

**Oversight and Governance**

Chief Executive's Department

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Delegated Decisions

Delegated Executive/Officer Decisions

Notice of call-in for non-urgent decisions must be given to the Democratic Services Team by 4.30 pm on Wednesday 02 July 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/3hwmppzp>

The decisions detailed below may be implemented on Thursday 03 July 2025, if they are not called-in.

Delegated Decisions

1. Councillor Tudor Evans OBE - Leader of the Council:

1a. L03 25/26 - Plymouth Sound National Marine Park (PSNMP) **(Pages 1 - 34)**
Levelling Up Funding (LUF) Grant, Funding Switch and Budget Increase

2. Councillor John Stephens - Cabinet Member for Strategic Planning and Transport:

2a. SPT04 25/26 - THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2023.2137314 – BARNE LANE & PEARN ROAD) (SCHOOL STREETS) ORDER 2025 **(Pages 35 - 56)**

EXECUTIVE DECISION

made by a Cabinet Member



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

Executive Decision Reference Number – L03 25/26

Decision	
1	Title of decision: Plymouth Sound National Marine Park (PSNMP) Levelling Up Funding (LUF) Grant, Funding Switch and Budget Increase
2	Decision maker: Councillor Tudor Evans OBE (Leader of the Council)
3	Report author and contact details: Sharon Mercer (Head of Strategic Programmes); Sharon.Mercer@plymouth.gov.uk ; +441752308808
4	Decision to be taken: <ol style="list-style-type: none"> Approves the Business Case Change Request to include fund switch of £2.5m, replacing Corporate Borrowing with LUF3 funding; Allocates an additional £1.750m for the project into the Capital Programme funded by LUF grant funding as follows: <ul style="list-style-type: none"> LUF Capacity & Capability Funding 2024/25 - £0.050m LUF3 – Accelerating Plymouth Waterfront - £1.700m
5	Reasons for decision: <p>The Levelling Up round 3 (LUF3) funding has now been secured and the MOU has been signed. Using LUF3 funding will enable PCC to reduce its Corporate Borrowing commitment. An additional £1.7M for the project is required to remove PSNMP Tinside refurbishment project budget pressures.</p>
6	Alternative options considered and rejected: <p>1. – Do Nothing</p> <p>The 'Do Nothing' option has been rejected as it would mean that PCC would refuse the LUF3 grant funding for the Waterfront regeneration project being delivered by the PSNMP. Rejecting this funding would result in additional PCC capital borrowing being required to deliver the budget required for the project in terms of the additional funding, and existing corporate borrowing commitments of £2.5m would be maintained and the opportunity to remove this commitment would be lost.</p>
7	Financial implications and risks: <p>Fund switch of £2.5m, replacing Corporate Borrowing with LUF3 funding.</p> <p>PSNMP had a fund raising target of £2.5m, this target was being underwritten by Corporate Borrowing. By securing £4.2m of LUF Grant the fundraising target has been met and the need for the underwrite can be removed.</p> <p>Allocation of an additional £1.750m for the project into the Capital Programme funded by LUF grant funding.</p> <ul style="list-style-type: none"> LUF Capacity & Capability Funding 2024/25 - £0.050m

	<ul style="list-style-type: none"> LUF3 – Accelerating Plymouth Waterfront - £1.700m <p>PSNMP Tinside refurbishment project budget pressures will be removed by accepting additional funding to the project from the LUF grant.</p> <p>There is a small risk that retrospective claims for works completed to date will not be acceptable to be claimed against this Grant. This is considered a very small risk as confirmation has been received that retrospective claims are acceptable, and all expenditure is consistent with the grant expenditure types as defined during the grant process.</p>			
8	Legal Implications: (For completion by Legal Officers) None			
9	Is the decision a Key Decision? <p>(please contact Democratic Support for further advice)</p> <p>Please type an X into the relevant boxes</p>	Yes	No	Per the Constitution, a key decision is one which:
			X	in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total
			X	in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1million annually
			X	is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.
	If yes, date of publication of the notice in the Forward Plan of Key Decisions	N/A		
10	Please specify how this decision is linked to the Council's corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget:	The PSNMP programme is key strategic priority for the Council and links to the following Corporate Plan priorities: <ul style="list-style-type: none"> Make Plymouth a great place to grow up and grow old. This project seeks to enhance both Plymouth as a city and its citizens wellbeing by reconnecting people to the ocean and all the wellbeing benefits that brings. Being the home of the UK's first National Marine Park brings huge prestige to the city that raises the profile of the city nationally and internationally all of which encourages more investment and visitors to the city. Green Investment, Jobs, Skills and Better Education are delivered within the PSNMP project. Investment in local business, Inspire element will focus on Skills development and schools programme that seeks to engage with every primary school in Plymouth either annually for four years or for one full school year. Spending Money Wisely is a clear aim of the project. All ideas for the programme were tested in the development phase and capital plans were developed to RIBA 3 to ensure only the essential items were included and this was done through many rounds of review and value engineering to develop the solutions that represent the best value of money. 		

I 1	Please specify any direct environmental implications of the decision (carbon impact)	The environmental implications for the PSNMP programme were identified and considered as part of the original business case in approved by the Cabinet in February 2024. This decision does not change the environmental implications already considered. The climate impact assessment is attached.		
Urgent decisions				
I 2a	Is the decision urgent and to be implemented immediately in the interests of the Council or the public? Please type an X into the relevant box	Yes		(If yes, please contact Democratic Support (democraticsupport@plymouth.gov.uk) for advice)
		No	X	(If no, go to section I 3a)
I 2b	Reason for urgency:			
I 2c	Scrutiny Chair Signature:		Date	
	Scrutiny Committee name:			
	Print Name:			
Consultation				
I 3a	Are any other Cabinet members' portfolios affected by the decision? Please type an X into the relevant box	Yes	X	
		No		(If no go to section I 4)
I 3b	Which other Cabinet member's portfolio is affected by the decision?	Councillor Lowry (Cabinet Member for Finance)		
I 3c	Date Cabinet member consulted	19 March 2025		
I 4	Has any Cabinet member declared a conflict of interest in relation to the decision? Please type an X into the relevant box	Yes		If yes, please discuss with the Monitoring Officer
		No	X	
I 5	Which Corporate Management Team member has been consulted?	Name	Glenn Caplin-Grey	
		Job title	Strategic Director for Growth	
		Date consulted	05 June 2025	
Sign-off				

16	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	JS03 25/26
		Finance (mandatory)	OW.25.26.007
		Legal (mandatory)	LS/00001312/I/AC/9/5/25
		Procurement (if applicable)	N/A
		Corporate property (decisions involving Council owned land or facilities) (if applicable)	N/A
		Human Resources (if applicable)	N/A

Appendices

17	Ref.	Title of appendix
	A	PSNMP Business Case Change Request 250313 v2
	B	Equalities Impact Assessment
	C	Plymouth Sound National Marine Park Horizons project_PLY864 CIA Report

Confidential/exempt information


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

Exemption Paragraph Number

		1	2	3	4	5	6	7
18b	Confidential/exempt briefing report title:							

Background Papers

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

PSNMP Business Case v1.0 (01/02/2024)							
PSNMP Committee Report 240212 v2 - Approved							
LUF MOU signed PCC + MHCLG							
Cabinet Member Signature							
20	I agree the decision and confirm that it is not contrary to the Council’s policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council’s duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act (2010) and those who do not. For further details please see the EIA attached.						
Signature				Date of decision		24 June 2025	
Print Name		Councillor Tudor Evans OBE (Leader of the Council)					

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CAPITAL BUSINESS CASE CHANGE REQUEST

Plymouth Sound National Marine Park (PSNMP)



Business Case Change CATEGORY (mark one or more as appropriate)

Project Variations	Add Funding <input checked="" type="checkbox"/>	Virements <input type="checkbox"/>
	Remove Funding <input type="checkbox"/>	

Other please specify: Funding switch £2m fund raising target underwritten by corporate borrowing in Feb 2024 approval and £0.5m partner contribution with £2.5m Levelling Up fund Round 3

Project Detail

Insert previous business case number and link to the business case		Committee Report 12 th February 2024	
Total value of capital project currently within the approved capital programme.		£13.642m Approved in Business cases up to Feb 2024. £0.929m was transferred to Revenue £12.713m now total amount	
Value to be added to Capital programme		£1.750m funded from LUF	
Does this project need to go to CMT?	No	Date business case approved by CMT (if required)	01/02/24
		Directorate	Place
Portfolio Holder	Cllr Tudor Evans, Leader	Service Director	David Draffan
Senior Responsible Officer (client)	David Draffan	Project Manager	Project Director - Kat Deeney Programme Manager – Sharon Mercer

Purpose of Business Case Change Request: (Provide a brief outline of what has happened to date. Explain the details of the proposal and how the proposal will address the issue)

The purpose of this business case change request is to update Capital Programme Officer Group (CPOG) on additional funding to be added to the PSNMP Programme and fund switching a fundraising target & partner contribution from Corporate Borrowing to grant funding. The additional funding is coming from two different Levelling Up Fund applications, and therefore explanations are different for both elements of the additional and switch funding.

£50,000 – Additional Funding Request from the Levelling Up Fund: Local Growth Capacity Support Payment 2022-23, 23-24 & 24-25

The PSNMP has been allocated £0.050m from LUF funding for 24/25 to support the capitalisation of project management resource specifically for the PSNMP Tinside capital project. Capital finance have confirmed the amount is available for this purpose and meets grant conditions. This change request seeks recommendation for approval to add this amount to the PSNMP Programme for this purpose.

£4.2m – Additional Funding Request from Levelling Up Fund Round 3, ‘Plymouth and South Devon Freeport – Accelerating Plymouth’s Waterfront Regeneration’

When to business case was approved in Feb 2024 the income for the programme included a £2m fund raising target which PCC agreed to underwrite, and the business case also included an income of £0.500m from partner organisation Mount Batten Centre.

PCC secured LUF funding which was originally notified in Autumn 2023, and subsequently reconfirmed via email from MHCLG 04/11/24. Within the LUF funding envelope £4.2m was for the PSNMP programme to deliver the £2m fundraising target and replace the PCC underwrite, to replace the £0.500m partner contribution, and add an additional £1.7m to the programme to address additional cost identified at the Tinside Lido project and provide additional capital project management resource.

At the point of writing PCC have completed all the required documentation for the LUF funding and are now just waiting on the final confirmation to enable draw down of the funds, however due to project timescales it was necessary to submit the change request form now for approval as the final confirmation is expected by the end of March. Therefore CPOG is being asked to recommend approval of the uplift subject to the final notification under the assurance that the uplift will not happen until the final notification of LUF funding is obtained.

Total funding to be allocated to the capital project £1.750m

Revised Key Risks: *(Explain any changes to the risk register / risk log in the approved business case)*

Following are the Key Risks that were noted at the point to business case approval in Feb 2024, with updates.

Programme cost increase due to inflation & unforeseen factors that increase costs. To address this risk, significant contingency and inflation allowances have been built into the budget as this was a necessary requirement specified by the NLHF. **Update – Project costs at Tinside have increased due to additional works required to bring an unused space back into use, additional funding is being added to this project within the PSNMP by this business case change request. Tinside project is due completion in June 2025 this will reduce the risk of additional budget pressures. The risk however remains relevant for Mount Batten and Mount Edgcumbe projects, but contingency and inflation allowances are still available within the programme and can be allocated if required with NLHF approval.**

Failure to meet the £2m fundraising target assigned to the project. The mitigation for the project income is provided by a PCC underwrite for this amount. Further to this the LUF funding awarded to PCC in Autumn 2023, is being considered as the alternative funding source for the fundraising. The council retains the risk should fundraising not be achieved, therefore the programme has a defined fundraising leader who will drive the fundraising agenda for the project to ensure this target is achieved. **Update – Change request formally seeks recommendation for approval to bring the LUF funding, identified in this risk as mitigation for the fundraising underwrite position, into the project. Thus removing this original risk to the project.**

Revised Outcome and Benefits: *(Explain any changes to the financial and non-financial outcomes and benefits as identified in the approved business case)*

There is not revision to the outcomes and benefits of the project as this change request seeks recommendation for approval to bring additional funding into the project that was known about at the time of the business case approval.

Revised Milestones and Date:

Has the start /completion date changed? *(If so, please update with new dates)* No

Contract Award Date	Start On Site Date	Completion Date

Is further Consultation required: *(if so, please ensure you consult with legal and procurement prior to submission)*

Do you need further engagement with procurement for a tender or contract variation? No
Have procurement been consulted? No

Does the change in your project require Legal advice? if yes please explain why.

No

Does the change alter the Climate Impact Assessment. *(If yes, this would need to be updated)*

No

Does the change alter the Equalities Impact Assessment. *(If yes, this would need to be updated)*

No

Revised Financial Implications: *(Capital and Revenue – capital profile and ongoing PCC revenue implications)*

Capital Cost and Financing:

Breakdown of project costs including fees surveys and contingency	Prev. Years £	24/25 £	25/26 £	26/27 £	27/28 £	28/29 £	Future Years £	Total £
Original business case capital cost	260	3,348	7,133	1,280	418	274		12,713
Revised capital costs	260	3,348	8,883	1,280	418	274		14,463
Difference	-	-	1,750	-	-	-		1,750

Detail on financing change (+£ or -£) to match the difference above

		24/25 £	25/26 £	26/27 £	27/28 £	28/29 £	Future Years £	Total £
Grant Funding (Ringfenced/ Un- Ringfenced)								
LUF – Capacity & Capability Grant 2024/25		50						50
LUF – Round 3 Accelerating Plymouth Waterfront			4,200					4,200

SI06 /CIL								
Corporate / Service Borrowing		(50)	50					-
Internal Contribution (RCCO)								
External Contribution								
Fundraising Target – PCC Underwrite			(2,000)					(2,000)
Partner Contribution – Pontoon			(500)					(500)

Are there any bidding constraints /restrictions/ conditions attached to the funding	
Does the change have any Tax and VAT implications. (If yes, please contact Sarah Scott)	


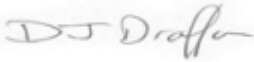
Revised Revenue Implications:						
Revised Revenue Implications for Service Area:						
	25/26 £	26/27 £	27/28 £	28/29 £	29/30 £	Future Yrs.
Original business case revenue cost (A)						
Change to costs (B) increase / - reductions						
Change in income (C) reduction / - increase						
Revised revenue costs D = (A+/- B & C)						
Difference (A – D)						
Revised Service Area benefit & savings:						
Has the revised cost changes from this request been budgeted for or would it make a revenue pressure.	No budget pressure – this removes the underwrite on the Fundraising Target of £2m					
Loan value	£	Interest Rate	%	Term Years	Annual Repayment	£

SECTION 5: RECOMMENDATION AND ENDORSEMENT

Recommended Decision

It is recommended that the Leader of the Council


- Approves the Business Case Change Request to include fund switch of £2.5m.
- Allocates £1.750m for the project into the Capital Programme funded by LUF grant funding
 - LUF Capacity & Capability Funding 2024/25 - £0.050m

○ LUF Round 3 – Accelerating Plymouth Waterfront - £1.700m			
[Name, Portfolio]		Service Director	
Either email dated:	<i>date</i>	Either email dated:	<i>date</i>
Or signed: 		Signed: 	
Date: 24 June 2025		Date: 10 March 2025	

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EQUALITY IMPACT ASSESSMENT – NATIONAL LOTTERY HERITAGE FUND
DELIVERY STAGE GRANT ACCEPTANCE – PLYMOUTH SOUND NATIONAL MARINE
PARK

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): This is the person completing the EIA template.	Elaine Hayes	Department and service:	Economic Development, Place	Date of assessment:	05/01/2024
Lead Officer: Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.	Kat Deeney	Signature:		Approval date:	05/01/2024
Overview:	<p>The National Lottery Heritage Fund (NLHF) Round 2 bid was successful, and the full grant applied for was approved by the NLHF Board in Dec 2023. The focus of the project is to support underserved communities in Plymouth to have increased access to the sea and coast through a suite of both capital and revenue interventions.</p> <p>The delivery stage of the project will catalyse work to deliver the NMP vision over a 5 year period, starting in January 2024 following the discharging of the grant conditions and acceptance of the grant funding.</p> <p>The project is an integrated, transformative collaborative programme of work to enable a new relationship between the city and sea, which benefits people and nature. The aim of the different areas of the project is to work holistically together to bring the NMP to life. The project includes.</p> <ul style="list-style-type: none">• An inclusive Activity Plan, which will provide different communities with opportunities to engage with the Park, discover and learn more about the NMP and support activities to help enhance and care for the Park.• Sensitive Capital enhancements to key hubs along the waterfront opening up new places and spaces for communities to enjoy and engage with the NMP.• Pioneering nature restoration initiatives.• An innovative Digital Park to ensure the heritage beneath the waves is visible, accessible and inspirational.				

- An Interpretation Plan which will highlight the past, present and future, co-designed with our communities and reaching into the heart of our city.

This cohesive programme has been designed to enable a new sustainable relationship with the sea. By removing identified barriers to access, it will enable communities across the city to engage with the NMP in a manner that is relevant and beneficial to them. There will be a focus on working alongside communities that currently have little or no engagement with the NMP. This will deliver significant benefits and ensure that the NMP is inclusive and welcome for all. Detailed below is an explanation of the different components of the delivery phase, shown as separate elements in the paper but will be delivered as an integrated programme.

Engagement in Project Design

To help inform the project design and delivery and, ensure that equality diversity and inclusion is at the centre of our project, we have engaged with local community organisations including ethnic minorities, disability groups, the LGBTQ+ community, and organisations that work with neurodivergent individuals.

During the test and trial phase we have spoken directly to 10,000 people, inspired over 7,000 school children, reached millions through our digital engagement and motivated over 200 people to become volunteers. The project team and partners have worked with our communities to provide genuine engagement and a deep understanding of how this project can drive a very positive transformation for people, the environment and Plymouth.

Over the past 2 years the project has ensured inclusive engagement has enabled communities to shape the project that will be submitted at the next stage, as well as ensuring people had the opportunity to interact with the NMP in new ways. Over the development period the project delivered:

- **Sea in the Park** – Cross city events taking the NMP to the communities with interactive activities, 16 events, 938 attendees.
- **Meet the Marine Park** – Focused group sessions with 137 young people.
- **School Archaeology Camp** - 24 attendees pupil premium
- **Swim Safe** - 59 attendees at 5 locations
- **Big Blue Splash** – ‘Have a go’ festival 2,200 attendees.
- **Mini Blue Splashes** – Smaller group ‘Have a go’ events 390 attendees, including children with trauma and SEND.
- **2 NMP Open Weekends** – Hosted at the National Marine Aquarium over 5000 people attend this year. 57% of people attending came from groups we had a focus on engaging.

- **Integrated schools programme**, visits and virtual tours - trialling new ways to teach about the NMP in line with curriculum requirements, 27 schools, 749 children.
- **NMP Walks** – 6 events, 48 people.
- **Art sessions** – 3 events at 3 different locations - 42 attendees
- **Over 155 community groups engaged** – throughout the period.
- **STEM events** – 400 pupil premium Key Stage 2 pupils over 2 days
- **Volunteer programme** – 656 volunteer hours (March 23 figures)
- **Community event attended** - 42 community events.
- **Youth Work Patrols with detached youth workers:** 22 patrols
- **Digital demonstrators** – 5 cohorts, focused sessions and pop up even.
- **Workshops, interviews and meetings** – to shape the capital interventions.

The Development Phase research and consultation programme clearly established how local people, communities and businesses perceive the area and its heritage. The majority of feeling was overwhelmingly positive, consistent with data from the 2022 City Survey which recorded that 97.8% of respondents said that Plymouth Sound was either Important or Very Important to them. The findings from this research has led to the identification of a set of barriers to engagement which are mitigated by a programme of activities as we have set out in the table below.

Based on desk research, consultation and pilot projects, the priority audiences for this project, i.e. communities that feel disconnected, are confirmed as:

- Families with school-age children
- Adults (55+) from lower income neighbourhoods
- Plymouth catchment schools (primary, secondary and SEND)
- Students: Higher and Further education
- People with health conditions or impairments
- People from ethnic minority backgrounds

The research underlined the importance of co-design and co-development with community groups and communities of interest. Co-development is embedded in the Activity Plan methodology, aligned to each priority audience, with input from specialist sector charity.

	The full Business Case and an Executive Decision to accept the funding and add it to the capital programme will be presented to cabinet 12 February.
Decision required:	<div>1. Approves the Business Case Change Request to include fund switch of £2.5m, replacing Corporate Borrowing with LUF3 funding;</div> <div>2. Allocates and additional £1.750m for the project into the Capital Programme funded by LUF grant funding.</div> <div><div>• LUF Capacity & Capability Funding 2024/25 - £0.050m</div><div>LUF Round 3 – Accelerating Plymouth Waterfront - £1.700m</div></div>

SECTION TWO: EQUALITY IMPACT ASSESSMENT SCREENING TOOL

Potential external impacts: Does the proposal have the potential to negatively impact service users, communities or residents with protected characteristics?	Yes		No	X
Potential internal impacts: Does the proposal have the potential to negatively impact Plymouth City Council employees?	Yes		No	X
Is a full Equality Impact Assessment required? (if you have answered yes to either of the questions above then a full impact assessment is required, and you must complete section three)	Yes		No	X
If you do not agree that a full equality impact assessment is required, please set out your justification for why not.	The need to do a full equality impact assessment has been reviewed, and it is unlikely the programme will have any negative impacts. However, we have conducted the full EIA assessment in this case to ensure that all members of our community are afforded equality of access to the programme.			

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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Age	<p>Plymouth</p> <ul style="list-style-type: none"> 16.4 per cent of people in Plymouth are children aged under 15. 65.1 per cent are adults aged 15 to 64. 18.5 percent are adults aged 65 and over. 2.4 percent of the resident population are 85 and over. <p>South West</p> <ul style="list-style-type: none"> 15.9 per cent of people are aged 0 to 14, 61.8 per cent are aged 15 to 64. 22.3 per cent are aged 65 and over. <p>England</p> <ul style="list-style-type: none"> 17.4 per cent of people are aged 0 to 14. 64.2 per cent of people are aged 15 to 64. 18.4 per cent of people are aged 65 and over. <p>(2021 Census)</p> <p>Respondents aged '16-24' were <u>significantly</u> less likely to agree Plymouth's Sound is special to the city (71%) compared with those aged '25+' (89%-97%). (City Survey 2022)</p>	<p>No adverse impact is anticipated from the programme however: -</p> <p>Specialist teams such as PCC Youth Services are unable to deliver youth sessions on the shoreline as they lack knowledge about where to go safely, marine science and benefits for young people.</p> <p>A common denominator that restricts engagement for all priority audiences is low income and therefore the need for free activities and free or low-cost travel, and /or events that are walking distance from home this is particularly relevant to young people who often cite the cost of public transport as a barrier.</p> <p>Very low, or non-attainment in age related tests and formal qualifications is a barrier to transition through school and in job or career.</p>	<p>Close working with PCC youth workers will build confidence in the youth team and offer benefits to young people of learning from a Ranger.</p> <p>Tailored coaching for pupils and young people supports a city-wide approach to unlocking potential for employment in the blue STEM sector for marginalised young people</p>	<p>Our Marine citizenship pathway sets out a clear 3 step programme:</p> <p>Step 1 – Experience and Learn</p> <p>Step 2 – Discover and Learn</p> <p>Step 3 – Connect and Act</p> <p>PSNMP will begin targeted work with younger people on Step 1 in 2024 and with over 55s from low income neighbourhoods in 2025.</p>

		Teaching and learning support for Science Technology, Engineering and Maths (STEM) subjects was in demand by teachers.		
<p>Care experienced individuals.</p> <p>(Note that as per the Independent Review of Children's Social Care recommendations, Plymouth City Council is treating care experience as though it is a protected characteristic).</p>	<p>It is estimated that 26 per cent of the homeless population in the UK have care experience. In Plymouth there are currently 7 per cent of care leavers open to the service (6 per cent aged 18-20 and 12 per cent of those aged 21+) who are in unsuitable accommodation.</p> <p>The Care Review reported that 41 per cent of 19-21 year old care leavers are not in education, employment or training (NEET) compared to 12 per cent of all other young people in the same age group.</p> <p>In Plymouth there are currently 50 per cent of care leavers aged 18-21 Not in Education Training or Employment (54 per cent of all those care leavers aged 18-24 who are open to the service).</p> <p>There are currently 195 care leavers aged 18 to 20 (statutory service) and 58 aged 21 to 24 (extended offer). There are more care leavers aged 21 to 24 who could return for support from services if they wished to.</p>	<p>No adverse impacts are anticipated from the programme, however:</p> <p>A common denominator that restricts engagement for all priority audiences is low income and therefore the need for free activities and free or low-cost travel, and /or events that are walking distance from home. These factors are likely to be particularly relevant to Care Experienced individuals.</p> <p>Care experienced individuals are particularly likely to suffer from poor educational attainment and very low, or non-attainment in age related tests and formal qualifications is a barrier to transition through school and in job or career.</p>	<p>Lack of transport and access, together with the cost of activities and cultural differences are all significant barriers that the project aim to overcome and will be a focus for the Activity Plan, a significant budget has been earmarked to support low income groups to overcome these barriers.</p> <p>Invest in skilled and specific support for one-to-one transition coaching to enable curriculum choices that favour a STEM career, entry into STEM internships and career progression.</p> <p>The project has created 4 supported, paid internship placements every year for four years of the project, and these will be targeting people from our target</p>	<p>The majority of people with identifiable care experience needs will be younger people. PSNMP will begin targeted work with younger people on Step 1 in 2024.</p>

			audiences from year two until year four. We will also consider how these can support internships can support Care Experienced Individuals through the role profiles we develop for them.	
Disability	<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>Respondents with 'no limiting disability or health problem' (92%) were <u>significantly</u> more likely to agree with the statement Plymouth's Sound is special to the city than those who were 'limited a lot' (87%).</p>	<p>No adverse impacts are anticipated from the programme, however:</p> <p>There are significant barriers to engagement for people with health conditions and impairments.</p> <p>The capital programme envisages works to a number of buildings on the waterfront which have historically suffered from poor physical access.</p>	<p>Consultation with a wide range of groups demonstrated that responses must be specific and targeted.</p> <p>The project created a supported, paid mental health and wellbeing internship placement every year for four years of the project.</p> <p>Plymouth residents receiving treatment for a mental health illness, and many more who will not be formally diagnosed can utilise Plymouth's proximity to the ocean and the development of PSNMP for blue social prescribing used within their mental health services</p> <p>In our capital programme we have specific considered how we can</p>	PSNMP will begin targeted work with people with a health impairment on Step I in 2025

			improve access in the context of marine heritage buildings where the natural topography is a limiting factor. We have taken reasonable and proportionate steps to improve access e.g. a fully accessible viewing platform at Mt Edgcombe Battery, and improved access to the proposed new facilities on Tinside Terrace.	
Gender reassignment	0.5 per cent of residents in Plymouth have a gender identity that is different from their sex registered at birth. 0.1 per cent of residents identify as a trans man, 0.1 per cent identify as non-binary and, 0.1 per cent identify as a trans woman (2021 Census).	No adverse impacts anticipated	Not applicable	Not applicable
Marriage and civil partnership	40.1 per cent of residents have never married and never registered a civil partnership. 10 per cent are divorced, 6 percent are widowed, with 2.5 per cent are separated but still married. 0.49 per cent of residents are, or were, married or in a civil partnership of the same sex. 0.06 per cent of residents are in a civil partnership with the opposite sex (2021 Census).	No adverse impacts anticipated	Not applicable	Not applicable
Pregnancy and maternity	The total fertility rate (TFR) for England was 1.62 children per woman in 2021. The total	No adverse impacts anticipated	Not applicable	Not applicable

	fertility rate (TFR) for Plymouth in 2021 was 1.5.			
Race	<p>In 2021, 94.9 per cent of Plymouth's population identified their ethnicity as White, 2.3 per cent as Asian and 1.1 per cent as Black (2021 Census)</p> <p>People with a mixed ethnic background comprised 1.8 per cent of the population. 1 per cent of the population use a different term to describe their ethnicity (2021 Census)</p> <p>92.7 per cent of residents speak English as their main language. 2021 Census data shows that after English, Polish, Romanian, Chinese, Portuguese, and Arabic are the most spoken languages in Plymouth (2021 Census).</p> <p>Those identifying themselves as 'White' were <u>significantly</u> more likely to agree Plymouth Sound is special to the city (92%) compared with those identifying themselves as 'Any other ethnic group' (85%).</p>	<p>No adverse impacts is anticipated from the programme, however:</p> <p>English language proficiency is a barrier for some people from ethnic minority backgrounds.</p> <p>Significant cultural barriers exist that prevent some people from ethnic minority backgrounds participating in mainstream activities.</p> <p>Many people perceive swimming and water-based sports as dangerous due to lack of open water swimming confidence and this is especially true for some ethnic minority communities.</p>	<p>There is real interest for proposed activities from people from ethnic minority backgrounds, however engagement in the pilot programmes of activity from this audience was low. Community specific organisations are trusted and create a gateway to engagement.</p> <p>Co-development of programmes will help mitigate cultural barriers and orientate people to the range of activities available.</p> <p>The PSNMP has developed a collaboration with Hope Plymouth, a group consisting mainly of African and Middle Eastern men, women and children who are primarily refugees awaiting decisions on asylum claims.</p> <p>The Rangers have been co-designing activities as a number of these men</p>	<p>PSNMP will begin targeted work with people from ethnic minority backgrounds on Step 1 at the latest in 2026.</p> <p>In the interim we will build community capacity to engage through our volunteering and ambassador programme.</p>

			<p>particularly have trauma associated with the water and therefore any activities that are suggested need to be carefully considered.</p> <p>RNLI/Swim England's Swim safe programme was trialled during the developmental phase, but this will be developed embracing sustainable sea safety practices through a number of activities.</p>	
Religion or belief	<p>48.9 per cent of the Plymouth population stated they had no religion. 42.5 per cent of the population identified as Christian (2021 Census).</p> <p>Those who identified as Muslim account for 1.3 per cent of Plymouth's population while Hindu, Buddhist, Jewish or Sikh combined totalled less than 1 per cent (2021 Census).</p>	<p>No adverse impacts are anticipated from the programme, however:</p> <p>Significant cultural barriers exist that prevent some people from minority faith backgrounds participating in mainstream activities, e.g. Muslim women are likely to be uncomfortable with mixed swimming sessions.</p>	<p>Co-development of programmes will help mitigate cultural barriers and orientate people to the range of activities available.</p> <p>We are redeveloping the changing facilities at Mount Batten to provide a changing space with 2 door separation between men and women's changing areas.</p>	<p>The evaluation element of the programme will continue to assess the success of our engagement programme, and should other faith related issues be identified we can ensure that these are addressed in the activity plan for year four in 2027.</p>
Sex	<p>51 per cent of our population are women and 49 per cent are men (2021 Census).</p>	<p>Women are underrepresented in STEM based occupational groups.</p>	<p>We will ensure that STEM provision is inclusive and promoted to young women and girls.</p>	<p>Addressing the shortfall in women is STEM occupations within the programme context is</p>

				aligned with our work with children and young people. PSNMP will begin targeted work with younger people on Step 1 in 2024.
Sexual orientation	88.95 per cent of residents aged 16 years and over in Plymouth describe their sexual orientation as straight or heterosexual. 2.06 per cent describe their sexuality as bisexual, 1.97 per cent of people describe their sexual orientation as gay or lesbian. 0.42 per cent of residents describe their sexual orientation using a different term (2021 Census). Respondents identifying as ‘Heterosexual / Straight’ (92%) were <u>significantly</u> more likely to agree with the statement Plymouth Sound is special to the city than those who identified as Bisexual / Gay / Lesbian (86%).	No adverse impacts are anticipated from the programme, however: The engagement programme to date has included work with LGBTQ+ groups but as yet no specific barriers related to this protected characteristic have been identified that would explain the disparity between LGBTQ+ groups and the wider community in terms of their views about the importance of Plymouth Sound.	Whilst LGBTQ+ groups are not an identified target group we will continue to engage constructively with them as part of wider ongoing engagement programme.	The evaluation element of the programme will continue to assess the success of our engagement programme and should this continue be the case we would take additional steps to enable to engage with this audience.

SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

Human Rights	Implications	Mitigation Actions	Timescale and responsible department
	No adverse impacts to human rights are anticipated.	Not applicable	2024-2029

	Families with school-age children are recognised as a priority target group, however there is nothing in the delivery plan that would give rise to an Article 8 (rights to respect for family life) concern since the delivery programme will seek to encourage rather than compel participation.		Place
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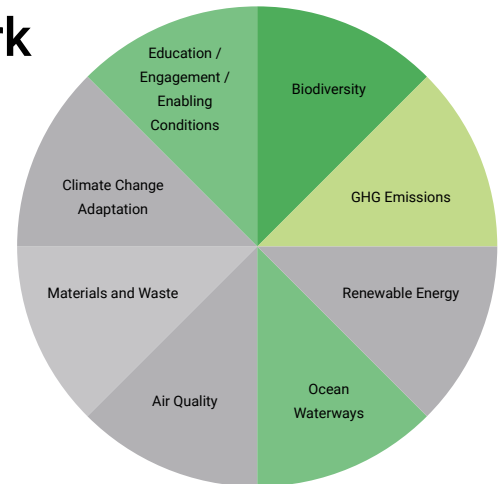
SECTION FIVE: OUR EQUALITY OBJECTIVES

Equality objectives	Implications	Mitigation Actions	Timescale and responsible department
Celebrate diversity and ensure that Plymouth is a welcoming city.	No adverse impacts are anticipated. The project is centred around ensuring that all communities feel welcome and supported to access the sea and the coast. The Activity Plan sets out in detail how this will be delivered. An engagement plan will help to ensure that both communities of interest and geography are engaged in the project.	In 2027 our engagement programme will be evaluation led so that any communities or interest or geography who have not ben fully engaged will be recognosed and included as target communities for the fourth year of the programme.	2024-2029 Place
Pay equality for women, and staff with disabilities in our workforce.	The grading of posts hosted by PCC will be carried out in accordance with our job evaluation scheme and within scope for our wider activity to address pay equality. Post hosted by partner organisations will be subject to their own polices and procedures.	Not applicable	2024-2029 Place

Supporting our workforce through the implementation of Our People Strategy 2020 – 2024	<p>All PCC recruitment will be in accordance with the Our People Strategy and its successor</p> <p>Staff and volunteers' skills will be developed around Equality, Diversity and Inclusion to be able to deliver the range of activities in the activity programme when working with priority audiences.</p>	Not applicable	<p>2024-2029</p> <p>Place</p>
Supporting victims of hate crime so they feel confident to report incidents, and working with, and through our partner organisations to achieve positive outcomes.	<p>Many of the community organisations we will be co-developing our programme with are designated safe reporting centres. We will respond positively to any reports we receive through these, or other routes, that relate to our staff, service users or programme delivery.</p>	Not applicable	
Plymouth is a city where people from different backgrounds get along well.	<p>No adverse impacts are anticipated. The Activity Plan will offer opportunities for all and will tailor activities and events to meet the needs of all our communities. An engagement plan will help to ensure that both communities of interest and geography are engaged in the project.</p>	Not applicable	<p>2024-2029</p> <p>Place</p>

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Plymouth Sound National Marine Park Horizons project FINAL



Assessment ID: PLY864

Assessment Author: Nick Helm

Assessment Initial Summary:

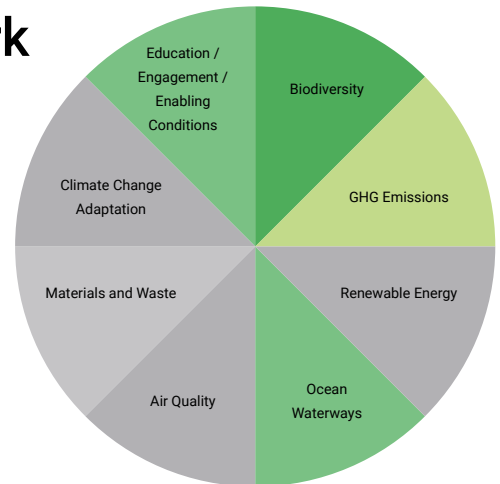
Plymouth Sound National Marine Park Horizons project will kickstart the first National Marine Park in the UK. The vision for this National Marine Park is as follows:

Our National Marine Park will value the environment, heritage and economy of Plymouth Sound and its estuaries. It is where people and planet will come together to realise a new, sustainable relationship with the sea

Strategic aims:

1. Deliver the UK's first National Marine Park and inspire the development of a national network of new National Marine Park's;
2. Protect, restore and enhance a world class natural environment and heritage landscape, by encouraging the entire city to enjoy, value and care about the PSNMP;
3. Enable a new a generation of Marine Citizens through a pioneering behavioural change programme that removes barriers to engagement and provides opportunities for all citizens and Lottery players to benefit from and be part of the PSNMP's future;
4. Be a national exemplar and thought leader in enabling a positive response to carbon reduction, climate resilience and nature positive delivery for government, Plymouth and the National Lottery Heritage Fund;
5. Provide new supported employment opportunities and career pathways in sustainable future ocean jobs, particularly enabling those seeking employment, education and training (SEETS);
6. Support delivery of key City priorities including making Plymouth a great place to grow up and grow old, championing health and wellbeing through all activities;
7. Deliver in a manner which continually seeks new ways to enable inclusion, overcome barriers to engagement and ensuring those with additional needs are supported to participate;
8. Inspire everyone to be actively involved in the PSNMP through a new generation of engaged volunteers, communities, digital and heritage champions;
9. Get everyone in the city, in, on, under or next to the water through the development of an interconnected network of 4 PSNMP Gateways, 2 Community Access Points and an activity programme that reaches from the waterfront into the heart of the City;

Plymouth Sound National Marine Park Horizons project FINAL



10. Deliver an internationally significant innovation pilot for digital heritage engagement that will bring the treasures beneath the waves to life and connect with people across the City and beyond.

This will be completed through:

- An inclusive Activity Plan, which will provide diverse and inspiring opportunities to engage with the Park, discover and learn more about PSNMP and support activities to help enhance and care for the Park;
- Sensitive Capital enhancements to key Gateways along the waterfront opening up new places and spaces for communities to enjoy and engage with PSNMP;
- Pioneering Nature restoration initiatives;
- An innovative Digital Park to ensure the heritage beneath the waves is visible, accessible and inspirational;
- An Interpretation Plan which will highlight the past, present and future, co-designed with communities, reaching into the heart of our city.

Assessment Final Summary:

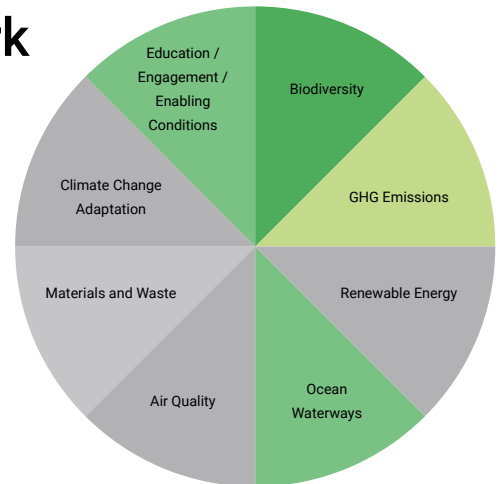
Plymouth Sound National Marine Park Horizons project is dedicated to delivering positive conditions for people, nature and built heritage. The delivery of this project is likely to have an extensive, long-term impact on education, biodiversity, and our waterways, with a limited positive impact on GHG emissions. All other features analysed will likely have negligible / no NET impact.

Biodiversity Score: 5

Biodiversity Score Justification: Nature conservation and enhancement is a key aim of this project. Our Nature Boost projects aim to improve biodiversity through protected habitat restoration, keystone species reintroduction, small scale community funding opportunities, and development of a seagrass restoration funding model, ensuring consistent investment in nature and support of biodiversity. Under our Habitat Regulations Assessment (HRA), it is recognised

Plymouth Sound National Marine Park

Horizons project FINAL



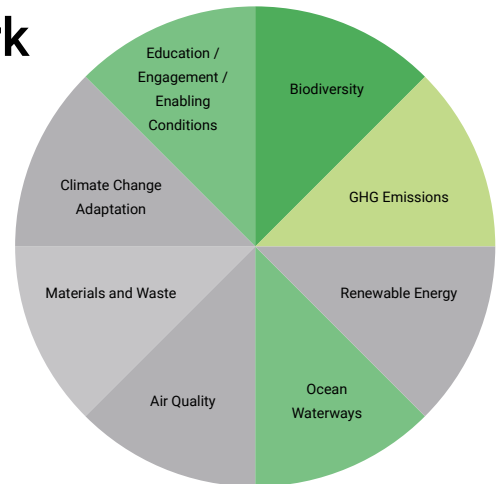
that with increased engagement there is the potential for increased pressure on terrestrial and marine environments from recreational activities. Alongside this HRA, a Strategic Mitigation Plan has been undertaken as part of the horizons project to analyse potential impact on the Marine Protected Area and ensure appropriate safeguards and mitigation is in place. This mitigation programme, teamed with our nature, activity, capital, interpretation, and digital programmes will improve nature connectedness for 265,000 people in Plymouth, and internationally through our digital programme. All aspects of the horizons project intrinsically involve leading the whole city towards nature positive behaviour changes through the marine citizenship pathway. Encouraging a long-lasting, meaningful shift in behaviour towards nature conservation and the development of infrastructure to support future blue/green jobs.

Biodiversity Score Mitigate: No

GHG Emissions Score: 4

GHG Emissions Score Justification: PSNMP is dedicated to being a NET zero project, monitoring GHG emissions throughout the capital build and continuously working closely with Low Carbon City Officers. In the short term, all capital projects involve increased GHG emissions due to construction related practices but, in all cases, reducing emissions will be prioritised over offsetting strategies. The project has also prioritised repurposing existing buildings over constructing new buildings to limit carbon associated with construction. As the project moves forward into delivery, the carbon output of the project will be monitored, and any excess carbon emissions will be offset locally. The gateway hub development projects will follow best practice guidance (e.g. DEFRA – managing soil on construction sites) to ensure the soil of the work sites is properly protected and all planting is responsibly sourced. In the designs of capital improvements, increased GHG emissions from increased power usage will be mitigated by designs featured in the capital programme. As part of the Nature Boost projects, a financial strategy is being developed for restoring Seagrass beds in Plymouth. This funding into developing a strategy to enable locally based, easily accessible C offsetting, contributing to a long lasting, significant sequestration method. There will also likely be an increase in GHG emissions from personal travel due to increased water access. However, through all the PSNMP Horizons project workstreams, we will be inspiring water users to change behaviours to access the water using sustainable travel options. PSNMP activities and engagement is focussed on Plymouth residents, also cutting down on emissions to access activities. The mitigation of these negative impacts, combined with the responsible modernisation of existing buildings, the

Plymouth Sound National Marine Park Horizons project FINAL



development of a C sequestration funding strategy and the kickstarting of meaningful behaviour change will lead to at least a limited positive impact on GHG emissions in the city.

GHG Emissions Score Mitigate: No

Renewable Energy Score: 3

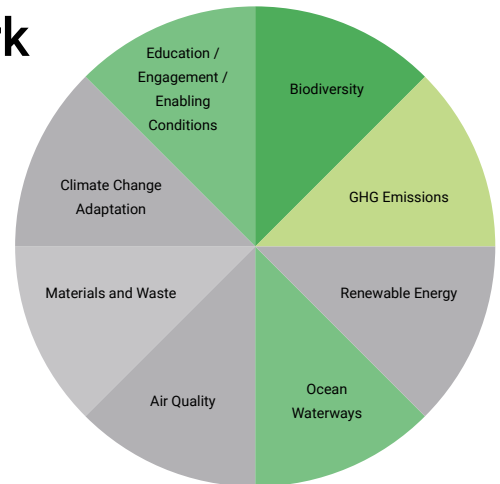
Renewable Energy Score Justification: This project will not increase or decrease the provision of renewable energy in Plymouth but will reduce waste energy through the modernisation of heritage buildings and the encouragement of climate-conscious behaviour change. There are several capital improvements that will reduce waste energy that will be implemented due to the Horizons funding, such as fitting an air source heat pump upgrading lighting to LED and more energy efficient hand dryers to certain gateways. Continued monitoring of energy consumption data throughout the project will help to identify further improvements and operational facilities.

Renewable Energy Score Mitigate: No

Ocean and Waterways Score: 5

Ocean and Waterways Score Justification: Plymouth Sound National Marine Park's ethos is based around the improvement of the Natural heritage of Plymouth through engagement, practical conservation, supporting conservation employment and much more. A Strategic Mitigation Plan is being developed to ensure any potential impacts to waterways from increased recreational pressure are fully managed and the marine citizenship programme will help develop stewards for the Park. The mitigation includes behaviour change through all workstreams of the PSNMP Horizons project and Nature Boost programmes, which will be actively improving the quality and size of protected marine habitats and species, such as biogenic reefs, mudflats, seagrass, allis shad and more. The waterways are being protected from increased risk to water quality during construction and landscaping by comprehensive Construction Environment Management Plan (CEMP) specific to each capital project. The gateway hub development sites have been assessed and concluded that the capital programme presents no negative impact to water quality with the agreed mitigation. There will be a small additional burden to the sewage system from the capital works, but this has been assessed and works have been approved with appropriate mitigations through planning permission. The restoration of biogenic reefs in

Plymouth Sound National Marine Park Horizons project FINAL



Plymouth Sound under the Nature Boost programme will also significantly benefit the water ways by mitigation excess organic pollution from all sources. The mitigations of any potentially negative impacts to waterways teamed with improving the connection to the water of 265,000 Plymouth residents, innovating an accessible digital marine park, supporting the development of blue jobs and much more, PSNMP will create a significant and sustained positive impact on our waterways for generations to come.

Ocean and Waterways Score Mitigate: No

Air Quality Score: 3

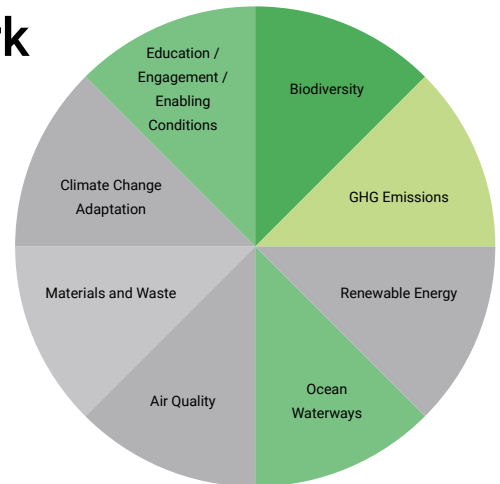
Air Quality Score Justification: This project will not cut down or extend travel time due to no disruption or change to traffic flow throughout the city. In all possible cases, PSNMP will be encouraging participants to attend events and activities using a sustainable method of travel. The project will also include activities that will be taken to communities to further limit the need to travel to attend activities. As to be expected, PSNMP Horizons project will lead to a short-term increase in particulates whilst the capital works is being carried out. However, all capital works are based on existing structures and no large-scale particulate releases from activities such as demolition will take place. This means there will be a limited increase in air pollutants from plant or activity. There will be some direct minor green infrastructure planting support to specific areas of the capital improvements programme but the project will support external green infrastructure through local C offsetting schemes. The development of a digital marine park means that the benefits of PSNMP and the marine citizenship pathway can be accessed from anywhere, without needing to physically access the water. This greatly increases the possible reach and effectiveness of the interventions proposed, without increasing local particulates. Weighing this up, this project is unlikely to impact the air quality of Plymouth.

Air Quality Score Mitigate: No

Materials and Waste Score: 3

Materials and Waste Score Justification: None of the capital aspects of the project involve the creation of any new buildings, instead modernising and increasing the usage of current buildings. This significantly cuts down on potential onward waste. During the design process, best practice

Plymouth Sound National Marine Park Horizons project FINAL



for environmental sustainability has been followed, and waste management plans will be created where appropriate. Finishes and materials have been explored to ensure a sustainable ethos is adhered to, to reduce carbon emissions in both embodied carbon and operational energy. The marine environment has driven material choices to ensure longevity and robustness. In addition, the construction materials with a long-life and low carbon disposal at end of life will be considered. Additionally, there will be priority given to locally sourced products and services that reduce the negative impacts of transportation. All timber used throughout the project will be derived from sustainable sources certified by the Forest Stewardship Council (FSC) and where possible will be sourced locally to reduce transport to site. Through our behaviour change programmes, PSNMP advocates for the sustainable use of resources and the need for removal of plastic from the marine environment. The PSNMP will continue to deliver the aims and objectives of the Plan for Plastics to further Plymouth's ambition to be a plastic free city. The PSNMP and partners will use the Plymouth Plastic Free Protocol to help guide the reduction of plastic, following the waste hierarchy.

Materials and Waste Score Mitigate: No

Climate Change Adaptation Score: 3

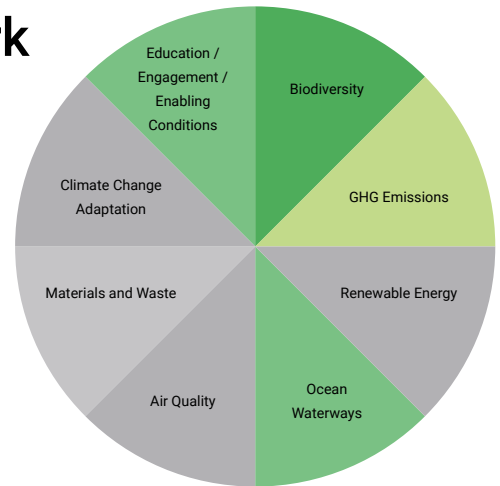
Climate Change Adaptation Score Justification: Flood risk assessments and drainage strategies have been produced during the planning process for the gateway hub capital developments. The planned capital developments are wholly or partly in Flood Zone 3 within which water compatible development is permitted. Each building will be constructed with flood resistant and resilient materials to mitigate any damage caused by water entry. Due to all construction works being to existing buildings, this means the PSNMP Horizons funding is only improving the ability of existing buildings to cope with flooding. Through our behaviour change programme and Nature solutions, PSNMP Horizons funding will strongly advocate for climate conscious behaviours, alleviating the intensity of climate change.

Climate Change Adaptation Score Mitigate: No

Education / Engagement / Enabling Conditions Score: 5

Education / Engagement / Enabling Conditions Score Justification: PSNMP Horizons project is

Plymouth Sound National Marine Park Horizons project FINAL



committed to engaging with 265,000 Plymouth residents, developing a population of 'marine citizens' and encouraging nature-conscious behaviour change. PSNMP will also engage with businesses, schools, community groups, and more to raise awareness for actions we can all take to tackle the climate emergency and biodiversity crisis. PSNMP staff will continue to work closely with other PCC projects such as BRIC, Plymouth & South Devon CF and SUDS to help residents and businesses prepare for and adapt to climate change. This project will increase the capacity of residents to adopt climate friendly behaviours through all elements of the project. For example, increased blue / green skills through our volunteer and supported internship programme, increased advocacy of sustainable travel and increasing awareness around climate friendly behaviours.

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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EXECUTIVE DECISION

made by a Cabinet Member

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


Executive Decision Reference Number – SPT04 25/26

Decision	
1	<p>Title of decision:</p> <p>Experimental Title:</p> <p>THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2023.2137314 – BARNE LANE & PEARN ROAD) (SCHOOL STREETS) EXPERIMENTAL ORDER 2024</p> <p>New Permanent Title:</p> <p>THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2023.2137314 – BARNE LANE & PEARN ROAD) (SCHOOL STREETS) ORDER 2025</p>
2	<p>Decision maker: Councillor John Stephens (Cabinet Member for Strategic Planning and Transport)</p>
3	<p>Report author and contact details: Amy Neale, Highway Safety Engineer, email: trafficmanagementinbox@plymouth.gov.uk & Ryan Evans, Sustrans Liveable Towns and Cities Coordinator</p>
4	<p>Decision to be taken:</p> <p>The effect of the order shall be to:</p> <p>Prohibit motor vehicles except authorised vehicles between Mon-Fri 8.15-9.15am & 2.45-3.45pm on Barne Lane and Mon-Fri 8.15-9am & 2.30-3.30pm on Pearn Road & Pearn Gardens.</p>
5	<p>Reasons for decision:</p> <p>The Experimental Order was sealed on 8 January 2024 and came into force on 29 January 2024. After over a year of monitoring we have now decided to make the TRO permanent.</p> <p>The trial closure has had a positive impact on the school journey to St Paul’s RC Primary (Barne Lane) and Compton Primary (Pearn Road and Pearn Gardens)</p> <p>Surveys carried out by Sustrans at Compton Primary show an increase in children walking to school and a decrease in children being driven to school.</p> <p>St Paul’s RC Primary did not complete the surveys from Sustrans, but the school has monitored the scheme and reports a large reduction in parking on Barne Lane and an increase in active travel to school.</p> <p>Monitoring from PCC Road Safety Team and Sustrans around Compton Primary has indicated that although some parking problems are being transferred to other locations, it is not significantly more than prior to the trial scheme.</p>

	<p>Around St Paul's RC Primary, there is no indication that parking problems have moved to another location.</p> <p>Positive feedback about the scheme has been received from parents, residents and ward councillors.</p> <p>There has been negative feedback from a number of residents around Compton Primary, all of which has been responded to. Much of this feedback focused on a perceived increase in parking on neighbouring streets to the west of the school, but monitoring showed that the increase in parked vehicles was minimal and that there was a more significant increase in families walking from the east and crossing Pearn Road.</p>														
6	<p>Alternative options considered and rejected:</p> <p>Not continuing with both schemes was considered and rejected as the schemes appear to be working as planned and have the support of the school, residents and ward Councillors.</p>														
7	<p>Financial implications and risks:</p> <p>The Traffic Regulation Order (TRO) and associated works are being funded by the Active Travel Capability Fund.</p>														
8	<p>Legal Implications: The lawful implications and consequences of the proposal have been considered and taken into account in the preparation of this report and are detailed in the briefing note.</p>														
9	<p>Is the decision a Key Decision? (please contact Democratic Support for further advice)</p> <p>Please type an X into the relevant boxes</p>	<table border="1"> <thead> <tr> <th>Yes</th><th>No</th><th>Per the Constitution, a key decision is one which:</th></tr> </thead> <tbody> <tr> <td></td><td>X</td><td>in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total</td></tr> <tr> <td></td><td>X</td><td>in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1million annually</td></tr> <tr> <td></td><td>X</td><td>is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.</td></tr> </tbody> </table>	Yes	No	Per the Constitution, a key decision is one which:		X	in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total		X	in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1million annually		X	is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.	
Yes	No	Per the Constitution, a key decision is one which:													
	X	in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total													
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	X	is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.													
	<p>If yes, date of publication of the notice in the Forward Plan of Key Decisions</p>	N/A													
10	<p>Please specify how this decision is linked to the Council's corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget:</p>	<p>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>													
11	<p>Please specify any direct environmental implications of the decision (carbon impact)</p>	<p>None.</p>													

Urgent decisions

12a	Is the decision urgent and to be implemented immediately in the interests of the Council or the public?	Yes		(If yes, please contact Democratic Support (democraticsupport@plymouth.gov.uk) for advice)
		No	X	(If no, go to section 13a)
12b	Reason for urgency:			
12c	Scrutiny Chair Signature:		Date	
	Scrutiny Committee name:			
	Print Name:			
Consultation				
13a	Are any other Cabinet members' portfolios affected by the decision?	Yes		
		No	X	(If no go to section 14)
13b	Which other Cabinet member's portfolio is affected by the decision?	N/A		
13c	Date Cabinet member consulted	N/A		
14	Has any Cabinet member declared a conflict of interest in relation to the decision?	Yes		If yes, please discuss with the Monitoring Officer
		No	X	
15	Which Corporate Management Team member has been consulted?	Name	Glenn Caplin-Gray	
		Job title	Strategic Director for Growth	
		Date consulted	03 June 2025	
Sign-off				
16	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	JS10 25/26	
		Finance (mandatory)	OW.25.26.011	
		Legal (mandatory)	LS/2960(57)/JP/050625	
		Procurement (if applicable)	N/A	
		Corporate property (decisions involving Council owned land or facilities) (if applicable)	N/A	

		Human Resources (if applicable)	N/A							
Appendices										
17	R ef.	Title of appendix								
	A	Briefing report for publication								
	B	Equalities Impact Assessment								
Confidential/exempt information										
18a	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		
18b	Confidential/exempt briefing report title:									
Background Papers										
19	Please list all unpublished, background papers relevant to the decision in the table below. Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.									
Title of background paper(s)		Exemption Paragraph Number								
		1	2	3	4	5	6	7		
Cabinet Member Signature										
20	I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act (2010) and those who do not. For further details please see the EIA attached.									
Signature					Date of decision		23/06/2025			

Print Name	Councillor John Stephens (Cabinet Member for Strategic Planning and Transport)
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BARNE LANE & PEARN ROAD – SCHOOL STREETS

1. INTRODUCTION

This report seeks delegated authority to implement a new Traffic Order in association with the Barne Lane & Pearn Road – School Streets Traffic Regulation Order.

2. TRAFFIC REGULATION ORDERS REQUIRED

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

Prohibition of Motor Vehicles except authorised vehicles

Road Name (Column 1)	Time Period (Column 2)
Barne Lane – for its entirety	Mon-Fri 8.15—9.15am and 2.45-3.45pm
Pearn Road – for its entirety	Mon-Fri 8.15-9am and 2.30-3.30pm
Pearn Gardens – for its entirety	Mon-Fri 8.15-9am and 2.30-3.30pm

3. STATUTORY CONSULTATION

Proposals

The proposals for the Experimental TRO were advertised on street, in the Herald and on the Plymouth City Council website on 17th January 2024. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 12th January 2024.

There have been 10 representations received relating to the proposals included in the Traffic Regulation Order.

Consultation comments	Response
<p>This week through social media, the above road closure experiment has been brought to my attention.</p> <p>I live in Briar Road which is at the bottom of Widey View, which runs parallel to Pearn Road and is the next street over from Compton Primary school.</p> <p>Firstly, can I state that any scheme to keep the local children safe is welcome. I have over many years tried to highlight the dangers faced by the children getting to school.</p>	<p>Thank you very much for your email to the traffic management inbox about the Safer School Street scheme at Compton CE Primary/Pearn Road, it is much appreciated.</p> <p>I'm very pleased to hear that you welcome our efforts to keep children safe – as a resident you'll be aware that child road safety on Pearn Road has been a huge concern for a very long time.</p> <p>I fully understand your concerns about increased parking in Widey View and on Reservoir Road, where there already long-standing concerns about school run parking.</p>

But whilst I share the concerns of Pearn, I am now increasingly worried that the issue of car drop offs is just going to be moved over, to Widey View, Reservoir Road and will impact along Egguckland Road and higher Compton Road.

Compton school is sandwiched between two blind mini roundabouts. As it stands now, there is always a snarl up at the roundabout in Egguckland Road , and you take your life in your hands trying to navigate Reservoir Road with the double parking, blind corner and footfall coming through Hartley Park and Reservoir lane.

Widey View is a steep hill, and the junction is blind. There are yellow lines, but parents ignore these. It's compounded by street parking between Widey and the school in higher Compton Road, and the school crossing patrol, plus the pedestrian back lane in Reservoir Road.

Cars already have to do a 3 point turn to access Widey, occasionally have to reverse out into higher Compton Road, as it's double parked and only room for a single vehicle. Once you're committed, there's nowhere to go.

Briar Road now has yellow lines at the end, and an unmade lane. It's used as a cut through for pedestrians going to the nursery In Bainbridge from 7am.

Overflow parking which before could use this space has now been backed up into Widey View, so there's less space already for parking.

My concern is that parents are going to use Widey View and Reservoir more than they already do. Infact the school has given a pamphlet out suggesting it.

Parents who drop off then go to work, have to drive. That's just a fact no matter how many bikes you put around the area.

My main concern in this is the safety of the children. Those who live here, moved knowing there's a school. But as I live here and use

We are monitoring this - we'll be on site every morning and afternoon this week, and on a regular basis after that. You'll see an increased presence from parking enforcement staff and police who will be able to deal with illegal and obstructive parking.

We have given parents some suggested places to park in 4 roads which are also in the [5 and 10 mins walking map](#). This is something we have been doing for several years, and we've been involved in school travel planning here for at least 20 years, where we work with schools having issues outside the school gates where the conflict with traffic and children and young people is greatest.

We always want parents and young people to park away from the school and walk a short distance to ease the main area of conflict which is the junction of Higher Compton Road and Pearn Road. We have tried everything over the last 20 years to try and dissuade parents using Pearn Rd but it is the closest place, so they continue to use it and, in a recent traffic count over 30 mins during the school run, caused over 119 traffic movements at the junction. Pearn Road has seen near misses and some actual bodily contact between vehicles and children crossing, so an intervention there has become a matter of urgency.

Safer School Street schemes in local authorities across the UK show that parking does spread out over time, as people change their habits on the school journey, and in Plymouth we've seen this happen at Stuart Road Primary where there has been a Safer School Streets scheme in place since September 2023.

Displacement of cars will of course happen and we will monitor and work on this issue as the scheme settles in. Evidence shows that parents tend to park where it is most convenient, and as behaviour changes and more people accept that they will need to walk the last 5 minutes of the school journey, we expect them to avoid cul-de-sacs where it takes time in manoeuvre in and out (such as Widey View) and move towards bigger roads, which are easier to access and continue the journey from. At school run times I've seen a good amount of available parking space on Egguckland Road

<p>Widely daily, I already know how dangerous this area is at anytime.</p> <p>This scheme is laudable, but is going to put a ridiculous pressure on the roads I've stated.</p> <p>How is it going to be policed? Can the area not be made a one way with the school having a drop off area where there's a car park at the entrance- a roundabout?</p> <p>I am truly concerned that there's going to be an accident with this trial. Inconvenience we can live with, it's a small window a day, but a child's life is something not to be toyed with.</p> <p>Please look at this again. If you haven't already, come here and see for yourself what it's like here. Try accessing Reservoir Road during drop off times, try getting into higher Compton Road and from higher Compton Road into reservoir.</p> <p>Try getting into Widely view and out of it at drop off times.</p>	<p>closer to the junction with Mannamead Road, all within 5 minutes' walk from school. We'll continue to work with the school to get messages out to parents.</p> <p>You mention a possible one-way system – our Road Safety officer Suzanne Keith (copied in) can give you more information on one-way systems and the challenges around them if you wish.</p> <p>This is a trial scheme, we are keen to hear feedback on how it can be improved https://forms.office.com/e/m7n8Y6VDAQ. There are many more things that can be considered, and anything that would improve safety around the Widely View junction would be welcomed.</p>
<p>Our growing concern over the parking issue since the closure of Pearn Road. Following a FOI request to the council, I have established that there have been NO reported accidents to the police in the roads around the school</p>	<p>Thank you for your comments which have been logged as per the accordance of the TRO. We are continuing to monitor and visit the area for next few weeks. You may not have seen us, but we have been on site, As Compton is a faith school so it will attract families from around the city. We are continuing to monitor the area with traffic counts and visits. I trust the above information is useful</p>
<p>As local resident we were not consulted prior to approval being given for an eighteen-month pilot scheme.. One of my main concerns is for the children who walk through Hartley Park on their own to school and then have to cross Reservoir Road to go down the back lane to the lollipop person</p>	<p>Thank you for your comments which have been logged as per the accordance of the TRO. We are continuing to monitor and visit the area for next few weeks. Our parking enforcement officers have been out to the area as well. I can assure you that the Council will continue to monitor, assess and evaluate safety on the road around the school .</p>
<p>I'm writing to advise I have concerns about the development of the Compton school parking scheme-I appreciate the importance of keeping our children safe, my son attends this primary school. However, since this scheme has been put into place my son has continually been put</p>	<p>Thank you for your comments which have been logged as per the accordance of the TRO.</p> <p>We are continuing to monitor and visit the area for next few weeks. We are still conducting traffic and pedestrians counts in the roads around the school.</p>

<p>at risk trying to cross Widey View to walk safely to school in the morning.</p>	<p>Our parking enforcement officers have been out to the area as well. Plymouth City Council takes its road safety responsibilities very seriously as we endeavour to make the highway network as safe as possible for everyone in the city.</p>
<p>Thank you for your email and the details regarding the "Safer School Streets Scheme. Please can you also note along with my concern, that I did not receive any letter prior to this scheme being implemented to explain what was to happen. I would expect to receive details of a major road closure scheme within 50 metres of my garage / door. It begs the question as to why we were not informed</p>	<p>Thank you for your comments which have been logged as per the accordance of the TRO.</p> <p>Safer School schemes are increasingly being used across the UK as towns, cities and local authorities work to tackle congestion, air quality and road safety issues outside schools. In a school streets scheme, non-residential traffic is restricted, but residents, service vehicles and other exempt traffic (such as parents or children with disabilities) have vehicle access during the restricted times.</p> <p>At the time we had also been engaging with Compton School and their continued issue of pedestrian and vehicle conflict at the junction of Pearn Road. The closing of Pearn Road at specific times is a legal process under an Experimental Traffic Order for 18 months, with the support of the portfolio holder and local ward councillors.</p>
<p>I agree totally that safety in ALL school roads, and surrounding school roads everywhere has to be the priority. They would then assess if there were in fact safer roads nearby, therefore not just moving the issue from one problem road to other roads - as is the case around here. We feel that without doing a pilot /trial day for Compton School no one could actually see how moving the school drop offs and pickups from Pearn Road and inevitably involving the two narrow residential busy roads.</p>	<p>Firstly, thank you for your concern which has been logged and recorded At the time we had also been engaging with Compton School and their continued issue of pedestrian and vehicle conflict at the junction of Pearn Road. We discussed the option of a Safer School Street, but it has only now come to fruition. At the time in November 2021 Compton were not quite ready to proceed and the other schools in the pilot went ahead.</p> <p>The closing of Pearn Road at specific times is a legal process under an Experimental Traffic Order for 18 months, with the support of the portfolio holder and local ward councillors. Therefore they are both trails as Compton and St Pauls road closures are under a 18-month Experimental Traffic Order With the option to making them permanent following the trail after a few months of monitoring etc,</p>

<p>I walk to school and I'm concerned about the length I'll have to walk if I can no longer park on Pearn Road considering I have mobility issues. Apparently there are some exemptions and I believe I fall into this category Could you let me know please where I stand with this issue</p>	<p>Any exemptions to the road closure will be at the discretion of the school, so please contact the school office and explain your situation. I would expect the school to have a list of car registrations who will be exempt due to mobility or other issues. However, if you do have an exemption, please enter the road closure at 10 mph and keep to this speed as more young people and their families will be found inside the road closure.</p>
<p>My children go to Compton School and I pick them up on the way home from work . I don't have time to go home then walk up to school. I Have no problem with parking away from the school but it's a shame that the small percentage of people who park on the yellow lines and make it dangerous to cross the road has caused this to happen. Instead of shutting the road to everyone just get the council to send out a parking warden and give them all tickets.</p>	<p>Thank you for your email its much appreciated. This road closure is a trial that begins on Monday 29 January. The trial period can run for up to 18 months and will involve a consultation with residents, parents and other stakeholders. Changes can be made to the scheme during the trial period in response to the consultation and feedback from school staff and stewards. If the trial is successful and the consultation shows that residents and parents are in favour, the Safer School Street can become permanent. Please look out for further information regarding further consultation on this scheme</p>
<p>I am writing to you with regard to the 'Safer Streets' parking initiative that is currently in its trial period in the streets surrounding Compton Primary School. Whilst we understand the philosophy behind the scheme to keep children safe on their journey to and from school, we do not feel that the unintended consequences are being considered and managed appropriately so as to satisfy the objectives of the scheme. We note there are two volunteers placed at the barriers to Pearn Road and we politely request these volunteers are spread further across the surrounding area and, in particular, are deployed close to our site to assist with managing families using our site as a drop off/pick up point for the school</p>	<p>Thank you for your comments regarding the safer school street. We are still monitoring the area currently. The staff stewarding the barriers have no authority to manage families dropping off children to your site, their role is to manage the barriers and ensure residents or workers can access Pearn Road during the road closure.</p>
<p>I've just been sent an email by our school - Compton CofE - about the closure of Pearn Rd during school drop off and pickup which is great news. Another road that has been historically quite dangerous when we walk to school - and I think is likely to get worse with the volume of traffic moved away from Pearn Rd - is Reservoir Rd.. Would it be possible to make this road one way? There's an easy route round , particularly if it was one way towards the school for local residents.</p>	<p>Thank you for your email its much appreciated. We are aware of the nature of Reservoir Road, and we are continuing to monitor this area especially now we will be closing Pearn Road Roads are normally only considered for a one-way system as part of a road safety scheme.. At present cars parked on this road act as natural traffic calming within a two-way system, so drivers should be cautious of vehicles coming in the opposite direction. A one-way system would remove</p>

	this need for caution of oncoming traffic. The concern would be increased speeds along the road, which also increases risk for vulnerable road users (e.g. pedestrians crossing
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4. RECOMMENDATION

It is recommended that the Experimental Order is implemented in its entirety as a permanent Order as advertised.

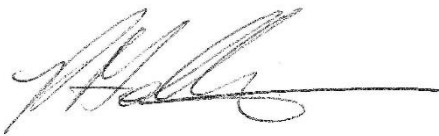
5. LEGAL CONSIDERATIONS

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

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

EQUALITY IMPACT ASSESSMENT – PEARN ROAD AND BARNE LANE SAFER SCHOOL STREET SCHEMES

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): The person completing the EIA template.	Ryan Evans	Department and service:	Strategic Planning and Infrastructure, Transport	Date of assessment:	28/05/25
Lead Officer: Head of Service, Service Director, or Strategic Director.	Philip Heseltine	Signature:		Approval date:	30/05/2025
Overview:	Safer School Street schemes (timed road closure at drop off and pick up times) has been in place on Pearn Road and Barne Lane since January 2024 under an Experimental Traffic Regulation Order (ETRO) This has been put in place to improve road safety for children traveling to Compton Primary and St Paul’s RC Primary, enable more active travel and address concerns about inconsiderate parking. It is proposed that the ETRO be made into a permanent Traffic Regulation Order (TRO)				
Decision required:	The effect of the order shall be to: Prohibit motor vehicles except authorised vehicles between Mon-Fri 8.15-9.15am & 2.45-3.45pm on Barne Lane and Mon-Fri 8.15-9am & 2.30-3.30pm on Pearn Road & Pearn Gardens.				

SECTION TWO: EQUALITY IMPACT ASSESSMENT SCREENING TOOL

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

Is a full Equality Impact Assessment required? (if you have answered yes to either of the questions above then a full impact assessment is required and you must complete section three)	Yes	✓	No	
If you do not agree that a full equality impact assessment is required, please set out your justification for why not.				

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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Age	<p>Plymouth</p> <ul style="list-style-type: none">• 16.4 per cent of people in Plymouth are children aged under 15.• 65.1 per cent are adults aged 15 to 64.• 18.5 percent are adults aged 65 and over.• 2.4 percent of the resident population are 85 and over. <p>South West</p> <ul style="list-style-type: none">• 15.9 per cent of people are aged 0 to 14, 61.8 per cent are aged 15 to 64.• 22.3 per cent are aged 65 and over. <p>England</p> <ul style="list-style-type: none">• 17.4 per cent of people are aged 0 to 14.• 64.2 per cent of people are aged 15 to 64.• 18.4 per cent of people are aged 65 and over. <p>(2021 Census)</p>	<p>Older parents, grandparents and carers who have mobility issues may need to drive to drop off/pick up children from school.</p>	<p>An exemption policy is already in place where parents/carers can ask the school for an exemption from the Safer School Street scheme on grounds of age/mobility.</p> <p>They can drive to school as usual and benefit from fewer vehicles on the road as there are more places to park close to the entrance and the road is quieter and safer.</p>	<p>This is already in place and is administered by the schools</p>
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<p>Care experienced individuals</p> <p>(Note that as per the Independent Review of Children’s Social Care recommendations, Plymouth City Council is treating care experience as though it is a protected characteristic).</p>	<p>It is estimated that 26 per cent of the homeless population in the UK have care experience. In Plymouth there are currently 7 per cent of care leavers open to the service (6 per cent aged 18-20 and 12 per cent of those aged 21+) who are in unsuitable accommodation.</p> <p>The Care Review reported that 41 per cent of 19-21 year old care leavers are not in education, employment or training (NEET) compared to 12 per cent of all other young people in the same age group.</p> <p>In Plymouth there are currently 50 per cent of care leavers aged 18-21 Not in Education Training or Employment (54 per cent of all those care leavers aged 18-24 who are open to the service).</p> <p>There are currently 195 care leavers aged 18 to 20 (statutory service) and 58 aged 21 to 24 (extended offer). There are more care leavers aged 21 to 24 who could return for support from services if they wished to.</p>	<p>Not affected</p>		
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Disability	<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>Disabled parents, carers or children may need to drive to drop off/pick up children from school.</p>	<p>An exemption policy is already in place where parents/carers can ask the school for an exemption from the Safer School Street scheme on grounds of disability.</p> <p>Blue Badge holders are automatically exempt and entitled to drive into the closed section of street</p> <p>They can drive to school as usual and benefit from fewer vehicles on the road as there are more places to park close to the entrance and the road is quieter and safer.</p>	<p>This is already in place and is administered by the schools</p>
Gender reassignment	<p>0.5 per cent of residents in Plymouth have a gender identity that is different from their sex registered at birth. 0.1 per cent of residents identify as a trans man, 0.1 per cent identify as non-binary and, 0.1 per cent identify as a trans women (2021 Census).</p>	<p>Not affected</p>		

Marriage and civil partnership	<p>40.1 per cent of residents have never married and never registered a civil partnership. 10 per cent are divorced, 6 percent are widowed, with 2.5 per cent are separated but still married.</p> <p>0.49 per cent of residents are, or were, married or in a civil partnerships of the same sex. 0.06 per cent of residents are in a civil partnerships with the opposite sex (2021 Census).</p>	Not affected		
Pregnancy and maternity	<p>The total fertility rate (TFR) for England was 1.62 children per woman in 2021. The total fertility rate (TFR) for Plymouth in 2021 was 1.5.</p>	<p>A pregnant parent or carer may need to drive to drop off/pick up children from school.</p>	<p>An exemption policy is already in place where parents/carers can ask the school for an exemption from the Safer School Street scheme on grounds of a mobility issue due to pregnancy.</p> <p>They can drive to school as usual and benefit from fewer vehicles on the road as there are more places to park close to the entrance and the road is quieter and safer.</p> <p>Exemptions are reviewed by the school on a regular basis.</p>	<p>This is already in place and is administered by the schools</p>

Race	<p>In 2021, 94.9 per cent of Plymouth's population identified their ethnicity as White, 2.3 per cent as Asian and 1.1 per cent as Black (2021 Census)</p> <p>People with a mixed ethnic background comprised 1.8 per cent of the population. 1 per cent of the population use a different term to describe their ethnicity (2021 Census)</p> <p>92.7 per cent of residents speak English as their main language. 2021 Census data shows that after English, Polish, Romanian, Chinese, Portuguese, and Arabic are the most spoken languages in Plymouth (2021 Census).</p>	Not affected		
Religion or belief	<p>48.9 per cent of the Plymouth population stated they had no religion. 42.5 per cent of the population identified as Christian (2021 Census).</p> <p>Those who identified as Muslim account for 1.3 per cent of Plymouth's population while Hindu, Buddhist, Jewish or Sikh combined totalled less than 1 per cent (2021 Census).</p>	Not affected		
Sex	<p>51 per cent of our population are women and 49 per cent are men (2021 Census).</p>	Not affected		
Sexual orientation	<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>	Not affected		

SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

Human Rights	Implications	Mitigation Actions	Timescale and responsible department
	Not affected		

SECTION FIVE: OUR EQUALITY OBJECTIVES

Equality objectives	Implications	Mitigation Actions	Timescale and responsible department
Work together in partnership to: <ul style="list-style-type: none">▪ promote equality, diversity and inclusion▪ facilitate community cohesion▪ support people with different backgrounds and lived experiences to get on well together	<p>Creating a Safer School Street can be seen as positive in this regard as it encourages parents and carers to travel actively or spread the parking more equally across the area, rather than on the street immediately in front of the school.</p> <p>This benefits the majority who are already walking to school, as well as the residents who have raised concerns about inconsiderate parking.</p> <p>There is also more space for parents/carers or children with disabilities who need to drive and are exempt from the road closure, reducing potential conflict with residents.</p>		
Give specific consideration to care experienced people to improve their life outcomes, including access to training, employment and housing.			

Build and develop a diverse workforce that represents the community and citizens it serves.			
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.			

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