	Medium
<b>Mitigation</b>	Obtain decision to proceed and get scheme to site. Write to external funder seeking 'change control' if the scheme is not practically complete by 31.03.2025	Low	Low	Low
<b>Calculated risk value in £ (Extent of financial risk)</b>	£20,000	<b>Risk Owner</b>	Mike Jones & Sustainable Transport Team	

<b>Risk</b>		Select value	Select value	Select value
<b>Mitigation</b>		Select value	Select value	Select value
<b>Calculated risk value in £ (Extent of financial risk)</b>	£	<b>Risk Owner</b>		
<b>Risk</b>		Select value	Select value	Select value
<b>Mitigation</b>		Select value	Select value	Select value
<b>Calculated risk value in £ (Extent of financial risk)</b>	£	<b>Risk Owner</b>		

### Outcomes and Benefits

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

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

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

#### Financial outcomes and benefits:

#### Non-financial outcomes and benefits:

External funding of £300,000 provides a needed crossing and so reduces the potential ask on PCC budgets. If we do not add external funding to the capital programme Plymouth will need to fund the improvements required.

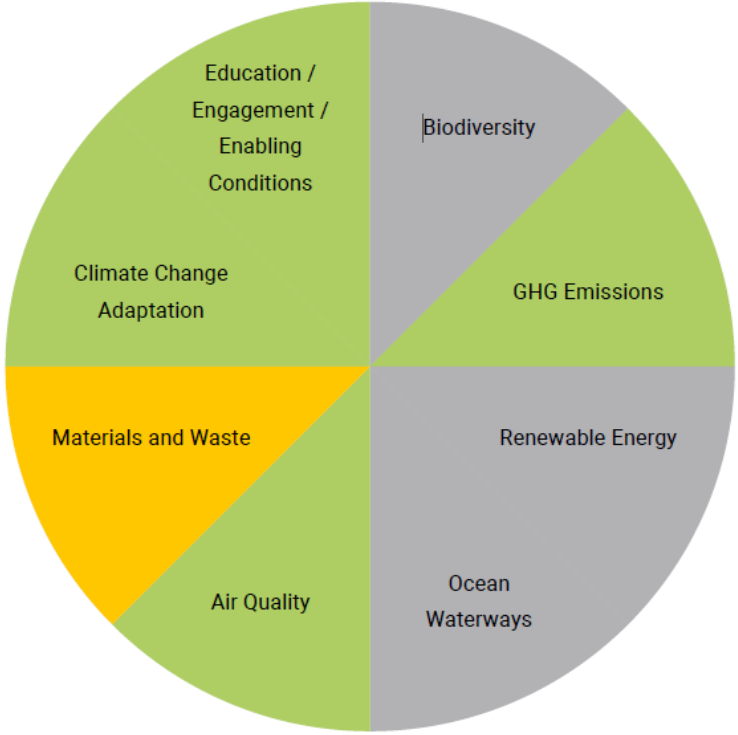
The community feeling safer, especially pedestrians, cyclists, including the elderly, those with disabilities & young people.

### SECTION 3: CONSULTATION

<b>Does this business case need to go to CMT</b>	No	<b>Date business case approved by CMT (if required)</b>	
<b>Did a mandate go via CPOG/CPB</b>	Yes	<b>Date Capital Mandate approved by CPB</b>	04/12/2024

<b>Does this project involve a corporately maintained property</b>	No
<b>Details of impact of this project ie cost saving from this project or additional requirements</b>	N/a

### Climate Impact Assessment

<p><b>Upload Climate Impact Wheel</b></p>	 <p>The Climate Impact Wheel is a circular diagram divided into seven segments. Starting from the top and moving clockwise, the segments are: Education / Engagement / Enabling Conditions (light green), Biodiversity (grey), GHG Emissions (light green), Renewable Energy (grey), Ocean Waterways (grey), Air Quality (light green), and Materials and Waste (yellow).</p>
<p><b>Summary of the anticipated impact of the proposal on the climate (including any proposed mitigations and impacts beyond 2030)</b></p>	<p>As is the case with all construction schemes, the implementation of the scheme will initially increase carbon emissions. However, transport represents approximately 30% of the city’s carbon emissions, a proportion that is set to continue to increase and it is expected that the implementation of the proposals will help reduce this by enabling more people to feel safe to walk and cycle. In particular more parents could be expected to allow their children to walk, cycle or scoot to school, so helping to reduce carbon emissions.</p>

<p><b>Confirm you have engaged with Procurement</b></p>		<p>Yes</p>
<p><b>Procurement route options considered for goods, services or works</b></p>	<ol style="list-style-type: none"> <li>1) Procurement of the construction contract via Plymouth Highways Term Maintenance Contract (PHTCM).</li> <li>2) Procurement of the construction contract seeking a minimum of three tenders via Invitation to Tender process</li> </ol>	
<p><b>Procurements Recommended route.</b></p>	<p>We are approaching South West Highways (SWH) to determine the viability of progressing this project via the Plymouth Highways Term Maintenance Contract (PHTCM). PHTCM provides specifically for the delivery of transport projects in addition to the core highway maintenance activities and has already been through a competitive tendering assessment process. Using the TMC provides the optimum route for early delivery by securing early contractor involvement to finalise the plan for delivery of the scheme by capitalising on the continuity of service provision, local knowledge and the close working arrangements that the TMC contractor has</p>	

	<p>established with the Council's Highways department, as well as utilising established schedule of rates</p> <p>In the unlikely event that SWH are not able to deliver the crossing then we will undertake an Invitation to Tender process, in accordance with Plymouth City Council's Contract Standing Orders.</p> <p>As we are transferring funds to the Police to purchase the Average Speed Cameras who will be responsible for the purchase, installation and ongoing operation and maintenance there are no PCC procurement requirements for this element of the scheme.</p>
<b>Who is your Procurement Lead?</b>	Simone Newark
<b>Is this business case a purchase of a commercial property?</b>	No
<b>If yes then provide evidence to show that it is not 'primarily for yield'</b>	

<b>Which Members have you engaged with and how have they been consulted (including the Leader, Portfolio Holders and Ward Members)</b>	<p>All Ward Councillors via multiple teams meetings and emails.</p> <p>St Peter &amp; The Waterfront – Lewis Allison, Chris Penberthy &amp; Alison Raynsford.</p> <p>Stoke – Tom Briars-Delve, Sally Cresswell &amp; Jemima Laing.</p> <p>All are in favour of the scheme &amp; the scope of the scheme's 20 mph zone was widened to include further streets in response to requests from the ward members.</p> <p>Portfolio Holder for Strategic Planning &amp; Transport – via teams meetings and emails.</p>
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<b>Confirm you have taken necessary Legal advice, is this proposal State subsidy compliant, if yes please explain why.</b>	<p>Legal advice was taken.</p> <p>No state subsidies involved.</p>
<b>Who is your Legal advisor you have consulted with?</b>	Alison Critchfield

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

**FINANCIAL ASSESSMENT:** *In this section the robustness of the proposals should be set out in financial terms. The Project Manager will need to work closely with the capital and revenue finance teams to ensure that these sections demonstrate the affordability of the proposals to the Council as a whole. Exact amounts only throughout the paper - not to be rounded.*

## CAPITAL COSTS AND FINANCING

<b>Breakdown of project costs including fees surveys and contingency</b>	<b>Prev. Yr.</b>	<b>24/25</b>	<b>25/26</b>	<b>26/27</b>	<b>27/28</b>	<b>28/29</b>	<b>Future Yrs.</b>	<b>Total</b>
	<b>£</b>	<b>£</b>	<b>£</b>	<b>£</b>	<b>£</b>	<b>£</b>	<b>£</b>	<b>£</b>
Construction inc. contingency & risk		380,000	45,000					425,000
Project management/client fees and supervision		20,000	5,000					25,000
<b>Total capital spend</b>		<b>400,000</b>	<b>50,000</b>					<b>450,000</b>

<b>Provide details of proposed funding: Funding to match with Project Value</b>								
<b>Breakdown of proposed funding</b>	<b>Prev. Yr.</b>	<b>24/25</b>	<b>25/26</b>	<b>26/27</b>	<b>27/28</b>	<b>28/29</b>	<b>Future Yrs.</b>	<b>Total</b>
	<b>£</b>	<b>£</b>	<b>£</b>	<b>£</b>	<b>£</b>	<b>£</b>	<b>£</b>	<b>£</b>
DfT NCN Tranche 7 programme		300,000						450,000
Existing Capital Programme		100,000	50,000					150,000
<b>Total funding</b>		<b>450,000</b>	<b>50,000</b>					<b>450,000</b>

<b>S106 or CIL</b> (Provide Planning App or site numbers)	N/A
<b>Which alternative external funding sources been explored</b>	N/A
<b>Are there any bidding constraints and/or any restrictions or conditions attached to your funding</b>	The funding terms stipulate that the construction is completed and final report delivered by 31 March 2025.
<b>Tax and VAT implications</b>	The project will not directly generate any VAT-exempt income for the Council. Transport and highways infrastructure works are a non-business activity and so any VAT incurred by the Council on costs relating to the highways scheme will be fully recoverable and there will be no adverse impact on the Council's partial exemption position.
<b>Tax and VAT reviewed by</b>	Sarah Scott – Service Accountant
<b>Will this project deliver capital receipts?</b> (If so please provide details)	No

<b>REVENUE COSTS AND IMPLICATIONS</b>	
<b>Cost of Developing the Capital Project (To be incurred at risk to Service area)</b>	
Total Cost of developing the project	N/A
Revenue cost code for the development costs	N/A
Revenue costs incurred for developing the project are to be included in the capital total, some of the expenditure could be capitalised if it meets the criteria	N/A
Budget Managers Name	N/A

<b>Ongoing Revenue Implications for Service Area</b>						
	24/25	25/26	26/27	27/28	28/29	Future Yrs.
	£	£	£	£	£	
<b>Service area revenue cost</b>						
<b>Other</b> (eg: maintenance, utilities, etc)						
<b>Loan repayment</b> (terms agreed with Treasury Management)						
<b>Total Revenue Cost (A)</b>						
<b>Service area revenue benefits/savings</b>						
<b>Annual revenue income</b> (eg: rents, etc)						
<b>Total Revenue Income (B)</b>						
<b>Service area net (benefit) cost (B-A)</b>						
<b>Has the revenue cost been budgeted for or would this make a revenue pressure</b>	Once completed the schemes will need to be maintained via Highways maintenance budget and it is considered that the impact will be low. The Head of Plymouth Highways has confirmed that the scheme will be incorporated into the Highways maintenance programme.					
<b>Which cost centre would the revenue pressure be shown</b>				<b>Has this been reviewed by the budget manager</b>	N/A	
<b>Name of budget manager</b>	Phil Bellamy					
<b>Loan value</b>	£	<b>Interest Rate</b>	%	<b>Term Years</b>	<b>Annual Repayment</b>	£
<b>Revenue code for annual repayments</b>						
<b>Service area or corporate borrowing</b>						
<b>Revenue implications reviewed by</b>						

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


Author of Business Case	Date	Document Version	Reviewed By	Date
Amy Neal	27/11/2024	v 1.0		00/00/2020
Richard Banner	27/11/2024	v 2.0		00/00/2020
Jim Woffenden	27/11/2024	v 3.0		00/00/2020
Maria Kotowska	27/11/2024	v 4.0		00/00/2020
Richard Banner	27/11/2024	v 5.0		00/00/2020
Jim Woffenden	27/11/2024	v 6.0		00/00/2020
Mike Jones	27/11/2024	v 7.0	Lynn Walter	28/11/2024

## SECTION 5: RECOMMENDATION AND ENDORSEMENT

### Recommended Decision

**It is recommended that the Leader of the Council:**

- Accepts the external funding offer as referred to in the Business Case and allocates £300,000 of external funding to the capital programme funded by DfT NCN tranche 7;
- Approves the business case;
- Authorises the procurement process;
- Delegates the authority to award the contract(s) and enter into any agreements in relation to the funding (including the funding agreement itself) to the Service Director for Strategic Planning and Infrastructure where they do not already have authority to do so

<b>Councillor Tudor Evans OBE, Leader of Plymouth City Council</b>		<b>Philip Robinson, Street Services</b>	
<b>Either email dated:</b>	<i>Date</i>	<b>Either email dated:</b>	29/11/2024
		<b>Signed:</b>	
<b>Or signed:</b>			
<b>Date:</b> 8 January 2025		<b>Date:</b>	



# EXECUTIVE DECISION

made by a Cabinet Member



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

Executive Decision Reference Number – SPT14 24/25

Decision	
1	<p><b>Title of decisions:</b> THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2024.2137323 MILL BRIDGE CROSSING SCHEME) ORDER &amp; THE CITY OF PLYMOUTH (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) (AMENDMENT ORDER NO. 2024.2137323 MILL BRIDGE CROSSING SCHEME) ORDER</p>
2	<p><b>Decision maker:</b> Councillor Mark Coker (Cabinet Member for Strategic Planning and Infrastructure)</p>
3	<p><b>Report author and contact details:</b> Mike Jones, Senior Traffic Engineer, email: <a href="mailto:trafficmanagementinbox@plymouth.gov.uk">trafficmanagementinbox@plymouth.gov.uk</a></p>
4	<p><b>Decision to be taken:</b></p> <p>To implement the following amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004 &amp; The City of Plymouth (Traffic Movement and Speed Limit Regulations) (Consolidation) Order 2022.</p> <p>Add/Amend Parking Restrictions on lengths of the following roads: Edgcumbe Avenue, Hotham Place, Eldad Hill &amp; Stoke Road</p> <p>Add 20mph Zone on lengths of the following roads; Adelaide Lane, Adelaide Place, Adelaide Street Ope, Alice Lane, Alice Street, Anstis Street, Archer Place, Archer Terrace, Arundel Crescent, Ashley Place, Battery Street, Bayswater Road, Belmont Street, Boon's Place, Cambridge Lane West, Cathedral Street, Cecil Cotts, Cecil Street, Claremont Street, Clarence Place, Crawford Road, Dairy Lane, De La Hay Avenue, Downton Close, Edgcumbe Avenue, Eldad Hill, Essex Street, Eton Avenue, Eton Place, Eton Street, Fellowes Place, Fellowes Place Lane South, Fellows Lane, Fitzroy Road, Flora Cottages, Flora Court, Flora Street, Francis Street, Frederick Street East, Frederick Street West, Gloucester Place, Halfpenny Court, Harwell Street, Hastings Street, Hastings Terrace, Haystone Place, Hetling Close, High Street, Hotham Place, Ilbert Street, King Street, Manor Gardens, Manor Street, Melbourne Cottages, Melbourne Place, Melbourne Street, Mill Bridge, Molesworth Road, Neswick Street, North Road West, Ocean City Place, Octagon Street, Oxford Place, Oxford Street, Palmerston Street, Paradise Road, Patna Place, Peel Street, Penrose Street, Penrose Street West, Prynne Close, Quarry Cotts, Queen's Gate, Rendle Street, Rutger Place, St Barnabas Terrace, St Mary Street, Staddon Terrace Lane, Stoke Road, Stuart Road, Sydney Street, Union Place, Valletort Lane, Valletort Place, Valletort Road, Victoria Avenue, Wantage Gardens, Waterloo Close, Well Gardens, Wilton Road, Wilton Street, Wingfield Way, Wolsdon Place, Wolsdon Street, Wyndham Lane, Wyndham Mews, Wyndham Square, Wyndham Street East</p>

	<p>The proposal also included advertisement of a Parallel Crossing on Mill Bridge, approx. 76.5 metres south east of its junction with Edgcumbe Avenue.</p> <p>As set out in the briefing report.</p>
<p><b>5</b></p>	<p><b>Reasons for decision:</b></p> <p>The proposed scheme is designed to benefit both pedestrians and cyclists, including people with disabilities. The scheme aims to deliver major health benefits providing and opportunity for the residents of Plymouth to walk and cycle more safely. The proposal aims to encourage modal shift, reducing congestion on our roads and lowering the amount of carbon emissions from traffic. There are 5 Primary Schools situated within the area of the proposals only one of which is currently situated within a 20mph speed limit.</p> <p>Proposals include:</p> <ul style="list-style-type: none"> <li>• a new zebra and a parallel cycle crossing on Mill Bridge</li> <li>• a new 20mph Speed Limit Zone, enforced by average speed cameras. Lower speeds are needed around the proposed crossing due to limited forward visibility on the approach from Eldad Hill and require enforcement to ensure that drivers do not approach the crossing at too high a speed. Requests for the introduction of a 20mph speed limit on Eldad Hill are regularly received due to the volume of traffic and narrowness of the footpath and road. The proposals would also include the area covered by the existing 20mph Zone at the High Street and Millbay Primary Academy.</li> <li>• reconfiguration of the existing informal parking area and bus stops on Mill Bridge. Pedestrian Crossings usually result in the loss of several parking spaces on each approach because of the requirement to provide Zig Zag markings. This design has limited the loss to two spaces by converting the Bus Bays to parking and providing build outs for bus passengers to use.</li> <li>• a new cycle on-ramp to access the shared-use (walking and cycling) path on the eastern side of Mill Bridge</li> <li>• relocation of waste bins for Eldad Hill residents</li> <li>• additional gullies to improve drainage on Mill Bridge.</li> </ul> <p>The scheme will link two parts of a designated Local Green Space (Stonehouse Creek and Victoria Park) as well as improving continuity of the National Cycle Network Route 2 and Plymouth's planned strategic cycle network. This area also forms part of LCWIP cycle route 2.</p> <p>The proposal is intended to improve safety for pedestrians and cyclists at this location, especially for the children attending the nearby schools.</p>
<p><b>6</b></p>	<p><b>Alternative options considered and rejected:</b></p> <p>a) <b>Do nothing.</b></p> <p>This option was discounted on the basis that the changes are required to enhance road safety and encourage modal shift to more sustainable travel choices.</p> <p>b) <b>Construct the crossing scheme without lowering the speed limit.</b></p> <p>This could be achieved by introducing a traffic calming scheme local to the crossing. This scheme has been designed and costed and can be funded but will introduce a further delay of at least one month whilst the scheme is consulted upon which would put the program at risk.</p>

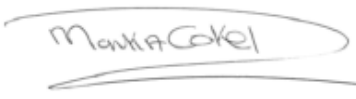
	<p>This option would also not provide the safety benefits of the reduced speed limit in the wider area.</p> <p>c) <b>Construct the crossing scheme without lowering the speed limit but install the Average Speed camera system to operate at 30mph.</b></p> <p>This would be likely is likely to provide a safety improvement across most of the area, although this would be substantially smaller than that provided by the proposed 20 mph speed limit and would not address the need for traffic to approach the crossing point below 30mph and therefore would need to be supplemented with local physical traffic calming introducing a consultation delay as in b) above.</p> <p>d) <b>Construct the crossing scheme with a more local 20mph speed limit on Eldad Hill and Millbridge and install an Average Speed Camera System to enforce.</b></p> <p>Speed Limits must be a minimum of 400m long. A 20 mph limit along the length of road from the King St Roundabout and the junction of Millbridge with Wilton St would be approx. 575m. The route passes the junctions of 8 side roads all of which are relatively low speed roads, many linking to similarly low speed roads in North Stonehouse and Stoke. This option would require 30mph Speed Limit Terminal Signs to be installed at the entrances to all of these roads indicating that narrow side streets have a higher speed limit than the main local distributor road they are accessed from. Siting these signs would be very difficult in some cases. This would be a cheaper option and would ensure the safety of the crossing but would still not provide the wider safety benefits of the reduced speed limit.</p>																				
7	<p><b>Financial implications and risks:</b></p> <p>The Traffic Regulation Orders (TRO's) and associated works are being funded by a grant of £300,000 from Active Travel England and £160,000 Capital Contribution from Plymouth Highways</p>																				
8	<table border="1"> <thead> <tr> <th data-bbox="172 1151 668 1240">Is the decision a Key Decision? (please contact <a href="#">Democratic Support</a> for further advice)</th> <th data-bbox="668 1151 762 1240">Yes</th> <th data-bbox="762 1151 884 1240">No</th> <th data-bbox="884 1151 1452 1240">Per the Constitution, a key decision is one which:</th> </tr> </thead> <tbody> <tr> <td data-bbox="172 1240 668 1408"></td> <td data-bbox="668 1240 762 1408"></td> <td data-bbox="762 1240 884 1408">X</td> <td data-bbox="884 1240 1452 1408">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</td> </tr> <tr> <td data-bbox="172 1408 668 1554"></td> <td data-bbox="668 1408 762 1554"></td> <td data-bbox="762 1408 884 1554">X</td> <td data-bbox="884 1408 1452 1554">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></td> </tr> <tr> <td data-bbox="172 1554 668 1711"></td> <td data-bbox="668 1554 762 1711"></td> <td data-bbox="762 1554 884 1711">X</td> <td data-bbox="884 1554 1452 1711">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.</td> </tr> <tr> <td data-bbox="172 1711 668 1834">If yes, date of publication of the notice in the <a href="#">Forward Plan of Key Decisions</a></td> <td colspan="3" data-bbox="668 1711 1452 1834">N/A</td> </tr> </tbody> </table>	Is the decision a Key Decision? (please contact <a href="#">Democratic Support</a> for further advice)	Yes	No	Per the Constitution, a key decision is one which:			X	in the case of <b>capital</b> projects and contract awards, results in a new commitment to spend and/or save in excess of <b>£3million</b> in total			X	in the case of <b>revenue</b> projects when the decision involves entering into new commitments and/or making new savings in excess of <b>£1million</b>			X	is <b>significant</b> in terms of its effect on communities living or working in an area comprising <b>two or more</b> wards in the area of the local authority.	If yes, date of publication of the notice in the <a href="#">Forward Plan of Key Decisions</a>	N/A		
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If yes, date of publication of the notice in the <a href="#">Forward Plan of Key Decisions</a>	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</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>and/or the revenue/capital budget:</b>			
<b>10</b>	<b>Please specify any direct environmental implications of the decision (carbon impact)</b>	None.		
<b>Urgent decisions</b>				
<b>11</b>	<b>Is the decision urgent and to be implemented immediately in the interests of the Council or the public?</b>	<b>Yes</b>		(If yes, please contact Democratic Support ( <a href="mailto:democraticsupport@plymouth.gov.uk">democraticsupport@plymouth.gov.uk</a> ) for advice)
		<b>No</b>	X	<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>	X	<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>	X	
<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>	26/11/2024	

Sign-off								
16	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	JS88 24/25					
		Finance (mandatory)	CH.24.25.048					
		Legal (mandatory)	LS/ 2960(28)/JP/26   124					
		Human Resources (if applicable)	N/A					
		Corporate property (if applicable)	N/A					
		Procurement (if applicable)	N/A					
Appendices								
17	Re f.	Title of appendix						
	A	Briefing report for publication						
	B	Equalities Impact Assessment						
Confidential/exempt information								
18 a	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 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
18 b	Confidential/exempt briefing report title:							
Background Papers								
19	Please list all unpublished, background papers relevant to the decision in the table below.  Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.							
Title of background paper(s)		Exemption Paragraph Number						
		1	2	3	4	5	6	7


**Cabinet Member Signature**

**20** I agree the decision and confirm that it is not contrary to the Council’s policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council’s duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act and those who do not. For further details please see the EIA attached.

<b>Signature</b>		<b>Date of decision</b>	10/01/2025
<b>Print Name</b>	Councillor Mark Coker (Cabinet Member for Strategic Planning and Infrastructure)		



## MILL BRIDGE

### I. INTRODUCTION

This report seeks delegated authority to implement amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004 & The City of Plymouth (Traffic Movement and Speed Limit Regulations) (Consolidation) Order 2022 in association with the Mill Bridge Scheme.

We are grateful to all people that have taken the time to respond to this consultation.

### 2. TRAFFIC REGULATION ORDERS REQUIRED

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

#### **20mph Zone on the following streets:**

Adelaide Lane, Adelaide Place, Adelaide Street Ope, Alice Lane, Alice Street, Anstis Street, Archer Place, Archer Terrace, Arundel Crescent, Ashley Place, Battery Street, Bayswater Road, Belmont Street, Boon's Place, Cambridge Lane West, Cathedral Street, Cecil Cotts, Cecil Street, Claremont Street, Clarence Place, Crawford Road, Dairy Lane, De La Hay Avenue, Downton Close, Edgcumbe Avenue, Eldad Hill, Essex Street, Eton Avenue, Eton Place, Eton Street, Fellowes Place, Fellowes Place Lane South, Fellows Lane, Fitzroy Road, Flora Cottages, Flora Court, Flora Street, Francis Street, Frederick Street East, Frederick Street West, Gloucester Place, Halfpenny Court, Harwell Street, Hastings Street, Hastings Terrace, Haystone Place, Hetling Close, High Street, Hotham Place, Ilbert Street, King Street, Manor Gardens, Manor Street, Melbourne Cottages, Melbourne Place, Melbourne Street, Mill Bridge, Molesworth Road, Neswick Street, North Road West, Ocean City Place, Octagon Street, Oxford Place, Oxford Street, Palmerston Street, Paradise Road, Patna Place, Peel Street, Penrose Street, Penrose Street West, Prynne Close, Quarry Cotts, Queen's Gate, Rendle Street, Rutger Place, St Barnabas Terrace, St Mary Street, Staddon Terrace Lane, Stoke Road, Stuart Road, Sydney Street, Union Place, Valletort Lane, Valletort Place, Valletort Road, Victoria Avenue, Wantage Gardens, Waterloo Close, Well Gardens, Wilton Road, Wilton Street, Wingfield Way, Wolsdon Place, Wolsdon Street, Wyndham Lane, Wyndham Mews, Wyndham Square, Wyndham Street East

#### **No Waiting At Any Time**

- (i) Edgcumbe Avenue, both sides from its junction with Mill Bridge for a distance of 10 metres in a westerly direction
- (ii) Hotham Place, both sides from its junction with Mill Bridge for a distance of 10 metres in an easterly direction

#### **No Loading/Unloading Mon-Sat 8am-9.15am and 3.45pm-6pm**

- (i) Eldad Hill, the north side from a point 105 metres south-east from its junction with Hotham Place to its junction with North Road West
- (ii) Eldad Hill, the south side from a point 100 metres south-east from its junction with Edgcumbe Avenue to its junction with North Road West

## REVOCATIONS

### No Loading/Unloading Mon-Sat 8am-9.15am and 3.45pm-6pm

Stoke Road, both sides, from the junction with Polruan Terrace to the junction with North Road West

The proposal also included advertisement of a Parallel Crossing on Mill Bridge, approx. 76.5 metres south east of its junction with Edgcumbe Avenue.

## 3. STATUTORY CONSULTATION

### Proposals

The proposals for the Mill Bridge Scheme were advertised on street, in the Herald and on the Plymouth City Council website on 12 July 2024. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 8 July 2024.

There have been a total of 362 representations received relating to the proposals 166 were in favour of the proposals with 163 against. There were a further 33 responses which were interpreted as either supporting the proposals in part or were raising issues not covered by the consultation. A strong theme amongst those in favour of the scheme was for it to be extended to surrounding areas or across the City. (35/166). Particular views held by those against the proposals included that the proposals are designed to raise money (36/163), should be confined to areas around schools (25/163) and drawing attention to the recent 20mph National Speed limit introduced in Wales (32/163)

Although not requested as part of the consultation, a proportion of respondents indicated whether or not they lived in the area of the proposals. Of the 166 responses in favour, 82 identified as being residents within the area of the proposals. Of the 163 against, 21 identified as being residents within the area of the proposals. Of the 33 additional responses that did not give a clear view on the proposals, 12 identified as being residents from within the area of the proposals. A list of the issues raised by respondents is detailed below along with Officer comment:

In addition, the City Council have been made aware of a Change.org petition against the introduction of 20mph Zones in Plymouth which has garnered over 2200 signatures at the time of writing this report. The petition has not been officially handed in so no analysis of where the signatories live can be made and it does not form a part of the statutory consultation. However, the reasons given in the supporting text are all replicated below along with appropriate Officer responses.

The Police have responded in favour of introducing the scheme and the comments of the Police Road Casualty Reduction Officer are reproduced below.

There are more formal consultation responses in favour of proceeding than against. A budget from Active Travel England, administered by Sustrans, is available to construct the scheme if it can be completed on program before 31/03/2025.

Comments Against	Officer Comments



<ul style="list-style-type: none"> <li>• 20mph is too slow,</li> <li>• Cyclists and E-bikes will overtake you</li>   <li>• It is hazardous travelling at such a low speed with people checking their speedometers rather than concentrating on the road</li>   <li>• Speed controls and cushions slow down Ambulances</li>   <li>• Will cause congestion and traffic will move to other routes. People will have to get up much earlier to go to work. Motorists will spend more on fuel and the cameras may be vandalised.</li> </ul>	<ul style="list-style-type: none"> <li>• 20mph is a speed suitable in residential areas which allows Pedestrians and other vulnerable road users to interact with the road safely without unduly delaying drivers. These roads are predominantly residential and the scheme will reduce community severance in the area. Experience in other 20mph areas of the City enforced by Average Speed Cameras is that Cyclists and e-bikes do not overtake cars.</li>   <li>• Drivers already travel through 20mph Speed Limits and zones. There is no evidence to suggest that driving at 20mph is any more difficult or hazardous than at 30mph, the evidence indicates the opposite is the case. The Royal Society for the Prevention of Accidents references a study which showed that the risk of fatality for a pedestrian being struck by vehicle was 1.5% (one in 67) at 20 mph compared to 8% (one in 13) at 30 mph <a href="#">20 mph zones and speed limits factsheet Feb 2017 (rospa.com)</a> In other words, evidence indicates that pedestrians are 5 times more likely to die if struck by a vehicle travelling at 30 mph rather than 20 mph.</li>   <li>• Ambulances and other Blue Light Services are exempt from prosecution when attending an emergency (ie displaying Blue lights). Average Speed Camera Systems are much easier for the emergency services to negotiate than traffic calming</li>   <li>• A 2018 Transport for London study into the effects of Traffic Calmed 20mph Speed Limits found that  <i>20mph zones do not appear to worsen air quality and they dramatically reduce road danger. They also support a shift to walking and cycling, generate less traffic noise and reduce community severance.</i></li> </ul>
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<ul style="list-style-type: none"> <li>• Pollution will increase.</li> <li>• Up to Date Information on road casualties is not available through the Vision Zero Website and there is a charge to access data from Plymouth City Council</li> <li>• Increased Taxi journey time and fares</li> <li>• Suggests this is a Low Traffic Neighbourhood</li> </ul>	<p>and</p> <p><i>In 20mph zones vehicles move more smoothly with fewer accelerations and decelerations. This driving style produces fewer particulate emissions</i></p> <p><a href="https://content.tfl.gov.uk/speed-emissions-and-health.pdf">Speed, emissions &amp; health (tfl.gov.uk) (https://content.tfl.gov.uk/speed-emissions-and-health.pdf)</a></p> <p>A 20mph Zone enforced with Average Speed Cameras will be characterised by smoother traffic flows and even lower emissions as there will be no traffic calming to negotiate. Experience within Plymouth is that there is little or no displacement of traffic to other routes to avoid Average Speed cameras as the alternative routes take far longer to use.</p> <ul style="list-style-type: none"> <li>• Up to date Casualty Collision data is available via the following link free of charge <a href="#">Public Map (traffweb.app)</a></li> <li>• The section of road between King St Roundabout and the Millbridge Junction can be travelled in 44 seconds at 30mph. It would take an additional 22 seconds to travel this distance at 20mph. furthermore, it is often Junction capacity rather than speed along roads between junctions which often has a greater impact on journey times. On the other Average Speed camera enforced 20mph route within the City there is no evidence of congestion being caused by the slightly longer journey times. It is therefore considered unlikely that drivers will have to get up more than a minute earlier to get to work. Taxi journeys will therefore be only a few seconds longer and fees only marginally affected.</li> <li>• There is no expectation that traffic volumes will decrease as a result of the</li> </ul>
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<ul style="list-style-type: none"> <li>• Electric Cars can't be heard, are heavier and accelerate more quickly</li> <li>• This is a money making scheme</li> <li>• Much of the city already is slower than 30mph as there is so much traffic so what is the point of investing money in cameras etc when you can't drive that fast in the first place.</li> <li>• The UK has become so restrictive and is policed heavily, we have few freedoms where the majority can be responsible humans when it's the minority that cause issues.</li> </ul>	<p>scheme other than an encouragement to use more sustainable transport alternatives because of lower traffic speeds.</p> <ul style="list-style-type: none"> <li>• Lower speeds will help address the issue of Electric Vehicles not being heard and their acceleration.</li> <li>• Plymouth City Council will derive no income from camera enforcement. Average Speed Camera Systems are enforced by the Police and fines levied either pay for Speed Awareness Courses and maintenance of the camera system or are paid to Central Government where the speeding offences are more serious. By law, any income left over after paying for the courses and maintenance can be spent only on Road Safety Initiatives by the Vision Zero South West Partnership. <a href="http://visionzerosouthwest.co.uk">Vision Zero - A collaborative road safety community project (visionzerosouthwest.co.uk)</a></li> <li>• The location of the crossing is on the desire line between the 2 sections of Victoria Park and is where pedestrians and cyclists currently cross the road. In order for the crossing to operate safely, vehicle speeds need to be guaranteed to be below 30mph. A 30mph speed limit even when enforced could still see speeds of 35mph at the crossing site. It is recognised that the majority of roads covered by the Zone are already low speed environments. It would not make sense to exclude them on that basis when this would require the erection of signs on side roads indicating that there is a higher speed limit than the main road.</li> <li>• Only those breaking the speed limit will face penalties. Drivers complying the speed limit will not be affected.</li> </ul>
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<ul style="list-style-type: none"> <li>• 20mph Speed Limits should be in place around schools. This area is too wide.</li>   <li>• Can't use a speed limiter at 20mph. Can you make the speed limit 25mph?</li>   <li>• The Scheme is discriminatory because the area is not particularly hazardous when compared to other areas of the City</li>   <li>• Some drivers will find it difficult to adapt their driving style to the new limit</li>   <li>• The restrictions will create thousands of lawbreakers</li> </ul>	<ul style="list-style-type: none"> <li>• The Department for Transport recommends that Speed limits should be no shorter than 400m in length. The proposed Zone has 5 primary schools with several parks and Nursery Schools within its area. Pupils attending the nearby City College also walk through the area. Installing a smaller 20mph Zone for each school would require a large number of signs and in some cases the Zones would overlap and most of the area would be covered in any case.</li>   <li>• A speed limiter is not required to abide by a 20mph speed limit and the zone will take little more than a minute to travel through at the legal limit. 25mph is not a legal speed limit in the UK.</li>   <li>• There has been 1 Fatal, 9 Serious and 48 Slight Injury Collisions reported by the Police within the proposed Zone in the last 5 years. There may be areas with worse collisions rates within the City depending on where the boundaries are drawn but the area was chosen because its proximity to a scheme already proposed which requires lower speed limits. This is not discriminatory and will provide safety benefits to local people.</li>   <li>• Drivers will have passed a driving test that qualifies them to drive on UK roads having due regard to the speed limit in place. 20mph Speed Limits have been in place in the UK since 1991. There are very few drivers who will not have needed to take this fact into account when taking their Driving Test.</li>   <li>• The Average Speed Camera system Surveys indicate that 99.35% of drivers travelling along Old Laira Rd through the Average Speed Camera Zone do so without incurring a Notice of Intended Prosecution. If approved, it is hoped that this will Zone be similarly successful and that the vast majority of drivers will be able to negotiate the</li> </ul>
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<ul style="list-style-type: none"> <li>• The Laira Scheme was objected to be thousands of people.</li> <li>• Where is your pollution monitoring test?</li> <li>• Why not start fining Cyclists who cycle on footpaths</li>   <li>• The New crossing will cause a build up of traffic, noise and increased engine emissions</li>   <li>• Any loss of parking is unacceptable. Suggests that an underground car park could be constructed.</li>   <li>• Relocation of Waste Bins will cause major problems for the residents of Polruan Tce.</li> <li>• Agrees that Drainage needs to be improved and suggests that overhanging tree branches are cut back to prevent bird droppings landing on cars. Alternatively Birds of Prey could be deployed at low cost to deal with the issue.</li> </ul>	<p>area without the need to break the speed limit.</p> <ul style="list-style-type: none"> <li>• There have been very few objectors to the Old Laira Rd scheme.</li> <li>• No Pollution monitoring has been undertaken.</li> <li>• Cycling on footways and footpaths is illegal and the police can enforce against this. It is acknowledged that pedestrian and cycle conflict is a significant issue. Improving on road safety through the proposed reduction in the speed limit can be expected to help encourage more cyclists to use the road rather than the footway. It is also worth noting that there are very few reported casualties from cyclists colliding with pedestrians.</li> <li>• When the crossing is in use there may be a trade-off between pedestrian and cyclist safety, encouragement to use alternatives to the private car and pollution and noise caused by waiting vehicles. This is likely to be minor and will decrease as the domestic vehicle fleet increasingly moves to the use of Electric Vehicles as 2030 approaches</li> <li>• Loss of on street parking has been kept to a minimum and has involved significant re-design of the scheme to do so. An underground car park would be likely to cost several £m and would face significant challenges in an area with such a high water table.</li> <li>• This aspect will be monitored by the Council's Waste department</li> <li>• Noted</li> </ul>
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<ul style="list-style-type: none"> <li>• Buses will take longer to complete their journeys</li> <li>• Ridiculous, just educate drivers.</li> <li>• Concerned that Amazon and other delivery drivers will be penalised by the scheme and suggests 30mph corridors through the Zone for delivery drivers</li> <li>• Engines will burn more fuel and traffic calming could be put in as an alternative.</li> <li>• You can't travel at 20mph on most of the roads anyway and 20mph Zones are just a fashion Plymouth is copying from other Cities.</li> <li>• Install pedestrian phases at the Millbridge Signalled junction</li> <li>• Stronger enforcement of existing speed restrictions</li> <li>• Provide warning lights on the approaches to schools.</li> </ul>	<ul style="list-style-type: none"> <li>• The time differences are likely to be a matter of seconds</li> <li>• The Highway Code and driving test process educates drivers on how to obey speed limits. Unfortunately a minority of drivers habitually break speed limits unless there is a realistic prospect of enforcement</li> <li>• The corridors mentioned are where the majority of collisions are occurring and where traffic speeds have to be lower because of the crossing point. Travelling at 20mph as opposed to 30mph will not greatly add to journey times.</li> <li>• Traffic calming produces more emissions than Average Speed Enforcement and would cost far more to cover the same area.</li> <li>• Plymouth is the first English Highway Authority west of Bristol to have implemented an Average Speed camera enforced 20mph Zone. The lower speeds are required to allow vulnerable road users to cross roads safely and to address injury collisions within the Zone. Agreed that many of the roads are already low speed and it would make little sense to erect signs on them telling drivers they can travel faster than they do at present.</li> <li>• A Scheme has been designed for this improvement but awaits funding. The proposed reduction in the speed limit would help improve the situation here in the meantime.</li> <li>• This would either involve a regular Police presence or enforcement cameras which are proposed as part of the scheme enforcing the 30mph limit rather than 20mph. Speeds would be in excess of 30mph and render the crossing point unsafe.</li> <li>• These have already been provided</li> </ul>
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- Tighter controls on and penalties for careless parking
- The proposed crossing point is in a position of poor visibility
- The 20mph Scheme in Wales has been a failure and is being reversed at large cost to the taxpayer
- The 20mph Zone will increase Car Insurance Premiums
- Will negatively affect businesses in the area as passing trade will reduce.
- In favour of the 20mph zone but not the enforcement
- No need for restrictions at Night
- Part Time 20mph Zones around Schools

- The level of fines available for illegal parking are prescribed nationally and cannot be varied by individual Highway Authorities.
- The crossing point is where both pedestrians and cyclists cross the road at the present time. It is unrealistic to expect them to cross 100m away. The crossing will be safe in a 20mph Zone where speeds are respected.
- Initial indications are that casualty numbers in Wales have dropped significantly. The Welsh Government has agreed to review some areas but is not reversing its decision to introduce the 20mph National Speed limit. The 20mph National Speed Limit in Wales has not been introduced with Camera Enforcement or Engineering except where these were already in place. As such it is open to abuse and drivers can break the speed limit largely with impunity in many areas. This is not the approach taken in this proposal.
- The Council has seen no evidence that this would be the case
- The amount of additional time required to pass through the zone is under a minute at 20mph compared to at 30mph. It is unlikely that drivers will divert to other roads making journeys longer rather than reduce their speed slightly for a very short time.
- It is well established that 20mph Zones are not effective where the road environment does not naturally restrict speed or where there is a lack of enforcement.
- Technology to introduce part time speed limit does exist but is prohibitively expensive and would still require automatic camera enforcement. Similarly, part time restrictions around schools are possible but there are minimum lengths of road required for

<ul style="list-style-type: none"> <li>• Parking attendants and Police Officers could use hand held video equipment to enforce against delivery drivers using mobile phones.</li> <li>• OK on the side roads but not on the main roads</li> <li>• 1/3 of emergency calls are answered by first responders who do not have blue lights.</li> <li>• Scheme should only be introduced after a Referendum with an 80% majority</li> <li>• Speed Cameras would address the speeding problem on Wilton St</li> <li>• Will cause Rat Running and speeding traffic on linking roads. Area should be widened to include these areas</li> <li>• Will previous correspondence from members of the public be available.</li> <li>• There are currently no 30mph signs.</li> </ul>	<p>an enforceable speed limit and enforcement would still be required. This would also mean that the safety benefits of the 20 mph zone would not occur whilst at the limit is “switched off”.</p> <ul style="list-style-type: none"> <li>• This is a Police function and operations of this nature are undertaken by automatic cameras which is a far cheaper option than deploying Police Officers to stand holding cameras for long periods. The Average Speed Camera system does not enable enforcement of against illegal mobile phone use to be undertaken.</li> <li>• The main roads are where the collisions are mainly occurring and the location of the new crossing point is on Eldad Hill requiring slower speeds at this location</li> <li>• Emergency First Responders have a statutory exemption if on a call.</li> <li>• Consultation responses will be reported via the Democratic process and decisions legally taken following statutory guidance.</li> <li>• Average Speed cameras will be installed on Wilton St of the scheme goes ahead to enforce the 20mph Speed Limit</li> <li>• The area covered by the limit has been expanded to the maximum extent it can be using the budget currently available. Monitoring of surrounding roads will take place to gauge the effects of the scheme if it is introduced. If judged to be a success there might be potential for extension of the scheme.</li> <li>• Correspondence is protected under GDPR regulations and cannot be made available in a way which might identify the correspondent.</li> <li>• No 30mph Repeater Signs are permitted within a street lit area. The</li> </ul>
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<ul style="list-style-type: none"> <li>• There will be a loss of parking on Millbridge, Hotham Place, Edgecombe Ave and Molesworth Rd.</li>   <li>• Is this a way of introducing an Ultra Low Emission Zone</li>   <li>• Reference to the 2018 Dft Study which concluded that unenforced or non-engineered 20mph Zones are less effective</li>   <li>• Who will pay for the Cameras and maintenance</li>   <li>• Speed Humps cause problems for drivers and passengers with back problems</li>   <li>• Will all of the traffic calming in the area be removed if the Average Speed Camera systems are introduced.</li> </ul>	<p>street lights themselves impose the 30mph limit. This is made clear in Rule 124 of the Highway code.</p> <ul style="list-style-type: none"> <li>• The total amount of legal parking lost is approximately 2 spaces. This has been very carefully designed as it is known that parking in the area for residents is at a premium. An alternative design without the Bus Boarder buildouts would have seen at least 6 legal spaces lost. There will be minor adjustments around the junction with Hotham Place and Edgecumbe Ave to allow pedestrians to cross the roads safely. These areas are all with 10m of a junction and any parking which currently takes place on is the offence of obstruction. There will be no loss of parking on Molesworth Rd.</li>   <li>• Plymouth City Council have no intention of introducing a ULEZ.</li>   <li>• Enforced Zones are effective.</li>   <li>• The Cameras will be funded by Plymouth City Council in order to provide the benefits of the proposals. Ongoing Maintenance and upkeep will be funded by Devon &amp; Cornwall Police.</li>   <li>• Average Speed Camera systems are an alternative to Traffic Calming that avoids this issue.</li>   <li>• Although there is not a large amount of traffic calming in the area there is no intention of removing it as it acts locally to reduce speed and the costs of removal would be prohibitive, although this is something that could be potentially reviewed in the future when traffic calming features are due for renewal or replacement. No further traffic calming would be required in the area.</li> </ul>
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<ul style="list-style-type: none"> <li>• Several comments about Exeter removing speed Limits.</li>   <li>• Several comments about increased costs of driving, braking etc</li>   <li>• Combine the existing Zebra Crossing and the proposed crossing into a new facility to the south of Hotham place</li>   <li>• Why not install noise detectors as a way of slowing traffic down</li>   <li>• Cyclists should dismount when using the crossing</li>   <li>• More funding should be spent on Road Safety Education rather than engineering roads to be safer. Use of</li> </ul>	<ul style="list-style-type: none"> <li>• Devon County Council implemented an experimental Low Traffic Neighbourhood in Exeter and removed it after public engagement. This was not linked to the speed limit which has remained unchanged.</li>   <li>• Lower driving speeds should result in lower wear and tear on both tyres and brakes. Driving style is of course important. This also applies to Fuel Economy where a smoother driving style leads to greater fuel economy.</li>   <li>• These issues have already been considered as a part of the design process. This would lead to a greater loss of parking and pedestrians and cyclists crossing between Stonehouse Creek and Victoria Park would be unlikely to divert 140m out of their way to cross the road. Similarly the existing Zebra Crossing is situated adjacent to shops on both sides of the road. Pedestrians using the existing zebra crossing are unlikely to want to cross 2 further roads and divert for 70 metres rather than use the existing desire line.</li>   <li>• Noise levels are not speed dependent and therefore this would not be an effective means of slowing traffic. Whilst there is experimental technology being trialled in the UK to enforce against noise pollution these are in their infancy and are likely to take several years before the Home Office will consider granting approval for them to be used on UK roads for enforcement purposes.</li>   <li>• The crossing is designed so that both pedestrians and Cyclists can use the facility together. The crossing points are segregated</li>   <li>• We need both. Budgets for Road Safety Education have been severely cut since 2010. Today's pedestrians have many issues to be aware of when</li> </ul>
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<p>Mobile Phones distracts pedestrians when crossing the road.</p> <ul style="list-style-type: none"> <li>• Several responses suggested that the money could be better spent on filling in potholes, CCTV to prevent Anti-Social Behaviour, Removal of Abandoned vehicles. Etc.</li> <li>• In Average Speed Camera controlled areas drivers tends to travel at a couple of miles an hour below the speed limit to be sure they won't trigger the cameras. It isn't necessary to impose a 20mph limit because drivers will travel below 30mph if it is similarly enforced</li> <li>• A cheap option rather than improving the roads to improve safety by widening footpaths and providing better visibility at junctions</li> <li>• Older cars are not designed to travel at 20mph</li> <li>• Newer cars are not designed to travel at 20mph</li> <li>• Improve the signals at Ford Hill</li> </ul>	<p>interacting with live traffic including quieter vehicles. However, our responsibility to design new schemes to be as safe as possible for all road users cannot be ignored when there are proven measures available to ensure a higher level of safety.</p> <ul style="list-style-type: none"> <li>• The budget available for this scheme is mostly grant funding from central government to be spent to enable people to walk and cycle or use wheelchairs and mobility scooters more safely. It cannot be used for other purposes.</li> <li>• Approach speeds to the new Zebra Crossing need to be below 25mph. Contrary to the statement made, it is known that drivers will often drive a couple of mph above the speed limit even when enforced by cameras taking advantage of the perception that enforcement levels will be slightly above the speed limit.</li> <li>• Partly correct as introducing an enforced 20mph Zone is far cheaper than undertaking major works on multiple roads which the City Council would not be able to afford. It is also worth noting that in a number of locations, due to the constrained road environment and parking, the opportunities for changing layouts without removing buildings is limited.</li> <li>• 20mph Speed limits have been legal on UK roads since 1991. Drivers are required to abide by the posted speed limit</li> <li>• 20mph Speed limits have been legal on UK roads since 1991. Drivers are required to abide by the posted speed limit</li> <li>• A scheme to improve the signals at Ford Hill is programmed for the current financial year.</li> </ul>
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<ul style="list-style-type: none"> <li>• Improve public transport first</li>   <li>• 202 name Petition submitted objecting to 15 minute Cities, Facial and Automatic Number Plate Recognition Cameras (ANPR), traffic restrictions and any other type of restrictions. Opposes ant restrictions on Freedom of movement and/or fines in the name of Climate Emergencies, net zero, decarbonisation and SMART Cities but not limited to these.</li>   <li>• The scheme will cause congestion and PCC will then use this as evidence to introduce a congestion charge.</li>   <li>• The Old Laira Rd scheme is not used as justification for the proposal because it has been a failure with no reduction in collisions observed.</li> </ul>	<ul style="list-style-type: none"> <li>• The scheme is intended to improve public transport by providing improved bus boarding facilities.</li>   <li>• 15 minute cities is a renamed decades old planning concept whereby the needs of local populations are available to residents on foot or cycling within 15 minutes travel time (District Centres). The concept does not involve any restriction on residents travelling further afield or using their car. However, there has been some misleading information published about the concept online which is believed by some in error. This project has no link with any plans to introduce 15 Minute Cities in Plymouth. The scheme, if introduced will be enforced by ANPR Cameras operated by the Police which do not have facial recognition software fitted to them. Whilst the Climate Emergency is established fact, there are no plans associated with this scheme to fine drivers for issues associated with Decarbonisation. Neither is the project linked to any SMART City proposals although it is observed that many drivers already check google maps to identify congestion level before travelling.</li>   <li>• There is no evidence that the scheme will cause congestion and PCC have no intention of introducing a Congestion Charge</li>   <li>• The Old Laira Rd scheme, similar to this proposal was not justified on casualty grounds alone. However, although the evaluation period for the scheme is not yet complete initial indications are that the scheme has reduced collisions as well as providing a safer and more user-friendly environment for residents and vulnerable road users. In the 5 years Before the scheme was introduced there were 9 injury collisions reported by the Police including 1 Serious. In the 27 months since the scheme has been in place there have been 3 Slight Injury</li> </ul>
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- Will cause collisions and road rage incidents.
- No-one wants an ugly yellow pole outside their house
- Neurodiverse individuals find it easy to drive at 30mph but not at 20mph because of the noise from the gears.
- In Wales the 20mph National Speed Limit has led to abuse of cyclists by impatient drivers
- Build a bridge instead

#### Comments in Favour

- Road Casualty Reduction Officer at Devon & Cornwall Police : “In recent years, authorities in areas of the UK have reduced speed limits to 20mph, particularly in areas with high volumes of foot traffic and in areas near to schools.
- “We are aware of the collision history in North Road West and Wilton Street

collisions reported, none have involved excessive speed and all occurred within the first 6 months of introduction. There have been no collisions in the area for the last 2 years.

- Experience on Old Laira Rd is that Collision numbers are falling and there is no evidence of road rage incidents.
- Most if not all of the cameras will be deployed on lamp columns and whilst they will be painted yellow to help warn drivers, most of the locations are away from domestic dwellings
- All drivers are required to drive at the posted speed limit regardless of any protected characteristic.
- Experience in Plymouth of an enforced 20mph Zone is that Cyclists perceive the road environment to be less dangerous and drivers have not been reported to be abusive.
- The cost of building a bridge would far exceed the costs of the measures designed and would likely require the removal of trees and take up a large footprint of the Park and land not in the ownership of the council in order to construct it. Bridges are also not favoured by many vulnerable road users who would rather risk an uncontrolled at grade road crossing that negotiate a bridge structure.
- Comments noted
- Comments noted

and believe that the proposals to implement a 20mph speed limit put forward by Plymouth City Council will reduce the number of collisions and prioritise the safety of pedestrians and cyclists using the crossing point.”

- The Scheme will improve Road Safety
- The scheme will improve air quality
- Residents Views should take precedence
- Slower Travel Time is minimal
- Drivers already exceed 30mph within the proposed Zone.
- Introduce a ULEZ
- Extend the 20mph Zone to surrounding areas
- The 20mph Zone will be a waste of money if its not enforced
- More powerful Street Lights are required because of the trees.

- This is one of the main purposes of the scheme.
- Traffic Calmed 20mph Zones do not appear to worsen air quality. Average Speed Camera Enforced 20mph Zones are easier for drivers to negotiate. Congestion can increase local air pollution but its impacts are complex and depend on several factors. [Speed, emissions & health \(tfl.gov.uk\). \(https://content.tfl.gov.uk/speed-emissions-and-health.pdf\)](https://content.tfl.gov.uk/speed-emissions-and-health.pdf)
- Not all respondents have provided their address but those that have are registered as being residents of the proposed zone or not.
- In many cases the additional travel time for traversing the zone will be less than a minute compared to 30mph.
- There is a level of disregard for the 30mph speed limit on the main through roads within the zone
- There are no plans to introduce a ULEZ within Plymouth. With the move to electric vehicles it is predicted that emissions will fall substantially over the coming years.
- If the scheme is approved its success will need to be monitored before any potential extensions are considered.
- It is intended that the 20mph Zone will be enforced.
- Unfortunately the trees do block some of the Street Lights. Installing more powerful lights would not help unless the tree growth were reduced which is not favoured by many.

- Camera Placement will need to take account of the potential for Rat running
- Support the scheme because of the significant reduction in casualties seen in Wales in area covered by the new 20mph Speed Limit
- The design feels like a compromise and should be landscape led with a priority for Pedestrians and Cyclists
- Why are the Car Parking Spaces being kept?
- Offsetting the entrances won't be adhered to by some. Why can't the design incorporate a raised platform in different colours to join up the 2 entry points and act as a shared space.
- The whole length of the bridge should be a raised table.

**Comments Partially in Favour or not objecting to the scheme.**

- The level of consultation should have been greater more inclusive
- Not enough information regarding Collision Data, Vehicle Speeds, Cost Benefit Analysis, Economic Assessments and Pollution monitoring was made available

- This element will be part of the design if approved
- The reduction in casualties reported in Wales is significant and is being studied carefully.
- The design is a compromise between the needs of residents, businesses, pedestrians, cyclists, people with disabilities, and the travelling public on this busy distributor road.
- The Car Parking spaces are needed by residents, visitors and businesses.
- The design has had to consider both the safety of all road users and the available budget. Shared space as a concept is no longer favoured especially where vulnerable road users are at risk and is not considered appropriate in this location which is relatively busy with motorised traffic.
- The costs of this would be prohibitive, would add significant extra weight to the existing bridge structure and would cause significant drainage challenges in an area where drainage problems are regularly experienced.
- The consultation undertaken involved over 5000 letters being sent to local residents with large amounts of information available online. Those unable to access online resources were offered paper copies of the plans by post if required.
- Casualty, Speed and vehicle volume data is available if required although there may be a charge in some cases. This information was used in evaluation the scheme and contributed to design recommendations as did a cost comparison of various scheme options. It is not usual for formal Economic

<ul style="list-style-type: none"> <li>• Build a subway rather than an at grade pedestrian crossing</li>   <li>• Construct a signalised Toucan crossing rather than a Zebra</li>   <li>• Ensure that there is adequate warning signage of the crossing on the Eldad Hill approach</li>   <li>• Better value for money if the Cameras were installed on the A38</li>   <li>• Phased approach should be taken before installing cameras.</li> </ul>	<p>assessments and Pollution monitoring to be undertaken on schemes of this value, although we are confident that the scheme represents good value for money.</p> <ul style="list-style-type: none"> <li>• The costs of construction of a Subway would far exceed the budget of the current scheme. Due to the high water table any subway constructed might well be underwater as well as underground and would require a land footprint outside of the area owned and controlled by the City Council. Some vulnerable road users are unwilling to use subways due to fears about antisocial behaviour and crime.</li>   <li>• The advantage of the Belisha Beacons used at Zebra Crossings is that the Globe is visible for 360° and can be seen for further, closer to bends and junctions. A Cowled Signal Head has to be aimed directly at traffic and cannot be seen by approaching traffic if there is a bend involved. The zebra crossing also involves less overall delay for users and traffic because traffic can restart as soon as the pedestrian/cyclist has finished crossing.</li>   <li>• Signing will be in place on the approach to the crossing</li>   <li>• The A38 is not owned or maintained by the City Council. Management of road safety on the A38 is undertaken by National Highways on behalf of the Department for Transport.</li>   <li>• It is known that an Average Speed camera System is likely to maximise compliance with the Speed limit and the safety of vulnerable road users and is the best value for money to achieve this. A phased approach involving signing, lining, traffic calming etc would cost more to implement and might still require camera deployment if unsuccessful. Traffic Calming is often unpopular with residents due to the</li> </ul>
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<ul style="list-style-type: none"> <li>• Ensure that Cameras cannot be used for corrupt purposes.</li> </ul>	<p>noise and vibrations caused 24 hours a day.</p> <ul style="list-style-type: none"> <li>• Collection of personal data in the UK is strictly controlled and information gathered by Average Speed Cameras can only be held if in support of a prosecution. The cameras do not use Facial Recognition software and are only permitted to be used for speed enforcement.</li> </ul>
<p><b>Pedestrian crossing</b></p>	<p>Responses received were generally in favour of the introduction of the pedestrian crossing although concerns were voiced regarding its proximity to the bend, loss of parking and the potential for improving the existing Zebra Crossing at the shops, all of which have been addressed above.</p> <p>Another strong theme was the need to introduce pedestrian phases at the Millbridge Signals from both those in favour and against the 20mph Speed Limit</p>

#### 4. RECOMMENDATION

1. It is recommended that: The scheme is constructed and introduced along with the associated Traffic Orders as advertised to include the 20mph Zone enforced with an Average Speed Camera system.

#### 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 – MILL BRIDGE TRO

## SECTION ONE: INFORMATION ABOUT THE PROPOSAL

<b>Author(s):</b> This is the person completing the EIA template.	Mike Jones	<b>Department and service:</b>	Plymouth Highways, Traffic Management	<b>Date of assessment:</b>	18/11/2024
<b>Lead Officer:</b> Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.	Mike Artherton	<b>Signature:</b>	<i>M. Artherton</i>	<b>Approval date:</b>	27/11/2024
<b>Overview:</b>	<p>The proposed scheme is designed to benefit both pedestrians and cyclists, including people with disabilities. The scheme aims to deliver major health benefits providing and opportunity for the residents of Plymouth to walk and cycle more safely. The proposal aims to encourage modal shift, reducing congestion on our roads and lowering the amount of carbon emissions from traffic.</p> <p>Proposals include:</p> <ul style="list-style-type: none"> <li>• a new zebra and a parallel cycle crossing on Mill Bridge</li> <li>• a new 20mph Speed Limit Zone, enforced by average speed cameras. Lower speeds are needed around the proposed crossing due to limited forward visibility on the approach from Eldad Hill and require enforcement to ensure that drivers do not approach the crossing at too high a speed. Requests for the introduction of a 20mph speed limit on Eldad Hill are regularly received due to the volume of traffic and narrowness of the footpath and road. The proposals would also include the area covered by the existing 20mph Zone at the High Street and Millbay Primary Academy. Recent public engagement in the surrounding areas has supported the extension of a 20mph Zone.</li> <li>• reconfiguration of the existing informal parking area and bus stops on Mill Bridge. Pedestrian Crossings usually result in the loss of several parking spaces on each approach because of the requirement to provide Zig Zag markings. This design has limited the loss to two spaces by converting the Bus Bays to parking and providing build outs for bus passengers to use.</li> <li>• a new cycle on-ramp to access the shared-use (walking and cycling) path on the eastern side of Mill Bridge</li> <li>• relocation of waste bins for Eldad Hill residents</li> <li>• additional gullies to improve drainage on Mill Bridge.</li> </ul>				

	<p>This will link two parts of a designated Local Green Space (Stonehouse Creek and Victoria Park) as well as improving continuity of the National Cycle Network Route 2 and Plymouth’s planned strategic cycle network. This area also forms part of LCWIP cycle route 2.</p> <p>The proposal is intended to improve safety for pedestrians and cyclists at this location, especially for the children attending the 5 primary schools situated within the proposed 20mph Zone.</p>
<p><b>Decision required:</b></p>	<p>THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2024.2137323 MILL BRIDGE CROSSING SCHEME) ORDER                  &amp; THE CITY OF PLYMOUTH (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) (AMENDMENT ORDER NO. 2024.2137323 MILL BRIDGE CROSSING SCHEME) ORDER</p> <p>To implement the following amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004 &amp; The City of Plymouth (Traffic Movement and Speed Limit Regulations) (Consolidation) Order 2022.</p> <ol style="list-style-type: none"> <li>1. Add/Amend Parking Restrictions on lengths of the following roads: Edgcombe Avenue, Hotham Place, Eldad Hill &amp; Stoke Road</li>   <li>2. Add 20mph Zone on lengths of the following roads; Adelaide Lane, Adelaide Place, Adelaide Street Ope, Alice Lane, Alice Street, Anstis Street, Archer Place, Archer Terrace, Arundel Crescent, Ashley Place, Battery Street, Bayswater Road, Belmont Street, Boon’s Place, Cambridge Lane West, Cathedral Street, Cecil Cotts, Cecil Street, Claremont Street, Clarence Place, Crawford Road, Dairy Lane, De La Hay Avenue, Downton Close, Edgcombe Avenue, Eldad Hill, Essex Street, Eton Avenue, Eton Place, Eton Street, Fellowes Place, Fellowes Place Lane South, Fellows Lane, Fitzroy Road, Flora Cottages, Flora Court, Flora Street, Francis Street, Frederick Street East, Frederick Street West, Gloucester Place, Halfpenny Court, Harwell Street, Hastings Street, Hastings Terrace, Haystone Place, Hetling Close, High Street, Hotham Place, Ilbert Street, King Street, Manor Gardens, Manor Street, Melbourne Cottages, Melbourne Place, Melbourne Street, Mill Bridge, Molesworth Road, Neswick Street, North Road West, Ocean City Place, Octagon Street, Oxford Place, Oxford Street, Palmerston Street, Paradise Road, Patna Place, Peel Street, Penrose Street, Penrose Street West, Prynne Close, Quarry Cotts, Queen’s Gate, Rendle Street, Rutger Place, St Barnabas Terrace, St Mary Street, Staddon Terrace Lane, Stoke Road, Stuart Road, Sydney Street, Union Place, Valletort Lane, Valletort Place, Valletort Road, Victoria Avenue, Wantage Gardens, Waterloo Close, Well Gardens, Wilton Road, Wilton Street, Wingfield Way, Wolsdon Place, Wolsdon Street, Wyndham Lane, Wyndham Mews, Wyndham Square, Wyndham Street East</li> </ol> <p>The proposal also included advertisement of a Parallel Crossing on Mill Bridge, approx. 76.5 metres south east of its junction with Edgcombe Avenue.</p> <p><b>As set out in the briefing report.</b></p>

	<p><b>I. It is recommended that: The scheme is constructed and introduced along with the 20mph Zone enforced with an Average Speed Camera system as advertised.</b></p>
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**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>	<b>Yes</b>		<b>No</b>	√
<p><b>Potential internal impacts:</b> Does the proposal have the potential to negatively impact Plymouth City Council employees?</p>	<b>Yes</b>		<b>No</b>	√
<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 two)</p>	<b>Yes</b>	√	<b>No</b>	
<p>If you do not agree that a full equality impact assessment is required, please set out your justification for why not.</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 16.4 per cent of people in Plymouth are children aged under 15. 65.1 per cent are adults aged 15 to 64.</p>	<p>No adverse impact anticipated</p>		

	<p>18.5 percent are adults aged 65 and over. 2.4 percent of the resident population are 85 and over.</p> <p>South West 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> <p>England 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> <p>(2021 Census)</p>			
<p><b>Care experienced individuals</b> <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).</b></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>No adverse impact anticipated</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.			
<b>Disability</b>	9.4 per cent of residents in Plymouth have their activities limited 'a lot' because of a physical or mental health problem. 12.2 per cent of residents in Plymouth have their activities limited 'a little' because of a physical or mental health problem (2021 Census)	No adverse impact anticipated		
<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		

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



	of residents describe their sexual orientation using a different term (2021 Census).			
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**SECTION FOUR: HUMAN RIGHTS IMPLICATIONS**

Human Rights	Implications	Mitigation Actions	Timescale and responsible department
	No adverse impact has been identified.		

**SECTION FIVE: OUR EQUALITY OBJECTIVES**

Equality objectives	Implications	Mitigation Actions	Timescale and responsible department
<b>Celebrate diversity and ensure that Plymouth is a welcoming city.</b>	No adverse impact has been identified.		
<b>Pay equality for women, and staff with disabilities in our workforce.</b>	No adverse impact has been identified.		
<b>Supporting our workforce through the implementation of Our People Strategy 2020 – 2024</b>	No adverse impact has been identified.		
<b>Supporting victims of hate crime so they feel confident to report incidents, and working with, and through our partner organisations to achieve positive outcomes.</b>	No adverse impact has been identified.		

<b>Plymouth is a city where people from different backgrounds get along well.</b>	No adverse impact has been identified.		
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