



Oversight and Governance
Chief Executive's Department
Plymouth City Council
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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 30 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 31 December 2026 they are not called-in.

Delegated Decisions

- I. Cabinet Member Decision - Councillor Sally Haydon, Cabinet Member for Community Safety, Libraries, Cemeteries & Crematoria:**
 - I.a. CS01 25/26 - PEO/22053a Safe Accommodation Service Procurement** **(Pages 1 - 22)**
- 2. Council Officer Decision - Paul Barnard, Service Director for Strategic Planning and Infrastructure:**
 - 2.a. COD15 25/26 - Contract Award: Woolwell to The George Transport Scheme: Phase 2 Construction** **(Pages 23 - 74)**

EXECUTIVE DECISION

made by a Cabinet Member



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

Executive Decision Reference Number – CS01 25/26

Decision	
1	Title of decision: PEO/22053a Safe Accommodation Service Procurement
2	Decision maker: Councillor Sally Haydon (Cabinet Member for Community Safety, Libraries, Cemeteries & Crematoria)
3	Report author and contact details: Karlina Hall (Senior Commissioning Officer) Tel. 01752304415 / Email karlina.hall@plymouth.gov.uk
4	<p>Decision to be taken:</p> <ol style="list-style-type: none"> 1. Approve the business case; 2. Approve commencement of the procurement process; 3. Delegate the award of contract to the Strategic Director for Adults, Health and Communities, where they would not already have authority to do so.
5	<p>Reasons for decision:</p> <p>The current Plymouth Domestic Abuse Service (PDAS) contracts are due to expire on 31 March 2026. This would lead to vulnerable adults and families with children who are survivors of domestic abuse having no support in the refuge and dispersed units, which would not fulfil Plymouth City Council's statutory duty for safe accommodation.</p> <p>As the Lot 1 Safe Accommodation contract could not be awarded due to no submissions being received for ITT Stage 2 of the procurement process, additional funding has been sought to go back out to procurement for the safe accommodation support contract.</p> <p>A one stage open procedure tender process will be undertaken in line with the Procurement Act 2023 and Plymouth City Council's Contract Standing Orders to commission a safe accommodation service. As there was interest for Lot 1 at Stage 1 of the procurement from more than one provider, a direct award is not possible.</p>
6	<p>Alternative options considered and rejected:</p> <ol style="list-style-type: none"> 1. Do Nothing – allow the PDAS contracts to end on 31 March 2026 without a new contract for the safe accommodation element. <p>Rejected: This would lead to vulnerable adults and families with children who are survivors of domestic abuse having no support in the refuge and dispersed units which would not fulfil Plymouth City Council's statutory duty for safe accommodation.</p> <ol style="list-style-type: none"> 2. Award a direct contract to the incumbent provider for an extended period of 4 years. <p>Rejected: This would not be in line with the Procurement Act 2023; a competitive tendering</p>

	process is required.													
7	<p>Financial implications and risks:</p> <p>Funding a Safe Accommodation Service is expected to cost £2,086,302 over a period of 10 years (4 year initial period with 3 additional 2-year increments).</p> <p>This will be funded annually with revenue (unless otherwise stated) from the Homelessness Prevention Grant as follows:</p> <p>Yr1: £193,668; Yr2: £199,478; Yr3: £205,462; Yr4: £207,125. The total potential contract value of 10 years is £2,086,302.</p>													
8	Legal Implications: None apparent from content as drafted above.													
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><input checked="" type="checkbox"/></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><input checked="" type="checkbox"/></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><input checked="" type="checkbox"/></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:		<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.
Yes	No	Per the Constitution, a key decision is one which:												
	<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.												
	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 services align to keeping children, adults and communities safe priority through focusing on prevention and early intervention and ensuring that children and young people and adults are protected.												
11	Please specify any direct environmental implications of the decision (carbon impact)	No implications												
Urgent decisions														
12a	<p>Is the decision urgent and to be implemented immediately in the interests of the Council or the public?</p> <p>Please type an X into the relevant box</p>	<table border="1"> <thead> <tr> <th>Yes</th> <th>No</th> <th>(If yes, please contact Democratic Support (democraticssupport@plymouth.gov.uk) for advice)</th> </tr> </thead> <tbody> <tr> <td></td> <td><input checked="" type="checkbox"/></td> <td>(If no, go to section 13a)</td> </tr> </tbody> </table>	Yes	No	(If yes, please contact Democratic Support (democraticssupport@plymouth.gov.uk) for advice)		<input checked="" type="checkbox"/>	(If no, go to section 13a)						
Yes	No	(If yes, please contact Democratic Support (democraticssupport@plymouth.gov.uk) for advice)												
	<input checked="" type="checkbox"/>	(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? Please type an X into the relevant box	Yes	<input checked="" type="checkbox"/>	
		No		(If no go to section 14)
13b	Which other Cabinet member's portfolio is affected by the decision?	Councillor Mary Aspinall (Cabinet Member for Health and Adult Social Care) Cllr Jemima Laing (Cabinet Member for Children's Social Care, Culture and Communications) Cllr Chris Penberthy (Cabinet Member for Housing, Cooperative Development and Communities)		
13c	Date Cabinet member consulted	04.12.25 – Cllrs Aspinall, Laing and Haydon 10.12.25 – Cllr Penberthy		
14	Has any Cabinet member declared a conflict of interest in relation to the decision? Please type an X into the relevant box	Yes		If yes, please discuss with the Monitoring Officer
		No	<input checked="" type="checkbox"/>	
15	Which Corporate Management Team member has been consulted?	Name	Gary Walbridge	
		Job title	Strategic Director of Adults, Health and Communities	
		Date consulted	08/12/25	
Sign-off				
16	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	JS55 25/26	
		Finance (mandatory)	OW.25.26.102	
		Legal (mandatory)	LS/4552(12)/RH/0212 25	
		Procurement (if applicable)	JS/AHC/804/ED/1125	
		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	DA Safe Accommodation Service Procurement Business Case						
	B	EIA Safe Accommodation						
Confidential/exempt information								
18a	Do you need to include any confidential/exempt information? Please type an X into the relevant box		Yes		If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for publication by virtue of Part 1 of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in 18b below. (Keep as much information as possible in the briefing report that will be in the public domain)			
	No	X						
		Exemption Paragraph Number						
		1	2	3	4	5	6	7
18b	Confidential/exempt briefing report title:							
Background Papers								
19	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.							
	Title of background paper(s)		Exemption Paragraph Number					
		1	2	3	4	5	6	7
N/A								
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	17 December 2025
Print Name	Councillor Sally Haydon (Cabinet Member for Community Safety, Libraries, Cemeteries & Crematoria)		

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PROCUREMENT DECISION RECORD

Procurement Service



Contact Details

Responsible Officer Name:	Karlina Hall
Job Title:	Senior Commissioning Officer
Service:	Strategic Commissioning
Directorate:	Adults, Health & Communities

Section I- Business Case

Seeking authorisation to procure in line with Table 4/5 of CSOs

Details of the Requirement

Procurement Reference Number:	PEO/22053a									
Title:	Safe Accommodation Service Procurement									
Description:	This Safe Accommodation contract will cover the replacement of the Safe Accommodation (previously Lot 1) part of the Plymouth Domestic Abuse Service (PDAS) contract, to cover the provision of support for domestic abuse survivors in Safe Accommodation.									
Contract Budget (Ex VAT):	£2,086,302									
Estimated Contract Value: (Ex VAT)	Homelessness Prevention Grant funding the Safe Accommodation Service over 10 years for a total contract value of £2,086,302 (4 year initial period with 3 additional 2-year increments). Table I Summary table for safe accommodation contract values:									
					FY 26/27 (€)	FY 27/28 (€)	FY 28/29 (€)	FY 29/30 (€)	FY 30/31 (€)	FY 31/32 (€)
					205,462	207,125	208,838	210,602	212,491	214,290
					193,668	199,478				218,203
Contract Period:	Start Date:	01/04/26			End Date:	31.03.36				
	Duration:	4 year initial period								
	Options:	3 additional options to extend in 2-year increments								

Funding

Expenditure Type: (select all that apply)	<input checked="" type="checkbox"/> Revenue	£ £2,086,302
	<input type="checkbox"/> Capital	£
Funding Source:	Homelessness Prevention Grant	

Record of Decision Making

Has this procurement been approved under an existing Business Case?	<input type="checkbox"/> Yes	
	<input checked="" type="checkbox"/> No	Revenue only

Current Situation:	<p>There are currently 11 units in the Refuge with 45 bedspaces and 13 commissioned Dispersed Units with 35 bedspaces. The commissioned Dispersed Units are owned by two landlords: 7 units belong to Sovereign Network Group (SNG) and 6 units belong to Westward. The Refuge belongs to SNG.</p> <p>The incumbent PDAS provider, Sanctuary Housing, utilise an additional of their own 4 units as Dispersed Units out of their housing stock. These 4 units are Sanctuary's exclusive use only.</p> <p>The current PDAS contract for the support for the above safe accommodation units ends on 31st March 2026.</p>
Proposal:	<p>Procurement for Safe Accommodation will be published on Supplying the South-west portal using a one stage open procedure. A Tender Notice will be published on the Central Digital Platform.</p> <p>The procurement will be advertised as one contract linking to the Lot 2 – Community Domestic Abuse & Behaviour Change Service (contract award report pending on December 9th 2025).</p> <p>The timelines for the tender process are to be determined following the Executive Decision but the new contract will need to be in place for 1st April 2026 as the existing PDAS contract will end on 31st March 2026. The potential to extend the existing contract for this safe accommodation element is being explored, if there is a delay in the procurement process.</p> <p>The short timescale for the procurement before the start of the new contract would mean that we may need to consider an extended mobilization period of a few months during the initial contract period to support effective delivery.</p>
Outcomes and Benefits:	Adults and children who have experienced domestic abuse are able to be supported effectively through on-site and outreach support in safe accommodation, if they are not able to remain within their own homes safely.

	Local authorities in England have a statutory duty under Part 4 of the Domestic Abuse Act 2021 to provide support within safe accommodation for victims of domestic abuse. This duty came into effect on October 1 st 2021 and requires councils to ensure that survivors and their children can access safe accommodation and specialist support services.																		
Council Priorities:	The services align to keeping children, adults and communities safe priority through focusing on prevention and early intervention and ensuring that children and young people and adults are protected.																		
Alternative Options Considered:	<ol style="list-style-type: none"> 1. Do Nothing – allow the PDAS contracts to end on 31 March 2026 without a new contract for the safe accommodation element. This would lead to vulnerable adults and families with children who are survivors of domestic abuse having no support in the refuge and dispersed units which would not fulfil our statutory duty for safe accommodation. 2. Award a direct contract to the incumbent provider for an extended period of 4 years. This would not be in line with the Procurement Act 2023 a competitive tendering process needs to take place. 																		
Financial Implications:	The principle financial risk is that the Homelessness Prevention Grant may not be allocated going forward in future years. If this happened, it could be mitigated by identifying alternative funding, reducing the size of the contract or de-commissioning the Safe Accommodation Support Service.																		
Risks and Mitigations: <i>(Expand section as required)</i>	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: left; background-color: #009640; color: white;">Description</th> <th style="text-align: center; background-color: #009640; color: white;">Rating*</th> </tr> </thead> <tbody> <tr> <td style="width: 15%;">Risk 1:</td><td>No applications to the tender process</td><td rowspan="2" style="text-align: center; vertical-align: middle;">Medium</td></tr> <tr> <td>Migation 1:</td><td>Commissioners have worked with system providers /previous applicants to understand reasons for withdrawal from process previously and developed the new bid process to manage identified challenges.</td></tr> <tr> <td style="width: 15%;">Risk 2:</td><td>Commissioning timetable may not conclude by April, leaving no provider in place.</td><td rowspan="2" style="text-align: center; vertical-align: middle;">Medium</td></tr> <tr> <td>Migation 2:</td><td>Plymouth City Council will work with partners and residents to support needs as required during this period</td></tr> <tr> <td style="width: 15%;">Risk 3:</td><td>Potential service gap scenarios.</td><td rowspan="2" style="text-align: center; vertical-align: middle;">Low</td></tr> <tr> <td>Migation 3:</td><td>Work to shorten the procurement process to reprocure safe accommodation support and possibly extend the mobilisation period.</td></tr> </tbody> </table>	Description		Rating*	Risk 1:	No applications to the tender process	Medium	Migation 1:	Commissioners have worked with system providers /previous applicants to understand reasons for withdrawal from process previously and developed the new bid process to manage identified challenges.	Risk 2:	Commissioning timetable may not conclude by April, leaving no provider in place.	Medium	Migation 2:	Plymouth City Council will work with partners and residents to support needs as required during this period	Risk 3:	Potential service gap scenarios.	Low	Migation 3:	Work to shorten the procurement process to reprocure safe accommodation support and possibly extend the mobilisation period.
Description		Rating*																	
Risk 1:	No applications to the tender process	Medium																	
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Migation 2:	Plymouth City Council will work with partners and residents to support needs as required during this period																		
Risk 3:	Potential service gap scenarios.	Low																	
Migation 3:	Work to shorten the procurement process to reprocure safe accommodation support and possibly extend the mobilisation period.																		

*Final rating after mitigation applied

Business Case Due Diligence

Procurement Officer Name:	Natasha Yeoman
Legal Services Officer Name:	Richard Hargreaves
Finance Officer Name:	Oliver Woodhams

Has evidence of sufficient approved budget been presented?	<input type="checkbox"/> YES <i>If 'No' funds must be secured before procurement can commence</i>
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Comments (Optional):

Authorisation of Business Case - refer to [CSO- Table 4](#) for levels of authority

Decisions to be made:	<ul style="list-style-type: none"> Approve the business case Approve commencement of the Procurement process Delegate authority for the award of contract to Strategic Director Adult, Health & Communities 		
Authoriser Name:	Councillor Sally Haydon		
Job Title:	Cabinet Member for Community Safety, Libraries, Events, Cemeteries and Crematoria		
Comments (Optional):			
Signature:	S. Haydon.	Date:	17 December 2025

Section 2- Sourcing Strategy

Seeking authorisation of sourcing strategy in line with Table 8 of CSOs

Procurement Route

Has the procurement route been approved under an existing Business Case?	<input type="checkbox"/> Yes	
	<input checked="" type="checkbox"/> No	-Complete questions below

Procurement Route Options:	<ol style="list-style-type: none"> Do Nothing – allow the PDAS contracts to end on 31 March 2026 without a new contract for the safe accommodation element. This would lead to vulnerable adults and families with children who are survivors of domestic abuse having no support in the refuge and dispersed units which would not fulfil our statutory duty for safe accommodation. Award a direct contract to the incumbent provider for an extended period of 4 years. This would not be in line with the Procurement Act 2023 a competitive tendering process needs to take place. Award a direct contract to any provider who passed Stage 1 for Lot 1 Safe Accommodation in the previous tender as the new tender will have a different contract value. This would not be in line with the Procurement Act 2023 a competitive tendering process needs to take place. Launch a new open competitive tendering process. This would be in line with the Procurement Act 2023 and contract standing orders.
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Procurement Route Recommendation:	Progress an open competitive tendering process to avoid potential challenge for directly awarding contract as the new tender will have a different contract value.
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Council Priorities

Will the following Council priorities be delivered under this procurement?

'Buy Local' Agenda	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	There is a limited market for domestic abuse providers who are also able to manage properties.
Social Value Policy	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	This will be delivered through Social Value element of the procurement.
Net Zero Action Plan*	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	Climate Impact Assessment completed

*Note- this includes the mandatory inclusion of climate contract award criteria as triggered by the result of a Climate Impact Assessment. See further details [here](#)

Evaluation Criteria

Conditions of Participation Criteria and Methodology:

Conditions of Participation assessment which was pass / fail on the following areas:

- Preliminary Questions
- Confirmation of Core Supplier Information
- Associated Persons
- List of all intended sub-contractors
- Economic financial Standing
- Insurances
- Technical Ability

Additional Conditions of Participation

- Modern Slavery Act 2015
- Business Capability
- Health & Safety Capabilities
- Equality & Diversity
- Quality Management
- Safeguarding
- Data Protection
- Employers Domestic Abuse and Sexual Violence Policy

Award Criteria and Methodology:

Award – Assessment Criteria

The high-level award criteria is as follows:

Criteria	Weighting
Quality	95%
Price	0% (Pass/Fail)
Social Value	5%
TOTAL	100%

Quality Scoring Matrix (Schedule 1 – Method Statement Questions)

Response	Score	Definition
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Excellent	5	Response is completely relevant and excellent overall. The response is comprehensive, unambiguous and demonstrates a thorough understanding of the requirement/outcomes and provides details of how the requirement/outcomes will be met in full.
Very good	4	Response is particularly relevant. The response is precisely detailed to demonstrate a very good understanding of the requirements and provides details on how these will be fulfilled.
Good	3	Response is relevant and good. The response is sufficiently detailed to demonstrate a good understanding and provides details on how the requirements/outcomes will be fulfilled.
Satisfactory	2	Response is relevant and acceptable. The response addresses a broad understanding of the requirements/outcomes but lacks details on how the requirement/outcomes will be fulfilled in certain areas.
Poor	1	Response is partially relevant and/or poor. The response addresses some elements of the requirements/outcomes but contains insufficient/limited detail and explanation to demonstrate how the requirements/outcomes will be fulfilled.
Unacceptable	0	No or inadequate response. Fails to demonstrate an ability to meet the requirement/deliver the required outcomes.

Terms and Conditions

Terms and Conditions: PS0028.v6 - PCC Services Terms and Conditions
Special Conditions of Contract

Sourcing Strategy Due Diligence

Procurement Officer Name:	Natasha Yeoman
Legal Services Officer Name:	Not Required
Is the proposed sourcing strategy compliant with CSOs and wider procurement and contract law?	<input checked="" type="checkbox"/> YES This Procurement is being conducted in accordance with section 20 of the Procurement Act 2023 using the Open Procedure and is regulated by section 9 of the Act (Light Touch Regime). <small>If 'No' alternative strategy must be explored e.g. waiver request</small>
Comments (Optional):	

Complete section where a procurement over the relevant legislative threshold is being undertake, including regulated below-threshold tenders or delete if not applicable	
Will any of the following notices need to be published? <i>(select all that apply)</i>	<input type="checkbox"/> Preliminary Market Engagement Notice <input type="checkbox"/> Planned Procurement Notice <input checked="" type="checkbox"/> Tender Notice <input type="checkbox"/> Transparency Notice
Has a Conflicts Assessment been completed?	<input checked="" type="checkbox"/> Yes* *Attach or embed copy here <input type="checkbox"/> N/A <small>*Must be completed before Tender/Transparency notice is published</small>

Will a standstill period apply? Yes- Mandatory
 No Yes- Discretionary**Authorisation of Sourcing Strategy** - refer to [CSO- Table 8](#) for levels of authority**Decisions to be made:**

- Approve the business case
- Approve commencement of the Procurement process
- Delegate authority for the award of contract to Strategic Director Adult, Health & Communities

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EQUALITY IMPACT ASSESSMENT – PEO/22053A SAFE ACCOMMODATION SERVICE PROCUREMENT

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): The person completing the EIA template.	Karlina Hall	Department and service:	Adult, Health & Communities	Date of assessment:	20.11.25
Lead Officer: Head of Service, Service Director, or Strategic Director.	Head of Commissioning	Signature:		Approval date:	25.11.25
Overview:	<p>The Domestic Abuse Act 2021 has placed new statutory duties on local authorities to provide safe accommodation and support to all victims of domestic abuse including children in their own right.</p> <p>We will procure a safe accommodation service for people who have experienced domestic abuse which will build upon and develop our offer for the whole city and will be a service for everyone. However, we recognise that the way in which people are impacted by domestic abuse can vary depending on a number of intersecting themes and characteristics.</p> <p>This EIA has been completed for the procurement of the safe accommodation service to ensure we consider appropriate and proportionate mitigation to enable anyone affected by domestic abuse can access the service.</p>				
Decision required:	<p>Decision to be taken:</p> <ol style="list-style-type: none"> 1. Approve the business case; 2. Approve commencement of the procurement process; 3. Delegate the award of contract to the Strategic Director for Adults, Health and Communities, where they would not already have authority to do so. 				

SECTION TWO: EQUALITY IMPACT ASSESSMENT SCREENING TOOL

Potential external impacts:	Yes	No	X
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Does the proposal have the potential to negatively impact service users, communities or residents with protected characteristics?				
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.	This contract seeks to procure current service levels and therefore the changes will not negatively impact on any group.			

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>	None anticipated	N/A	
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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>	None anticipated	N/A	
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>	None anticipated	N/A	

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 women (2021 Census).	None anticipated	N/A	
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 partnerships of the same sex. 0.06 per cent of residents are in a civil partnerships with the opposite sex (2021 Census).	None anticipated	N/A	
Pregnancy and maternity	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.	None anticipated	N/A	

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>	None anticipated	N/A	
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>	None anticipated	N/A	
Sex	51 per cent of our population are women and 49 per cent are men (2021 Census).	None anticipated	N/A	
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).	None anticipated	N/A	

SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

Human Rights	Implications	Mitigation Actions	Timescale and responsible department
	No adverse impacts are anticipated. This service intends to support human rights		

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>No anticipated implication. However we acknowledge that those who have experienced domestic abuse include people who move and relocate to the city for their safety. Our needs assessment states average 40% of people in the specialist accommodation are from out of area. The target for the new safe accommodation service will 20% from out of area and 80% Plymouth based to support the local homeless pathway.</p>	<p>To continue to ensure people can access our accommodation from other areas. This supports our ambition to be a welcoming city.</p> <p>To encourage positive community cohesion we will continue to work as a partnership, and with advice from, organisations such as Plymouth Racial Equality Council.</p> <p>The new service specification requires the inclusion of 'by and for' organisations to ensure we promote this as part of our Public Sector Equality Duty (PSED)</p>	Commissioning – ongoing
<p>Give specific consideration to care experienced people to improve their life outcomes, including access to training, employment and housing.</p>	<p>No anticipated implications.</p>	<p>The Social Value indicator for recruitment of care leavers is now mandatory within all new procurements.</p>	Commissioning – ongoing

<p>Build and develop a diverse workforce that represents the community and citizens it serves.</p>	<p>The provision of this service will support the delivery of VAWG/DASV Strategy. Women and people with disabilities are more likely to be impacted by domestic abuse. This may result in the immediate workforce of PCC requiring support from this service.</p> <p>Service provision workforce dominated by women and the roles are often considered lower paid.</p>	<p>The procurement process will include a requirement from providers to have an equality and diversity policy and domestic abuse and for the first time to have a sexual violence (DASV) policy; respond positively to our social value assessment and can support our workforce who experience domestic abuse.</p> <p>To ensure via our procurement and social value processes that pay equality can be met.</p> <p>Ensure staff at Plymouth City Council are aware of the service and can access.</p>	<p>Commissioning – ongoing</p>
<p>Support diverse communities to feel confident to report crime and anti-social behaviour, including hate crime and hate incidents, and work with partners to ensure Plymouth is a city where everybody feels safe and welcome.</p>	<p>No anticipated impact. However, we recognise the diversity of people affected by domestic abuse and the impact of people fleeing domestic abuse to our city.</p>	<p>To support our commitment to reporting of hate crimes, ensure the service is set up as 3rd party reporting.</p> <p>The new community domestic abuse service requires the inclusion of specialist 'by and for' organisations to support survivors from diverse communities who may experience domestic abuse.</p>	<p>Commissioning – ongoing</p>

EXECUTIVE DECISION

made by a Council Officer



REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY BY AN INDIVIDUAL COUNCIL OFFICER

Executive Decision Reference Number – COD15 25/26

Decision	
1	Title of decision: Woolwell to The George Transport Scheme: Phase 2 Construction
2	Decision maker: Paul Barnard, Service Director for Strategic Planning and Infrastructure
3	Report author and contact details: Leana Hannon leana.hannon@plymouth.gov.uk
4a	Decision to be taken: To approve the award of the construction contract for Phase 2 of the Woolwell to The George Transport Scheme to Balfour Beatty. The value of this contract is £16.063 million.
4b	Reference number of original executive decision or date of original committee meeting where delegation was made: Cabinet, 09 November 2021 – Minute 201
5	Reasons for decision: To enable construction of Woolwell to The George Phase 2 which is to be delivered through the Scape Procure Civil Engineering & Infrastructure Framework. The scheme includes the widening of Tavistock Road between The George junction and Woolwell Roundabout to provide two lanes in each direction, replacement of Woolwell Roundabout with a signalised junction and significant walking and cycling improvements.
6	Alternative options considered and rejected: Do not award the construction contract: This has been rejected. The scheme is vital to the programme to provide better links to and from the north of Plymouth as it grows with £24.9 million UK Government funding secured to support its delivery. This grant funding would have to be repaid if the scheme is not progressed and Phase 1 has recently been completed. Other options including reducing the scope and value of the project have also been considered and rejected. Value engineering has been undertaken throughout and the scope has already been reduced as far as possible without jeopardising the project's overall objectives and significant external funding secured for its delivery.
7	Financial implications and risks: The cost of this contract award is £16.063 million. Funding has already been accounted for within the approved capital project budget. External Transforming Cities (TCF) and Levelling Up (LUF) funding has been secured to deliver the Woolwell to The George scheme, and failure to deliver within the defined timescales could result in loss of funding and reputational damage to the Council.

8	<p>Legal Implications and risks: External legal advice has been taken on the terms of the contract. Risks are set out in the part II paper.</p>			
9a	<p>Is the decision a Key Decision? (please contact Democratic Support for further advice)</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
9b	<p>If yes, date of publication of the notice in the Forward Plan of Key Decisions</p>		19 November 2025	
	<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>Fewer potholes, cleaner, greener streets, and transport: This Scheme will improve journey times and reduce congestion while improving the resilience of the transport network in the north of the city.</p> <p>Build more homes – for social rent and affordable ownership: The Scheme will provide a key piece of infrastructure required to help deliver the 4,412 new homes identified in the Derriford and Northern Corridor Growth Area.</p> <p>Green investment, jobs, skills and better education: The Scheme will provide a comprehensive landscape plan and environmental management and enhancement plan which not only mitigates the Scheme's impact but will provide a net gain in biodiversity.</p> <p>The Plymouth Plan: The Scheme is specifically identified in PLY44 and supports-</p> <p>Strategic Objective 1: Delivering a Healthy City “Providing a safe, efficient, accessible and health-enabling transport network which supports freedom of movement and active travel and promotes low carbon lifestyles.</p> <p>Policy HEA6: Delivering a safe, efficient, accessible,</p>	

		sustainable and health-enabling transport system. Policy GR04: Using transport investment to drive growth.
11	Please specify any direct environmental implications of the decision (carbon impact)	A Climate Impact Assessment has been completed for this decision and is attached as an appendix. The works include some vegetation clearance and tree removal. A full landscaping mitigation plan will be implemented.

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 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	Which Cabinet Member's portfolio does this decision relate to?	Councillor Stephens, Cabinet Member for Strategic Planning & Transport		
13b	Date Cabinet Member consulted	11 September 2025		
13c	Are any other Cabinet members' portfolios affected by the decision?	Yes		
		No	X	(If no go to section 14)
13d	Which other Cabinet member's portfolio is affected by the decision?			
13e	Date other Cabinet member(s) consulted			
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-Grey
		Job title		Director for Growth

		Date consulted	12 September 2025					
Sign-off								
16	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	JS56 25/26					
		Finance (mandatory)	OW2025.104					
		Legal (mandatory)	LS/00001312/2/AC/I 7/12/25					
		Human Resources (if applicable)	N/A					
		Corporate property (if applicable)	N/A					
		Procurement (if applicable)	SN/PS/811/ED/1225					
Appendices								
17	Ref.	Title of appendix						
	A	WTTG Phase 2 Construction Contract Award – Briefing report for publication						
	B	WTTG Phase 2 Construction Equalities Impact Assessment						
	C	WTTG Climate Impact Assessment						
Confidential/exempt information								
18a	Do you need to include any confidential/exempt information?	Yes	x	If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for publication by virtue of Part 1 of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in 18b below.				
		No						
Exemption Paragraph Number								
	1	2	3	4	5	6	7	
18b	Confidential/exempt briefing report title:		x					
	Procurement Decision Record							
	Contract Award Part II							
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 1 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

Council Officer Signature							
20	I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act and those who do not. For further details please see the EIA attached.						
Signature				Date of decision	18.12.2025		
Print Name	Paul Barnard, Service Director for Strategic Planning and Infrastructure						

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WOOLWELL TO THE GEORGE: PHASE 2 CONSTRUCTION

Contract Award Briefing Note – Part I



PLYMOUTH
CITY COUNCIL

I. INTRODUCTION

- 1.1. This contract award report relates to the award of a contract for Phase 2 construction of the Woolwell to The George Transport Scheme (WTTG). The works involve a range of civil engineering activities including road widening, provision of new and improvement of existing pedestrian crossings, drainage works, traffic signal installations and carriageway reconstruction and surfacing.
- 1.2. Construction is being procured through the Scape Procure Civil Engineering & Infrastructure Framework. This is a single supplier framework, the framework contractor is Balfour Beatty, and they will be awarded this contract via a direct award process. Use of the Scape framework involves Balfour Beatty competitively tendering work packages to ensure value for money. A Professional Services Contract (PSC) for Phase 2 pre-construction (detailed design) activities, and an Enabling Works Contract for site preparations have previously been awarded to Balfour Beatty as part of the project development process. Construction of the recently completed Phase 1 of the scheme was also procured through the Scape framework.
- 1.3. This award will approve the delivery of Phase 2 of the Woolwell to The George Transport Scheme which is supported by significant external grant funding through Transforming Cities Fund (TCF) and Levelling Up Funding (LUF).

2. BACKGROUND

- 2.1. The Woolwell to The George scheme aims to alleviate congestion at the notorious pinch-point between Woolwell Roundabout and The George, on the A386 Tavistock Road. More than 30,000 vehicles use this section of road each day and there are often queues and delays at peak times, caused by traffic having to merge over very short distances.
- 2.2. The Woolwell to The George Transport Scheme is being delivered in three phases:
 - Phase 1 – Woolwell Crescent junction, A386 Tavistock Road (north of Woolwell Roundabout) and Woolwell Road. Construction completed on site in November 2025
 - Phase 2 – Main A386 Tavistock Road widening and new signal junction at Tavistock Road/Woolwell Road
 - Phase 3 – Expansion of The George Park and Ride site to provide additional parking capacity

This contract award relates to Phase 2 construction with the potential to instruct other similar works as allowed by the contract through compensation events.

3. REQUIRED PROJECT APPROVALS

- 3.1. The works constitute permitted development and a Certificate of Lawful Development has been issued by Plymouth City Council as the Local Planning Authority (Application No: 22/01469/PRUS). Planning permission is therefore not required. An Environmental Impact Assessment (EIA) screening has also been undertaken. This followed a formal screening request to the Local Planning Authority and it has been confirmed that the project does not constitute EIA development (Ref: 22/01460/ERS103). All necessary surveys, such as an Arboriculture Impact Assessment, habitat surveys and invasive species inspections have been undertaken.

- 3.2. Project funding was added to the capital programme by Cabinet in November 2021 with the overall WTTG budget re-confirmed by Cabinet in March 2024. The TCF funding allocation is now fully spent with remaining LUF funding being used to support delivery of both Phases 1 and 2.
- 3.3. The scheme requires a significant amount of land outside of the Council's ownership. A substantial amount of this land has already been secured to support project delivery with some other areas successfully designed out. Negotiations on outstanding land plots are continuing however in March 2024, Cabinet approved a resolution to progress a Compulsory Purchase Order (CPO) which is currently going through final checks prior to submission. The construction programme reflects the most likely access dates based on the current status of negotiations for those third party land plots with contingency plans being developed with the contractor in parallel.
- 3.4. Additional approvals to be obtained include Traffic Regulation Orders and Temporary Traffic Regulation Orders (TTRO). TTRO applications will be submitted to the Council's Network Management team to support implementation of the traffic management required for construction.

4. PROCUREMENT PROCESS

- 4.1. Following a review of procurement options with the Council's Procurement and Legal teams initially in 2019 and then reviewed further again in 2022, it was concluded that the Scape Procure Civil Engineering and Infrastructure Framework was the most suitable mechanism to procure the Woolwell to The George Transport Scheme contracts.
- 4.2. The choice of this framework against consideration of various alternative options were previously detailed in the Professional Services contract award report (Ref: COD05 22/23). This route provides continuity as the Scape framework has already been used for Phase 2 pre-construction (professional services). It is also being used for WTTG Phase 1 construction. This framework allows early contractor involvement which suits complex schemes and where early input on design, programme, costings and buildability is required. It also allowed PCC to engage with a contractor quicker, compared to other procurement route options, which was vital for this scheme. Use of this framework allows a shorter project programme.
- 4.3. The Scape Group is a Local Authority controlled company wholly owned by Derby City, Derbyshire County, Gateshead, Nottingham City, Nottinghamshire County and Warwickshire County Councils in equal shares.
- 4.4. Scape was formed under section 95 of the 2003 Local Government Act and incorporated on 21 December 2005. It began trading on 1 April 2006. Scape acts as a Contracting Authority and Central Purchasing Body as defined in the EU Procurement Directives.
- 4.5. The Group's vision is to be leaders in collaborative working, providing cost effective solutions by using simple, easy to use and hassle free processes which deliver an inclusive and engaging experience for clients and the communities they serve.
- 4.6. Scape Procure Civil Engineering & Infrastructure Framework is delivered by Balfour Beatty, a leading international infrastructure group with more than 100 years of experience in complex infrastructure projects. The value of works that can be awarded under the Civil Engineering and Infrastructure Framework is from £0-£75m+.
- 4.7. This framework enables civil engineering and infrastructure works in sectors such as environmental, engineering, transportation, leisure, recycling and waste, defence, ports, harbours and marine, flood defence and coastal engineering, energy, education, industrial, commercial and other public sector assets.

5. PRE TENDER SELECTION CRITERIA AND EVALUATION

5.1. Balfour Beatty has already been through a compliant procurement process to ensure they are suitably qualified to undertake projects under the Civil Engineering framework.

6. TENDER EVALUATION CRITERIA

6.1. Scape has extensive processes in place which outlines all the necessary steps and documentation that need to be completed throughout the procurement process, to ensure compliance and best value for money. This includes a free feasibility stage. Balfour Beatty are performance monitored throughout the lifetime of the framework.

7. SUMMARY OF EVALUATION

7.1. Summary of the evaluation and due-diligence that has been undertaken, prior to being in a position to award the contract for Phase 2, is detailed further in Section 11 (financial), Section 12 (risk), Section 13 (programme) and Section 15 (financial).

7.2. In addition to the above, there are other agreed requirements set out in the Scape Framework (Schedule 18) which identify Balfour Beatty's commitment to delivering '*efficiency, certainty and social value*'. These include:

- Monthly Scape KPI reporting
- Feedback workshops and continuous improvement action
- Joint communication activities
- Biodiversity Net Gain Reports
- Social value reporting from source to supply

7.3. A Social Value Specialist is part of the Balfour Beatty project team and is responsible for implementing a scheme Social Impact Action Plan. As part of the Scape framework, Balfour Beatty report to Scape against the TOMs framework, developed by the National Social Value Taskforce and the Social Value Portal. Customers for each SCAPE project can select up to five National TOMs as the focal point for the delivery of social impact activity.

8. ENSURING VALUE FOR MONEY WITH THE SCAPE FRAMEWORK

8.1. This procurement path ensures value for money as the Scape Civil Engineering Framework was compliantly procured, in accordance with Public Contract Regulations 2015.

8.2. Balfour Beatty were awarded as a single delivery partner for this framework, following a compliant competitive procurement process. PCC are able to compliantly direct award Balfour Beatty any relevant projects under this framework. Balfour Beatty are able to further demonstrate value for money by competitively tendering the sub-contracted work packages through their extensive supply chain via an open book process. This means that all of the project spend under this framework will have been subject to competition. Even though Balfour Beatty is the sole supplier under this framework, this does not result in a monopolistic situation as Balfour Beatty were subject to wide EU competition to be awarded as a partner via the framework and the construction work for the project has been competitively tendered by Balfour Beatty.

8.3. The Scape Framework has also been used to procure design and construction services as part of the Council's South Yard project, Charles Cross Roundabout Redevelopment and more recently, the Forder Valley Link Road scheme, which have reported positive experiences.

8.4. WTTG Phase 2 pre-construction stage was procured and delivered through the Scape framework using an NEC4 Professional Services Contract (PSC). Through this contract Balfour Beatty have delivered all of the project design services.

Contractor's Procurement and Management of Supply Chain

8.5. Although the Scape Framework is a single supplier award, best value through Balfour Beatty's supply chain is achieved through competitively tendering individual work packages where subcontractor prices are required through its extensive supply chain. This approach demonstrates value for money by all of the project spend under this framework being subject to competition. By fostering collaborative, honest and open relationships, Balfour Beatty can drive performance improvement across all areas of their supply chain.

Enhancing Value

8.6. By working in partnership with key supply chain partners, Balfour Beatty enhance value and minimise risk; specific examples of this include the following:

- Collaborative planning forums – removes duplication and re-work for follow-on trades, by identifying constraints which may impact on interfacing works;
- Risk and opportunity workshops – identifying key risks and opportunities which are jointly managed across all suppliers for particular work sections;
- Value stream mapping – ensuring that offsite fabrication aligns with the required delivery programme and identifying bottlenecks to allow early mitigation;
- Co-location of supply chain and project staff – teams working together, removing the risk of segregation;
- Expedition of critical materials – actively managing demand peaks and troughs to avoid delays.

Tendering Processes – Approval, Selection and Performance Management

8.7. A critical aspect of the project delivery is ensuring the correct supply chain are engaged. Balfour Beatty do this with their supply chain through the implementation of strict supply chain selection and approval processes which includes:

- Supply Chain Rationalisation – Balfour Beatty review the volume of suppliers they actively trade with to ensure that they work with only the best suppliers and drive efficiencies.
- Supplier Approval Process – all new suppliers and subcontractors are required to undergo a rigorous pre-qualification assessment procedure and are required to demonstrate their capabilities and competence in all aspects of their business.
- Supplier Performance Management – once approved, annual audits are carried out to ensure standards are maintained and continuous improvement targets are set and achieved. Where necessary, improvement plans are implemented to increase performance.
- Supplier Selection – Balfour Beatty use an evaluation tool to identify and select supply chain partners based on a series of value adding criteria (not simply lowest price). The selection criteria for each package is bespoke to reflect the constraints, risks and opportunities associated with that specific element of works. Selection criteria can include:
 - Health and Safety Culture
 - Technical expertise and competence of supervisors and technical support
 - Capability and Capacity (including track record for delivery)
 - Use of local labour force and a local supply chain
 - Competitiveness of a robust price and transparency of cost base
 - Robust risk assessments and risk mitigation plans

- Effective project controls to manage quality (systems, processes and practical evidence), time, cost, maintaining and improving programme
- Proposals for continuous improvement and increasing productivity
- Supply chain mapping – the identification of sub-tiers of supply, sources of raw materials and country of origin
- Innovation
- Sustainability initiatives

Risk Management

8.8. Risk management within a contractor's supply chain is critical and Balfour Beatty ensure that risks are managed and mitigated at a macro level as well as throughout the lifecycle of the project.

8.9. Supply chain risks are managed and mitigated through detailed, bespoke procurement strategies.

8.10. Some of the most common supply chain risks that Balfour Beatty monitor and manage are:

- Supply Chain Vulnerability – Supply Failure and Supplier Failure
- Macro-Environmental Risks – Political, Economic, Social, Technological and Legal
- Anti-Competitive Behaviour – Price Fixing
- Sustainability – Economic, Social and Environmental
- Health and Safety – Policy, Performance and Investment
- Commercial – Cost Certainty
- Programme – Delivery and Completion
- Quality – Products and Workmanship

8.11. Two of the most significant risks in the current market are that of Supply Failure and Cost Escalation brought about by the increasing likelihood of an imbalance between the demand on the supply chain and their capacity and capability to supply. These risks are managed closely through Balfour Beatty's supplier relationship management programmes and through the effective execution of project procurement strategies.

Managing Health, Safety and Wellbeing

8.12. The health, safety and wellbeing of employees and everyone else affected by project activities are fundamental. Balfour Beatty require that everyone who works for or with them:

- Embeds health and safety as core elements in all they do
- Takes a lead in requiring and delivering excellent health and safety
- Works with them to eliminate the risk of serious harm from all activities
- Upholds and promotes their policies and expected behaviours
- Is intolerant of unsafe behaviour, short cuts and unplanned work
- Supports those who challenge these unsafe practices, and holds people to account if they don't conform
- Insists that everyone is involved, informed and engaged
- Challenges, learns and innovates to reduce risk
- Reports potentially unsafe incidents and injuries, and investigates fully to learn lessons
- Comes to work in a fit condition

Sustainable Procurement

8.13. Balfour Beatty are committed to working with the supply chain to:

- Maximise the engagement of local labour and suppliers
- Measure, understand and minimise greenhouse gas emissions and use of water
- Apply lifecycle thinking to the provision of lower impact products, materials and services
- Reduce and avoid the disposal of waste to landfill
- Provide responsibly sourced construction materials with high recycled contents
- Develop their collaborative approach to sustainable and responsible procurement
- Implement effective controls to guard against Modern Slavery
- Maximise the total amount of social value generated by the project

9. PRE-CONSTRUCTION PHASE

9.1. Preconstruction activities have been undertaken by Balfour Beatty through the Scape Pre-construction Services Delivery Agreement (Professional Services Option A) which was awarded in April 2023.

9.2. Balfour Beatty have now concluded their competitive tendering process and submitted their final price for construction of the Phase 2 works.

10. NEC FORM OF CONTRACT

10.1. Scape uses NEC4 suite of contracts. WTTG Phase 2 will be delivered using the NEC4 main works Engineering and Construction Contract (ECC) Option A.

10.2. In order to determine the most appropriate payment option, a review of applicable options was undertaken with a specific focus on Options A and C. A summary is shown below in Table 1.

Contract Payment Option	Uses	Advantages	Disadvantages	Balance Of Risk		
				Client	Contractor	
Option A: Priced contract with activity schedule.	<ul style="list-style-type: none"> Where works well defined. Activities are prepared by contractor – these are often linked to completion of items based upon the programme, to assist with cashflow. Price will still increase through CEs (client risk) 	<ul style="list-style-type: none"> Contractor's responsibility to price lump sum for everything needed to complete activity. Payment on completion of activities. Greatest cost certainty, as client will not share pain of overspend and contractor's risk items. Simple payment process requiring less administration from Contractor and PM. 	<ul style="list-style-type: none"> Contractor will price element of risk which is payable regardless of whether they occur. Actual costs incurred by the contractor are not known. Efficiencies realised by the contractor are not shared gain with the client 			Y
Option B: Priced contract with bill of quantities.	<ul style="list-style-type: none"> Where works well defined. List of works prepared by employer and priced by contractor. Price will still increase through CEs (client risk) 	<ul style="list-style-type: none"> Cashflow is consistent with work done each month. Good cost certainty, as client will not share pain of overspend and contractor's risk items. Simple payment process which requires less administration from Contractor and PM (slightly more admin time required than option A). 	<ul style="list-style-type: none"> Quantities re-measurable – potential for cost increases/decreases if there is an error in the Bill. Actual costs incurred by the contractor are not known. Efficiencies realised by the contractor are not shared gain with the client 			X
Option C: Target contract with activity schedule.	<ul style="list-style-type: none"> Often used where extent of works is not fully defined. Where risks are greater or where the Employer sees benefit in encouraging collaboration. Target adjusted for CE's Pain gain mechanism 	<ul style="list-style-type: none"> Pain/Gain mechanism incentivises contractor to make savings during construction – Contractor shares in VE savings if it is their idea, and therefore encourages innovation. 	<ul style="list-style-type: none"> More onerous administration as full defined costs need to be assessed each month (open book accounting). Under/Over spend will be shared by the client 			Y
Option D: Target contract with bill of quantities.	<ul style="list-style-type: none"> Where extent of works is not fully defined. Target adjusted for CE's Pain gain mechanism Unlike option B the bill is not re-measurable 	<ul style="list-style-type: none"> Pain/Gain mechanism incentivises contractor to make savings during construction – Contractor shares in VE savings if it is their idea, and therefore encourages innovation. 	<ul style="list-style-type: none"> More onerous administration as full defined costs need to be assessed each month (open book accounting). Under/Overs pend will be shared by the client 			X
Option E: Cost reimbursable contract.	<ul style="list-style-type: none"> Where time or quality are take priorities or scope unknown e.g. refurbishment extreme flexibility required e.g. for enabling work where a high level of Employer involvement is envisaged emergency work (time driven) trials or exploratory work 	<ul style="list-style-type: none"> For quick reactive works. Allows work to progress before the full scope is determined 	<ul style="list-style-type: none"> More onerous administration as full defined costs need to be assessed, which the contractor is paid plus an agreed profit/overhead percentage. Contractor carries minimal risk. Little incentive for Contractor to minimise costs. High risk of cost escalation, especially if works progress without a fully defined scope 			X

Table 1 WTTG Contract Payment Options review summary

10.3. Option A is considered to be the most appropriate payment option for WTTG Phase 2 given the well defined scope, contract value and importance of cost certainty.

II. DUE DILIGENCE / COMMERCIAL RISK EVALUATION

11.1. A financial credit check has been undertaken in November 2025 with Balfour Beatty Group Limited and Balfour Beatty PLC.

12. CONTRACT RISK ALLOCATION AND TRANSFER

12.1. The Council has a robust Risk Management Strategy which will be used to manage risks within this project by wherever possible eliminating these risks or providing mitigation to reduce them as far as possible. The scheme delivery strategy is designed to maximise the use of the Council's in house skills and where appropriate pass risk on scheme construction and delivery to those best placed to deal with such risks.

12.2. A risk register has been developed and updated throughout the preconstruction stage. Joint risk workshops with PCC, WSP and Balfour Beatty have been held to inform the production and updating of a Quantified Risk Assessment (QRA).

12.3. The QRA covers both the design and construction elements of the scheme. Risks have been allocated to the most appropriate owner and are shown to be either the responsibility of the Council or the Contractor. As it is a live document, this will continue to be reviewed at monthly progress meetings; as risks are closed they will be removed from the Risk Register or if risks materialise they will be placed on an issues log.

12.4. Many risks have been eliminated or reduced during the pre-construction period. Some residual risks include inflation, the impact of unforeseen utility diversions/performance of utility companies and extreme weather events.

13. CONTRACT PROGRAMME

13.1. The key programme milestones are set out in Table 2 below.

Activity	Timescale
Utilities procured	Complete
Vegetation Clearance	Substantially complete
Enabling Works	In progress
Complete Pre-construction including detailed design and traffic management strategy	Complete
Tendering of construction packages	Complete
Construction contract award	December 2025
Mobilisation	December 2025
Start of works (approx. 18 months duration)	January 2026
Planned opening	Summer 2027

Table 2 WTTG Phase 2 programme milestones

13.2. It is important to note that the programme is updated, reported and monitored on a monthly basis and must be accepted by the Project Manager. The programme can therefore be adjusted throughout the construction period for valid contractual reasons.

14. CONTRACT MANAGEMENT

14.1. The Council already has a robust contract management process in place for this scheme and has secured external Contract Management support through consultants WSP to assist in the administration of the construction works contract.

14.2. This approach enables WSP to fully scrutinise and challenge all works and prices on behalf of the Council, in order to ensure that the contractor is compliant with the scope contained within the works information and activity schedule. WSP have direct experience of managing highway engineering contracts for many public sector clients, and have recently undertaken this role on WTTG Phase 1 and other Council schemes such as Plymouth Road, Forder Valley Link Road and Forder Valley Interchange.

14.3. WSP have provided excellent contract management (NEC Project Manager role) support for the Phase 1 PSC contract, Enabling works and construction contracts and Phase 2 PSC contract with Balfour Beatty.

14.4. Key activities which the Contract Management team (WSP and PCC) will undertake include:

- Ensure that value management procedures are implemented in order to minimise costs without adversely affecting quality;
- Monitor works progress against both programme and forecast spend profiles, and check quality of the deliverables;
- Review and agree the assessments of any compensation events;
- Review and agree interim payments against completed activities within the activity schedule

14.5. Contract change management will be overseen by the Council and their agents. The Contractor must notify the Client Project Manager, of any matter through an Early Warning, which could increase the prices, delay completion or impair the performance of the works in use.

- 14.6. There is a likelihood in construction contracts for there to be unforeseen changes to the scope and/or site information, or other circumstances, which could lead to a variation. Under the NEC, these variations are known as Compensation Events which are usually not the fault of the contractor and change the cost of the work, or the time needed to complete it. As a result, the prices or programme may be reassessed.
- 14.7. Where compensation events are agreed, an uplift to the contract price and associated purchase order will be undertaken.
- 14.8. The scope with Balfour Beatty includes for the procurement of specialist contract management software CEMAR in order to assist in the effective and efficient management of the contract.

15. FINANCIAL IMPLICATIONS

- 15.1. This contract award is for Woolwell to The George Phase 2 construction.
- 15.2. There will be framework management fees that Balfour Beatty will be responsible for paying to SCAPE framework, which is incorporated in below contract value.
- 15.3. The total contract value under this award is **£16,063,527.53**.
- 15.4. The funding package for the whole Woolwell to The George project was approved by Cabinet in November 2021 and updated in March 2024. The funding for this award has already been accounted for within the project budget and is supported by external LUF funding.
- 15.5. Significant efforts have been made to ensure scheme affordability and value for money. Contractor prices have been robustly challenged and a collaborative effort has resulted in an agreed price to deliver the required scope of works.

16. CONTRACT AWARD RECOMMENDATIONS

- 16.1. It is recommended that the Service Director for Strategic Planning and Infrastructure:
 - Approves the construction contract award to Balfour Beatty Civil Engineering Ltd. through the Scape Framework for Woolwell to The George Phase 2 to the value of **£16,063,527.53**

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Page 39

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

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Page 53

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EQUALITY IMPACT ASSESSMENT – WOOLWELL TO THE GEORGE

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): The person completing the EIA template.	Leana Hannon	Department and service:	Strategic Transport, Strategic Planning and Infrastructure	Date of assessment:	9 December 2025
Lead Officer: Head of Service, Service Director, or Strategic Director.	Philip Heseltine	Signature:		Approval date:	09/12/2025
Overview:	<p>Award of contract to Balfour Beatty for construction of Phase 2 of the Woolwell to The George Transport Scheme which is being delivered through the Scape Procure Civil Engineering & Infrastructure Framework.</p> <p>The aim of the Woolwell to The George Transport Scheme is to increase capacity, reduce journey times and improve journey time reliability and to assist with accessing the George Park and Ride for public transport users whilst also bringing with it welcome benefits to cyclists and those who walk. A faster, more reliable road network will improve connectivity and unite local communities.</p> <p>The objectives are to:</p> <ul style="list-style-type: none"> - Reduce congestion - Support the Strategic Road Network - Support all road users - Support housing delivery - Support economic growth and rebalancing <p>Phase 2 includes the widening of Tavistock Road between The George junction and Woolwell Roundabout to provide two lanes in each direction, the replacement of Woolwell Roundabout with a signalised junction and both new and improved pedestrian and cycle facilities.</p>				
Decision required:	<p>To approve the award of the construction contract for Phase 2 of the Woolwell to The George Transport Scheme to Balfour Beatty. The value of this contract is £16.063 million.</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	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.	There is not anticipated to be any disproportionate impacts on protected characteristics of plot owners, occupiers or other members of the community directly affected.		

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>The scheme is not anticipated to have any adverse impact on specific age groups.</p>	<p>None</p>	<p>N/A</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>	<p>The scheme is not anticipated to have any adverse impact on care experienced individuals.</p>	None	N/A
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>The scheme is not anticipated to have any adverse impact on specific disability groups.</p>	<p>New formal crossing facilities will be provided and upgraded to support the visually and mobility impaired.</p>	Project Manager

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 women (2021 Census).	No adverse impact anticipated	None	N/A
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 partnerships of the same sex. 0.06 per cent of residents are in a civil partnerships with the opposite sex (2021 Census).	No adverse impact anticipated	None	N/A
Pregnancy and maternity	The total fertility rate (TFR) for England was 1.62 children per woman in 2021. The total fertility rate (TFR) for Plymouth in 2021 was 1.5.	No adverse impact anticipated	None	N/A

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>	No adverse impact anticipated	None	N/A
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>	No adverse impact anticipated	None	N/A
Sex	51 per cent of our population are women and 49 per cent are men (2021 Census).	No adverse impact anticipated	None	N/A
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).	No adverse impact anticipated	None	N/A

SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

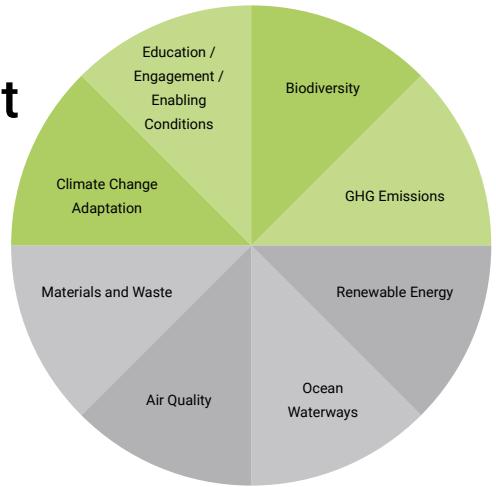
Human Rights	Implications	Mitigation Actions	Timescale and responsible department
	No adverse impact anticipated	None	N/A

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 	None anticipated	None	N/A
Give specific consideration to care experienced people to improve their life outcomes, including access to training, employment and housing.	The scheme will improve journey times and reliability of journeys between major growth areas in the north of the city		2025/2026 Head of Transport
Build and develop a diverse workforce that represents the community and citizens it serves.	None anticipated	None	N/A
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.	None anticipated	None	N/A

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Woolwell to The George Transport Improvement Scheme: Carbon Impact Assessment FINAL



Assessment ID: W00388

Assessment Author: Leana Hannon

Assessment Initial Summary:

The Woolwell to The George (WTTG) Transport Improvement Scheme will alleviate congestion between Woolwell and The George Junction on the A386 Tavistock Road and unlock significant residential development in the north of Plymouth. The scheme will deliver:

- Dedicated walking and cycling facilities
- A new signalised junction at Woolwell Crescent
- Upgrade of Woolwell Roundabout to a signalised junction
- Increased capacity on the A386 Tavistock Road by providing dual carriageway from Woolwell Roundabout to The George P&R
- Increased parking capacity at The George P&R

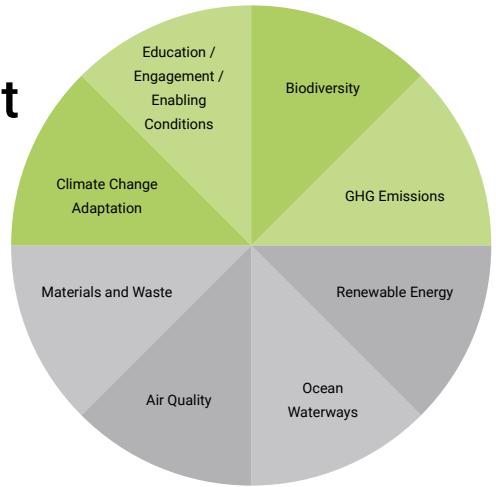
Assessment Final Summary:

The Woolwell to The George scheme is a strategically important project, specifically identified in the Joint Local Plan. It directly unlocks significant residential development at Woolwell as well as improving access to existing key industrial, technical, business and medical sites on the northern corridor.

The project will reduce congestion, improve journey times, promote walking, cycling and use of public transport, improve network resilience and accessibility. Integral to the scheme is high quality walking and cycling facilities including new and improved crossings to break down the A386 as a barrier to movement and also includes LTN1/20 compliant segregated cycleways. The scheme also includes the expansion of The George Park and Ride by 100 spaces and also includes the installation of electric charging bays and improved access for buses. The scheme is truly multi-modal and designed to encourage greater travel choice and sustainable travel options to encourage people to switch from car based travel to more active and sustainable forms.

Tackling climate change represents a major challenge for the delivery of future growth and operation of the transport network. Providing significant walking and cycling infrastructure on Plymouth's northern corridor, as part of the Woolwell to the George Scheme, is a specific action within the Climate Emergency Action Plan.

Woolwell to The George Transport Improvement Scheme: Carbon Impact Assessment FINAL



Without delivery of the Scheme, the performance of the transport network on the Northern Corridor will further deteriorate across all modes.

Delivery of the scheme will be supported by the development and delivery of a Construction Environmental Management Plan

(CEMP) to ensure delivery of the project in accordance with best practice. The CEMP and other project documents such as the Site Waste Management Plan will identify key mitigation to be implemented throughout construction.

The nature of construction projects such as WTTG, means that the impact on some outputs such as materials and waste, air quality are considered to be neutral.

Biodiversity Score: 4

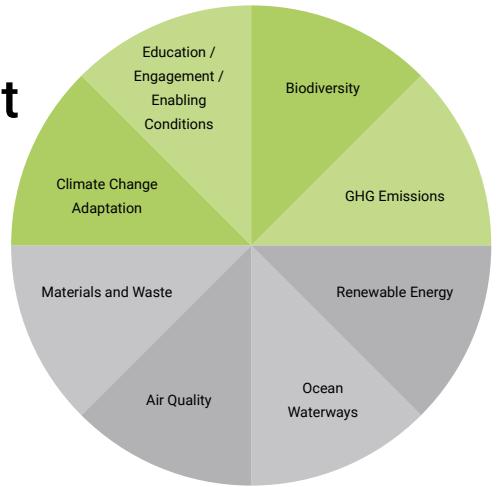
Biodiversity Score Justification: The scheme is not located within close proximity of any designated international or nationally protected sites and will not directly impact upon the conservation status of any designated site for nature conservation purposes. The dominant habitat of the site is hardstanding due to the current highway and associated infrastructure and the habitat is of negligible ecological value. Any measures identified in the Preliminary Environmental Assessments (and subsequent reports) will be incorporated within the Construction Environmental Management Plan (CEMP). In line with PCC's requirements, the scheme will deliver 10% biodiversity net gain (BNG).

Biodiversity Score Mitigate: No

GHG Emissions Score: 4

GHG Emissions Score Justification: The nature of construction work means that there is likely to be a short term negative impact on greenhouse gas emissions. Longer term, the scheme will deliver a more efficient highway network by reducing congestion and supporting a shift to sustainable modes. Whilst the scheme does provide increased capacity to not only relieve congestion now as well as accommodate future demand anticipated by the WUE, the road itself is not considered to generate significant increases in volumes of traffic as there are no

Woolwell to The George Transport Improvement Scheme: Carbon Impact Assessment FINAL



alternative routes in this area of the City which may cause people to re-route or induce suppressed demand. Additional growth in trips will be derived from the proposed new developments which will be subject to their own CIA and checks through the planning system. The scheme will help to lower GHG emissions by significantly reducing existing congestion which not only causes increased emissions but also affects the reliability of bus services and timetabled information affecting people's confidence in the services offered. Integral to the scheme is high quality walking and cycling facilities including new and improved crossings to break down the A386 as a barrier to movement and also includes LTN1/20 compliant segregated cycleways. The scheme also includes the expansion of The George Park and Ride by 100 spaces and also includes the installation of electric charging bays and improved access for buses. The scheme is truly multi-modal and designed to encourage greater travel choice and sustainable travel options to encourage people to switch from car based travel to more active and sustainable forms. Modelling following the Department for Transport's prescribed WebTag methodology shows that the Scheme will reduce carbon emissions by 36,000 tonnes across the 60 year appraisal period.

GHG Emissions Score Mitigate: No

Renewable Energy Score: 3

Renewable Energy Score Justification: It is not considered that the WTTG scheme will have any direct impact on renewable energy.

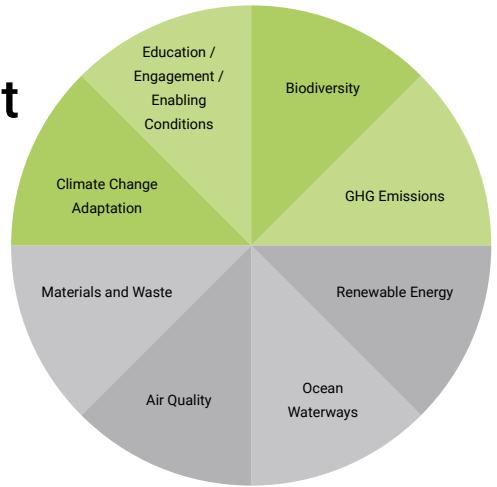
Renewable Energy Score Mitigate: No

Ocean and Waterways Score: 3

Ocean and Waterways Score Justification: Surface water run-off discharge to sewers will be appropriately restricted (in line with national and LLFA guidance) to ensure flood risk is not increased. A Construction Environmental Management Plan will detail best practice measures and mitigation to limit the risk of contamination of water resources.

Ocean and Waterways Score Mitigate: No

Woolwell to The George Transport Improvement Scheme: Carbon Impact Assessment FINAL



Air Quality Score: 3

Air Quality Score Justification: The scheme will help to improve local air quality by significantly reducing existing congestion which not only causes increased emissions but also affects the reliability of bus services and timetabled information affecting people's confidence in the services offered. Integral to the scheme is high quality walking and cycling facilities including new and improved crossings to break down the A386 as a barrier to movement and also includes LTN1/20 compliant segregated cycleways. The scheme also includes the expansion of The George Park and Ride by 100 spaces and also includes the installation of electric charging bays and improved access for buses. The scheme is truly multi-modal and designed to encourage greater travel choice and sustainable travel options to encourage people to switch from car based travel to more active and sustainable forms. An Air Quality Assessment has been undertaken for the WTTG scheme. The results show that the annual mean pollutant concentrations are well below the respective AQS objectives at all receptors modelled, with and without the scheme. There may be some short term temporary impacts on air-quality during the construction process but these will be offset by the longer term benefits the scheme will bring.

Air Quality Score Mitigate: No

Materials and Waste Score: 3

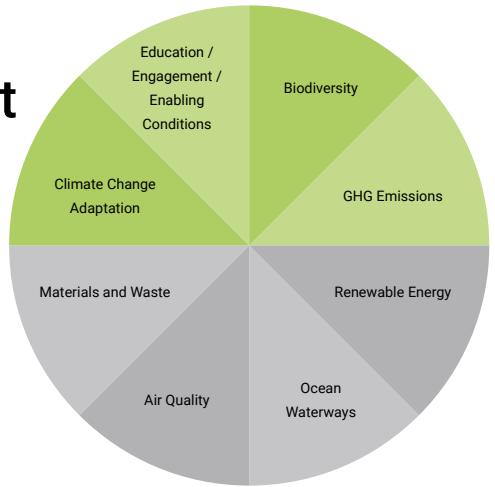
Materials and Waste Score Justification: Best practice waste management techniques will be adopted throughout construction. A Site Waste Management Plan (SWMP) will ensure that the principles of the waste management hierarchy (i.e. reduce, reuse, recycle) will be adopted. The reuse of site won materials will be prioritised and retained where possible. A Construction Environmental Management Plan (CEMP) will also support scheme delivery.

Materials and Waste Score Mitigate: No

Climate Change Adaptation Score: 4

Climate Change Adaptation Score Justification: A Flood Risk Assessment has been prepared in accordance with the National Planning Policy Framework (NPPF), the accompanying Planning Practice Guidance include planning policy concerning development and flood risk in areas of

Woolwell to The George Transport Improvement Scheme: Carbon Impact Assessment FINAL



England. It has also considered regional and local planning policy. The site is in Flood Zone 1, low probability of flooding from fluvial and tidal sources. The scheme is classed as essential infrastructure and is part within the Plymouth Critical Drainage Area. Surface water runoff has been assessed for on and offsite flood risk taking into account the current drainage provisions, the predicted impacts of climate change and the implications of the proposed works on existing drainage networks. The existing drainage system is not only sub-standards but in places non-existing meaning the scheme will provide significant resilience against climate change and localised flooding. The drainage has been designed up to the critical 100 year event plus a 40% climate change factor. Infiltration is not expected to be viable for this site, an attenuation strategy has been developed including above ground SuDS features. Drainage proposals include repairing or replacing existing damaged sewers as necessary. New attenuation in the form of underground tanks and SuDS rain gardens/ponds are proposed. Where possible, existing surface water drainage runs will be reused and connected to. Damaged or insufficiently sized existing drainage will be replaced and upsized accordingly.

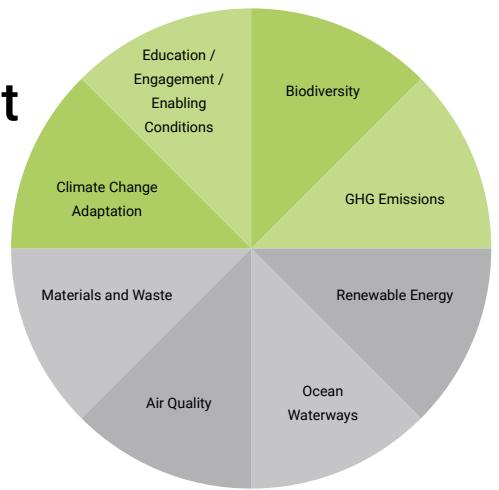
Climate Change Adaptation Score Mitigate: No

Education / Engagement / Enabling Conditions Score: 4

Education / Engagement / Enabling Conditions Score Justification: The WTTG Scheme delivers a significant improvement in walking and cycling facilities on a key section of Plymouth's Strategic Cycle Network and will provide a link to significant new development at Woolwell. The scheme will be complimented by other interventions offered by Strategic Planning & Infrastructure such as Personalised Travel Planning through Plymotion. This will be undertaken following completion of the scheme in order to educate residents and commuters of the new sustainable measures included within the scheme and how to access them. This will also be encouraged during the construction. Without delivery of the scheme, the performance of the transport network on the Northern Corridor will further deteriorate across all modes. Currently the P&R site is at capacity, meaning further growth in sustainable travel into the city centre from the P&R is constrained.

Education / Engagement / Enabling Conditions Score Mitigate: No

Woolwell to The George Transport Improvement Scheme: Carbon Impact Assessment FINAL



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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