



Oversight and Governance
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Delegated Decisions

Delegated Executive/Officer Decisions

Notice of call-in for non-urgent decisions must be given to the Democratic Support Team by 4.30 pm on Wednesday 17 December 2026. 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/3hwmpzzp>

The decisions detailed below may be implemented on Thursday 18 December 2025, if they are not called-in.

Delegated Decisions

I. Councillor John Stephens (Cabinet Member for Strategic Planning and Transport):

Ia. SPT10 25/26 - THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2023.2137327 – EDEN VALLEY GARDENS) (SCHOOL STREETS) ORDER

(Pages 1 - 20)

EXECUTIVE DECISION

made by a Cabinet Member

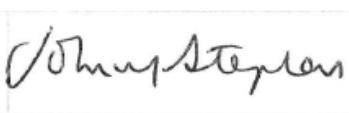
REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY BY AN INDIVIDUAL CABINET MEMBER

Executive Decision Reference Number – SPT10 25/26

Decision	
1	Title of decision: THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2023.2137327 – EDEN VALLEY GARDENS) (SCHOOL STREETS) ORDER
2	Decision maker: Councillor John Stephens (Cabinet Member for Strategic Planning and Transport)
3	Report author and contact details: Amy Neale, Highway Safety Engineer, email: trafficmanagementinbox@plymouth.gov.uk & Ryan Evans, Sustrans Liveable Towns and Cities Coordinator
4	Decision to be taken: To approve the ETRO being made into a permanent TRO and the effect of the order shall be to prohibit motor vehicles except authorised vehicles between Mon-Fri 8-9am and 2.15-3.30pm on lengths of: Eden Valley Gardens, Ambleside Place & Ravenglass Close.
5	Reasons for decision: The trial closure has had a positive impact on the school journey to Tor Bridge Primary School Monitoring by the school and the Road Safety team shows a significant increase in children crossing Eden Valley Gardens to walk to school. Monitoring from the school, Road Safety Team and Sustrans around Tor Bridge 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 and parents are making use of the park and stride arrangement in the Asda car park. Because the entrance is also used by Cann Bridge School where children with additional needs arrive largely by school transport, there is a large number of exempt vehicles. This is generally being managed well with the use of permits. Positive feedback about the scheme has been received from parents, residents and ward councillors. There are a small number of parents coming into Eden Valley Gardens to park before the closure is put in place, but this is generally manageable with barriers/bollards in place to reduce speeds. The only queries/complaints from residents have been when the school has not been able to put the barrier in place and parents have parked in Eden Valley Gardens due to staff shortages – they are very supportive of the scheme when it is in place.

6	<p>Alternative options considered and rejected: Not continuing with the scheme was considered and rejected as the scheme appears to be working as planned and has the support of the school, residents and ward Councillors.</p>			
7	<p>Financial implications and risks: 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 <u>Democratic Support</u> for further advice) Please type an X into the relevant boxes</p>	Yes	No	<p>Per the Constitution, a key decision is one which:</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> 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 <input checked="" type="checkbox"/> in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1million annually <input checked="" type="checkbox"/> 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.
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>		
<p>Urgent decisions</p>				
12 a	<p>Is the decision urgent and to be implemented immediately in the interests of the Council or the public?</p>	Yes		<p>(If yes, please contact Democratic Support (democraticsupport@plymouth.gov.uk) for advice)</p>
		No	<input checked="" type="checkbox"/>	<p>(If no, go to section 13a)</p>
12 b	<p>Reason for urgency:</p>			

I2 c	Scrutiny Chair Signature:		Date	
	Scrutiny Committee name:			
	Print Name:			
Consultation				
I3a	Are any other Cabinet members' portfolios affected by the decision?	Yes		
		No	<input checked="" type="checkbox"/>	(If no go to section 14)
I3b	Which other Cabinet member's portfolio is affected by the decision?	N/A		
I3c	Date Cabinet member consulted	N/A		
I4	Has any Cabinet member declared a conflict of interest in relation to the decision?	Yes		If yes, please discuss with the Monitoring Officer
		No	<input checked="" type="checkbox"/>	
I5	Which Corporate Management Team member has been consulted?	Name	Glenn Caplin-Gray	
		Job title	Strategic Director for Growth	
		Date consulted	10 November 2025	
Sign-off				
I6	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	JS40 25/26	
		Finance (mandatory)	ITG.25.26.091	
		Legal (mandatory)	LS/2960(66)/JP/121125.	
		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				
I7	R ef.	Title of appendix		
	A	Briefing report for publication		
	B	Equalities Impact Assessment		

Confidential/exempt information							
I8a Do you need to include any confidential/exempt information?	Yes		If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for publication by virtue of Part 1 of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in I8b below. (Keep as much information as possible in the briefing report that will be in the public domain)				
	No	X					
	Exemption Paragraph Number						
	1	2	3	4	5	6	7
I8b Confidential/exempt briefing report title:							
Background Papers							
I9 Please list all unpublished, background papers relevant to the decision in the table below. Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part 1 of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.	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	28/11/2025			
Print Name	Councillor John Stephens (Cabinet Member for Strategic Planning and Transport)						

EDEN VALLEY GARDENS – SCHOOL STREETS



I. INTRODUCTION

This report seeks delegated authority to implement a new Traffic Order in association with the Eden Valley Gardens – 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)
Eden Valley Gardens – for its entirety	Mon-Fri 8-9am and 2.15-3.30pm
Ambleside Place – for its entirety	Mon-Fri 8-9am and 2.15-3.30pm
Ravenglass Close – for its entirety	Mon-Fri 8-9am and 2.15-3.30pm

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 13th September 2024. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 11th September 2024.

There have been 4 representations received relating to the proposals included in the Traffic Regulation Order.

Consultation comments	Response
Having received your letter today with the proposed closure with barrier of Eden valley gardens through to Ambleside place and ravenglass close due to safer school street's. As a resident I'm deeply concerned on having access to my home. I do not want to stop at a barrer to give my identity to get to my own home. Nor do I want to carry a piece of paper in my car wherever I go giving out where I live. Anybody could break into my car and see my address.	<p>Thank you for taking the time to respond with your view which is appreciated</p> <p>Our School Street scheme for Tor Bridge / Cann Bridge Primary Schools is now subject to a public consultation and implementation process under an Experimental Traffic Road Order which lasts for 18 months. Parents, carers, residents, businesses, and the school are now able to have they say regarding the school street.</p> <p>Over the years I have received several emails from residents complaining about the inappropriate parking from parents in</p>

How will a visitor to my home get though at these times? Why should I not have visitors to MY property at these times.

It's absurd you have given the go ahead to this. All this will cause is inconvenience to the residents of the estate who pay to live here and pay a management fee, because parents and staff of the school cannot park where they shouldn't so residents have had inconvenience of cars blocking drives, not being able to drive up the road, and now we have the inconvenience of having a barrier blocking us from FREELY accessing our homes.

Ambleside Place and Ravenglass Close. As the local highway authority, we have installed double yellow lines and a timed loading bay. The school has been proactive in undertaking Safer Journey to school Campaigns however there are still over 120 cars entering and leaving Eden Valley gardens at school peak travel times, mostly parents.

Other local authorities across the country have already successfully implemented hundreds of School Streets. Benefits of School Streets by closing the road directly outside a school, we help to reduce road danger and improve air quality locally. This will also help to encourage more people to choose to walk, cycle, wheel or scoot for at least part of the school run.

This will reduce congestion at peak times and improve the health and wellbeing of young people.

As you know the road closure is for an hour in the morning 8-9 and 2.15 to 3.30 Monday to Friday at school term time. All the other school streets we have worked on in Plymouth we have had positive reviews from residents in the street. We do have residents who already support this School Street campaign, I think you will find that there will be very little disruption regarding access to Eden Valley Gardens which is maintained by the local highway authority. Please only display the permit to the stewards if required no one else will view it. After a few days, the stewards will know who the residents are meaning they will remove the barrier quicker. If you do have a visitor, they can inform the steward. While driving during the road closure please drive at walking pace only.

It is well known that streets around schools are always very busy with school traffic so having the road closed will be an improvement in traffic congestion and less stressful for all.

All views will be taken into consideration before any changes are made permanent.

<p>I've just read a letter you've sent regarding safer school streets.</p> <p>Can you confirm what street you're planning to block off between 8-9am and 2:15-3:30pm?</p> <p>In the letter it states we will have access to get to our homes at all times, but can you tell me how that will happen if you're blocking off the only road to get into my house?</p> <p>I should be able to access where I live at snh time with no questions and not have to rely on someone to grant me access to get to my home, that really isn't acceptable. What if they've wondered off or chatting away to someone else, it's not really acceptable to the residents in the street because some parents park like idiots, address those people.</p> <p>The issue with where we live are the pick up parents who park all up the street, the workers who park in the street and in visitor bays, sort this out and the traffic up this road reduces (Ambleside place).</p> <p>The street is too small to have such a regimented micro management system in place that will just add to traffic build up on the main road, multiple cars having to turn around on a narrow road. It's the only entry and exit to the estate.</p> <p>How will I prove I live here, what if I change my car?</p> <p>What's wrong with the stewards or a teacher coming out and telling parents sat in their car to move, or exit the students out of a different exit.</p> <p>Our children's school told us where we can and can't park and the school monitored it adhocly, that worked fine.</p> <p>Your option for this street will cause more chaos than what it is now.</p>	<p>Thank you for your comments they have been noted and recorded</p> <p>There will be trained stewards at the barriers which will be placed at the junction of Eden Valley Gardens with Miller Way, who will allow you through during the time of the road closure, so you can leave as normal to take your child to school. The stewards will get to know who is allowed through during the closure after a few days. Another letter will be sent to residents in early September for further information.</p> <p>There will be exemptions permits allowed for certain drivers which is only approved by the school. All deliveries, blue lights, taxis and residents will also be exempt. We are encouraging parents who do have to drive to school to use the Asda car park to drop off to park and stride as its less than a 5 min walk to school.</p>
	<p>Thank you for your comments which has been recorded and noted.</p>

<p>I have just received your letter via Tor Bridge Primary School and would like to clarify something with you.</p> <p>Whilst I appreciate the frustration of residents living in the estate at Eden Valley, how can this be justified when;</p> <ul style="list-style-type: none">a) the residents have chosen to live directly opposite a schoolb) traffic is then forced into the main housing area which is already terribly congested and dangerous during school drop off and pick up timesc) there is no parking available for the primary schoold) the 10 minute parking limit is not enforced 24 hours a day 7 days a week and these residents of Eden Valley regularly park in the drop off bay which heightens the problem further. <p>I look forward to hearing your attempt at justifying this.</p>	<p>The trail of this safer school street has come about after several attempts by the school to dissuade parents from parking in Eden Valley Gardens where it's all double yellow lined except for the drop off bay.</p> <p>There are plenty of other parking available less than 5 mins walk. The safety of the school children is always paramount. Our road safety team has been working with the school since the school was opened and undertaken several traffic and pedestrian surveys.</p> <p>The local highway authority or the school does not have to provide parking directly outside a school.</p> <p>Unfortunately, some parents have been parking on dropped kerbs and junction mouths which is dangerous as it restricts visibility for the pedestrians in the area, as well as on the parking restrictions. We have discussed road safety several times in the school over many, many months and we have now suggested a trail of a road closure. The trail is for 18 months under an experimental traffic order and is supported by both schools, the police and the ward councillors.</p> <p>We are encouraging all parents to use the Asda car park it's less than a 4-minute walk and involves no public highway to cross. There are traffic island and zebra crossings on Miller Way which is also a 20 limit zone</p> <p>https://www.plymouth.gov.uk/safer-school-street-scheme</p> <p>Further details will follow nearer the time of the road closure</p>

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.

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EQUALITY IMPACT ASSESSMENT – EDEN VALLEY GARDENS SAFER SCHOOL STREET SCHEME

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 May 2025
Lead Officer: Head of Service, Service Director, or Strategic Director.	Philip Heseltine	Signature:		Approval date:	05 November 2025
Overview:	<p>This Safer School Street scheme (timed road closure at drop off and pick up times) has been in place on Eden Valley Gardens since September 2024 under an Experimental Traffic Regulation Order (ETRO). This has been put in place to improve road safety for children traveling to Tor Bridge Primary and Tor Bridge High, enable more active travel and address concerns about inconsiderate parking.</p> <p>It is proposed that the ETRO be made into a permanent Traffic Regulation Order (TRO)</p>				
Decision required:	<p>To approve the ETRO being made into a permanent TRO and the effect of the order shall be to prohibit motor vehicles except authorised vehicles between Mon-Fri 8-9am and 2.15-3.30pm on lengths of: Eden Valley Gardens, Ambleside Place & Ravenglass Close.</p>				

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

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>The school is managing this by issuing permits which can be put in cars where they are visible to stewards. These permits are reviewed on an annual basis.</p>	<p>This is already in place and is administered by the schools</p>
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Care experienced individuals (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>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>	Not affected		
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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>The school is managing this by issuing permits which can be put in cars where they are visible to stewards. These permits are reviewed on an annual basis.</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 an annual 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	51 per cent of our population are women and 49 per cent are men (2021 Census).	Not affected		
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).	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
<p>Work together in partnership to:</p> <ul style="list-style-type: none"> ▪ promote equality, diversity and inclusion ▪ facilitate community cohesion ▪ support people with different backgrounds and lived experiences to get on well together 	<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>		
<p>Give specific consideration to care experienced people to improve their life outcomes, including access to training, employment and housing.</p>			

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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