

**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 Services Team by 4.30 pm on Monday 26 January 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/3hwmppzp>

The decisions detailed below may be implemented on Tuesday 27 January 2026 if they are not called-in.

Delegated Decisions

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

Ia. LI4 25/26 - Colesdown Hill Underbridge Walking and Cycling Route Business Case Change Request **(Pages 1 - 22)**

2. Councillor Mary Aspinall (Cabinet Member for Health and Adult Social Care):

2a. HASCO2 25/26 - Sexual Health GP LES Procurement **(Pages 23 - 36)**

EXECUTIVE DECISION

made by a **Cabinet Member**



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

Executive Decision Reference Number – L14 25/26


Decision	
1	Title of decision: Colesdown Hill Underbridge Walking and Cycling Route Business Case Change Request
2	Decision maker (Cabinet member name and portfolio title): Councillor Tudor Evans OBE (Leader of the Council)
3	Report author and contact details: Jim Woffenden, jim.woffenden@Plymouth.gov.uk
4	<p>Decision to be taken:</p> <ol style="list-style-type: none"> 1. Approves the Business Case change request; 2. Allocates £1.903M for the project into the Capital Programme funded by Sherford Major Works Section 106; 3. Authorises the procurement process; 4. Delegates the award of the contract to Service Director for Strategic Planning and Infrastructure, where they do not already have authority to do so.
5	<p>Reasons for decision:</p> <ol style="list-style-type: none"> 1. Delivery of this route aligns with our strategic principle for transport planning Joint Local Plan Policy (SPT9) to get the most out of existing transport networks, through measures that improve efficiency and encourage behavioural change. 2. The scheme is part of a key walking and cycling route connecting Sherford and parts of Plymstock with the Saltram Meadow development, the city centre and the dock yard and so supporting growth in employment and new homes. The route is identified as a priority through its inclusion in the Local Cycling and Walking Infrastructure Plan. 3. This will provide a high-quality walking, wheeling and cycling route that is accessible to all users, so helping to reduce transport's contribution to Plymouth's carbon emissions. 4. It is recommended that an additional £1.903M of Sherford major works section 106 funding is allocated to this scheme in order to ensure that construction can start on the scheme in February 2026 in line with the expectations from the funders, Department for Transport and the Sherford Consortium.
6	Alternative options considered and rejected:

<p>1. The “do nothing” option – to abandon the project entirely - would be to return the external funding awarded to the council. If this option were taken, we would not be able to enhance our network to enable a further uptake in sustainable transport to support growth in new jobs and homes, help address the climate emergency and provide health benefits. The capital funding spend to date could become a revenue pressure.</p> <p>2. The “do minimum” and “viable alternative” options described below have been previously considered but do not provide the full benefits of the preferred scheme. In both options, the capital funding spend to date could become a revenue pressure:</p> <ol style="list-style-type: none"> 1. The “do minimum” option: Abandon the work to date on the underbridge and instead start working to develop a ramp onto Colesdown Hill. Providing a fully accessible ramp would require a ramp that would be approximately 100m. Costs and environment implications would be substantial without ultimately providing a high-quality route that is accessible for all users. 2. The “do viable alternative” option: Abandon the work to date on the underbridge and provide a route along the A379 as an alternative to the route along the former railway alignment. Ensuring that the traffic free route along the former railway alignment is fully accessible to all users is considered a higher priority. 				
<p>7 Financial implications and risk: Cost increases were identified as a risk in the business case, and it was identified that if this were to occur, further external funding would be sought. External section 106 transport funding has been identified to support this project and this business case change request seeks to add this external funding to the capital programme.</p> <p>An additional £1.903M of Sherford Maj Works section 106 funding is added to the Capital Programme, which was endorsed by The Capital Programme Officers’ Group on 7 January, 2026 and the Capital Programme Board on 14 January 2026.</p> <p>The trigger for the section 106 funding has not yet been reached, but is projected to be reached before March 2027 in time for the funding of the 2026/27 capital programme. If the construction and occupation of houses is significantly delayed, this eventuality would need to be covered from corporate borrowing. As set out in the business case, spending on the project will be profiled so that the majority of the new funding is required in the 2027/28 financial year so as to minimise this risk exposure.</p> <p>The proposed target price for the construction has now been received from the preferred contractor which provides a high level of confidence in the scheme cost. In line with good project management practice, an additional 10% contingency has been included on top of the overall construction budget following a quantified risk management workshop involving the client, contract manager and contractor.</p>				
<p>8 Legal Implications</p> <p>The legal implications have been given due consideration, including the provisions of the section 106.</p>				
9 a	<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 £1 million
			X	is significant in terms of its effect on communities living or working in an area

				comprising two or more wards in the area of the local authority.
	If yes, date of publication of the notice in the Forward Plan of Key Decisions	N/A		
I 0	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>Supports the policies of the Joint Local Plan (JLP), specifically:</p> <ul style="list-style-type: none">- Policy SPT9, Strategic principles for transport planning and strategy <p>We will deliver an integrated approach to transport and planning, delivering a strategic approach to transport based upon the following key principles:</p> <ul style="list-style-type: none">1. Suitable growth as a key driver behind the transport strategy within Plymouth, whilst making sure that transport is delivered in the most health promoting and environmentally responsible manner.4, Seeking to reduce the impact of severance caused by transport networks, enabling more journeys by walking, cycling and public transport and providing genuine alternative ways to travel from home to work and other facilities.5. Providing realistic sustainable transport choices and increasing the integration of transport modes so that people have genuine alternative ways to travel.8. Adopting a hierarchy of transport modes and routes based upon different spatial settings (regional, city, market town and neighbourhood / village). <p>Supports the Climate Emergency declaration of March 2019 by promoting the uptake of low carbon modes of transport in the city.</p> <p>Supports the Corporate Plan's mission: "making Plymouth a fairer, greener city, where everyone does their bit". This scheme contributes to this by providing low-cost, accessible and environmentally sustainable means of transport helping to enable everyone to contribute to Plymouth.</p> <p>The proposal delivers against the Net Zero Action Plan: "Pursue funding opportunities to implement our Local Cycling and Walking Plan"</p>		
I I	Please specify any direct environmental implications of the decision (carbon impact)	<p>Transport represents 30% of the city's carbon emissions, a proportion that is set to grow. Construction of the scheme will inevitably release carbon emissions. However, the scheme provides a safe and appealing walking and cycling route and therefore will help enable people to transfer from car to walking, wheeling and cycling. A Climate Impact Assessment is attached.</p>		
Urgent decisions				

12	Is the decision urgent and to be implemented immediately in the interests of the Council or the public?	Yes		(If yes, please contact Democratic Support (democraticsupport@plymouth.gov.uk) for advice)
		No	X	(If no, go to section 13a)
12a	Reason for urgency:			
12b	Scrutiny Chair Signature:		Date	
	Scrutiny Committee name:			
	Print Name:			
Consultation				
13a	Are any other Cabinet members' portfolios affected by the decision?	Yes	X	
		No		(If no go to section 14)
13b	Which other Cabinet member's portfolio is affected by the decision?	Councillor John Stephens, Cabinet Member for Strategic Planning and Transport		
13c	Date Cabinet member consulted	11 December 2025		
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	Strategic Director for Growth	
		Date consulted	07 January 2026 (at the Capital Programme Officers' Group)	
Sign-off				
16	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	JS63 25/26	
		Finance (mandatory)	OW.25.26.112	
		Legal (mandatory)	LS/2960(74)/JP/150126	
		Human Resources (if applicable)	N/A	

		Corporate property (if applicable)	N/A					
		Procurement (if applicable)	N/A					
Appendices								
I 7	Ref.	Title of appendix						
	A	Business Case Change Request						
	B	Equalities Impact Assessment						
	C	Climate Impact Assessment						
Confidential/exempt information								
I 8 a	Do you need to include any confidential/exempt information?	Yes		If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in I 8b below. (Keep as much information as possible in the briefing report that will be in the public domain)				
		No	X					
		Exemption Paragraph Number						
		I	2	3	4	5	6	7
I 8 b	Confidential/exempt briefing report title:							
Background Papers								
I 9	Please list all unpublished, background papers relevant to the decision in the table below. Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.							
Title of background paper(s)		Exemption Paragraph Number						
		I	2	3	4	5	6	7
Cabinet Member Signature								
2 0	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	19/01/2026
Print Name	Councillor Tudor Evans OBE (Leader of the Council)		

CAPITAL BUSINESS CASE CHANGE REQUEST

Colesdown Underbridge



What is the endorsement you are seeking from CPOG

To allocate £1.903 million of Sherford section 106 Transport funding to the Colesdown Underbridge project.

Business Case Change CATEGORY (Tick one or more box as appropriate and insert the funding source)

Project Variations	Add Funding <input checked="" type="checkbox"/> Remove Funding <input type="checkbox"/> Virements <input type="checkbox"/>	Funding Source	Section 106
Other please specify:			

Project Detail

Insert previous business case number and link to the business case		Business Case.pdf and Decision - L4I 24/25 Colesdown Hill Underbridge Walking and Cycling Route - Modern Council	
Total value of capital project currently within the approved capital programme.		£ 4,324,614.04	
Value to be added/ - removed from Capital programme (if any)		£1,903,000 additional	
Does this project need to go to CMT?	No	Date business case approved by CMT (if required)	
		Directorate	Growth
Portfolio Holder	Councillor Stephens	Service Director	Paul Barnard
Senior Responsible Officer (client)	Philip Heseltine	Project Manager	Jim Woffenden

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

The purpose of this business case change request is to update the Capital Programme Officer Group (CPOG) now that the final designs and construction costs for the Colesdown underbridge scheme are confirmed, and request that additional Sherford section 106 transport funding is added to the capital programme to support the delivery of this project.

The increase in cost has been due to increases in design and construction costs in the following key areas: diversion of utilities; scheme durations; and materials costs.

To establish the construction method and condition of the historic abutments, cores were undertaken in May 2025. The results of these investigations were inconclusive meaning that additional design time, construction duration and cost is required to ensure that the scheme can be constructed safely.

Initial cost estimates by utility companies significantly underestimated the cost of their work. These costs have now been updated.

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

Cost increases were identified as a risk in the business case, and it was identified that if this were to occur, further external funding would be sought. External section 106 transport funding has been identified to support this project and this business case change request seeks to add this external funding to the capital programme.

The trigger of 1,600 dwellings occupied for the section 106 funding has not yet been reached, but the [2025 Plymouth, South hams and West Devon housing supply position statement](#) indicates that trigger would be reached before March 2027 in time for the funding of the 2026/27 capital programme. In the unlikely event that the construction and occupation of houses is significantly delayed, this eventuality would need to be covered from corporate borrowing.

The proposed target price for the construction has now been received from the preferred contractor which provides a high level of confidence in the scheme cost. In line with good project management practice, an additional 10% contingency has been included on top of the overall construction budget following a quantified risk management workshop involving the client, contract manager and contractor.

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

No changes to the planned outcomes.

The revised costs have been used to assess the value for money of the scheme’s delivery using the DfT’s Active Mode Appraisal Tool (AMAT). This assessment indicates a benefit cost ratio of more than 2 to 1, which is in the “high value for money” category.

Revised Milestones and Date:

Has the start /completion date changed? <i>(If so, please update with new dates)</i>			Yes
Contract Award Date	Start On Site Date	Completion Date	
January 2026	February 2026	July 2027	

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

Will this change request require new procurement activity or the variation of an existing contract?

No

If yes, have procurement been consulted?

Provide name of Procurement Officer consulted:

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

No

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

No

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

No

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

Capital Cost and Financing:

Breakdown of project costs including fees surveys and contingency	Prev. Years £	25/26 £	26/27 £	27/28 £	28/29 £	29/30 £	Future Years £	Total £
Original business case capital cost	589,619.01	1,203,621.00	2,020,862.03	510,512.00				4,324,614.04
Revised capital costs	589,619.01	1,203,621.00	3,325,780.03	1,108,594.00				6,227,614.04
Difference	0	0	1,304,918.00	598,082.00				1,903,000.00

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

	25/26 £	26/27 £	27/28 £	28/29 £	29/30 £	Future Years £	Total £
Grant Funding (Ringfenced/ Un-Ringfenced)							
Existing S106 /CIL		510,512.00	-510,512.00				0.00
New, untriggered, S106 /CIL		794,406.00	1,108,594.00				1,903,000.00
Corporate / Service Borrowing							
Internal Contribution (RCCO)							
External Contribution							

Are there any bidding constraints /restrictions/ conditions attached to the funding	<p>The additional funding is Sherford major works section 106 which can be drawn down by the council once 1600 dwellings are occupied. It is necessary to underwrite this with corporate borrowing in order to cover the very unlikely eventuality that the occupation of these dwellings is significantly delayed. To minimise risk exposure, the existing S106 funding would be reprofiled from 2027/28 to 2026/27 to allow this new funding to be profiled as follows: 2026/27: £794,406 2027/28: £1,108,594</p> <p>In summary, as the existing 2027/28 FY's £510,512 is already available, this will be brought forward and used in 26/27 so that the not yet triggered section 106 is required as late as possible in the project.</p> <p>The 2025 housing land supply position statement states that as of April 1st, 2025 1,347 houses had been constructed at Sherford, following delivery of 267 dwellings in the 2024/25 financial year.</p> <p>South hams have recorded that 391 dwellings were under construction on April 1, 2025 and the housing supply position statement projects a further 350 dwellings per annum through to March 2034. This rate of construction would bring completions to 1,697 by March 2026, with occupations to follow soon after in time for the funding of the 2026/27 capital programme.</p> <p>Therefore, it is projected that there will be no need to call upon corporate borrowing</p> <p>5 Year Housing Land Supply Position Statement and Housing Delivery Test result PLYMOUTH.GOV.UK</p>
Does the change have any Tax and VAT implications. (If yes, please contact Sarah Scott)	No

Revised Revenue Implications:						
Revised Revenue Implications for Service Area:						
	25/26 £	26/27 £	27/28 £	28/29 £	29/30 £	Future Yrs.
Original business case revenue cost (A)						
Change to costs (B) increase / - reductions						
Change in income (C) reduction / - increase						
Revised revenue costs D = (A+/- B & C)						
Difference (Colesdown underbridge A – D)						
Revised Service Area benefit & savings:	No changes					


Has the revised cost changes from this request been budgeted for or would it make a revenue pressure.				N/A			
Loan value	£	Interest Rate	%	Term Years		Annual Repayment	£

Service Director		
Either signed		Date
Or Email date:	Paul Barnard, by email	Date 19 December 2025

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EQUALITY IMPACT ASSESSMENT – COLESDOWN HILL UNDERBRIDGE

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): This is the person completing the EIA template.	Jim Woffenden	Department and service:	Strategic Planning and Infrastructure, Transport	Date of assessment:	29/11/2023
Lead Officer: Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.	Philip Heseltine	Signature:		Approval date:	29/11/2023
Overview:	It is proposed that the Colesdown Hill Underbridge scheme is developed so current steps are supplemented by a level walking and cycling route under Colesdown Hill back onto Elburton Road.				
Decision required:	Approves the Business Case change request; Allocates £1.903M for the project into the Capital Programme funded by Sherford Major Works Section 106; Authorises the procurement process; Delegates the award of the contract to Service Director for Strategic Planning and Infrastructure, where they do not already have authority to do so.				

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	<input checked="" type="checkbox"/>
Potential internal impacts: Does the proposal have the potential to negatively impact Plymouth City Council employees?	Yes		No	<input checked="" type="checkbox"/>

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	<input checked="" type="checkbox"/>
If you do not agree that a full equality impact assessment is required, please set out your justification for why not.	<p>The project will not have a specific negative impact upon: Age; Disability; Faith, Religion or Belief; Gender; Gender Reassignment; Race; Sexual Orientation – including Civil Partnership; inequality gaps for health; good relations between different communities; or Human Rights.</p> <p>The impacts of this project have not changed since the first EIA was completed for the project.</p>			

SECTION THREE: FULL EQUALITY IMPACT ASSESSMENT

Protected characteristics (Equality Act, 2010)	Evidence and information (e.g. data and consultation feedback)	Adverse impact	Mitigation activities	Timescale and responsible department
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. 			

	<ul style="list-style-type: none"> • 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>Care experienced individuals</p> <p>(Note that as per the Independent Review of Children's Social Care recommendations, Plymouth City Council is treating care experience as though it is a protected characteristic).</p>	<p>It is estimated that 26 per cent of the homeless population in the UK have care experience. In Plymouth there are currently 7 per cent of care leavers open to the service (6 per cent aged 18-20 and 12 per cent of those aged 21+) who are in unsuitable accommodation.</p> <p>The Care Review reported that 41 per cent of 19-21 year old care leavers are not in education, employment or training (NEET) compared to 12 per cent of all other young people in the same age group.</p> <p>In Plymouth there are currently 50 per cent of care leavers aged 18-21 Not in Education Training or Employment (54 per cent of all those care leavers aged 18-24 who are open to the service).</p> <p>There are currently 195 care leavers aged 18 to 20 (statutory service) and 58 aged 21 to 24 (extended offer). There are more care leavers aged 21 to 24 who could return for support from services if they wished to.</p>			

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>			
Gender reassignment	<p>0.5 per cent of residents in Plymouth have a gender identity that is different from their sex registered at birth. 0.1 per cent of residents identify as a trans man, 0.1 per cent identify as non-binary and, 0.1 per cent identify as a trans women (2021 Census).</p>			
Marriage and civil partnership	<p>40.1 per cent of residents have never married and never registered a civil partnership. 10 per cent are divorced, 6 percent are widowed, with 2.5 per cent are separated but still married.</p> <p>0.49 per cent of residents are, or were, married or in a civil partnerships of the same sex. 0.06 per cent of residents are in a civil partnerships with the opposite sex (2021 Census).</p>			
Pregnancy and maternity	<p>The total fertility rate (TFR) for England was 1.62 children per woman in 2021. The total fertility rate (TFR) for Plymouth in 2021 was 1.5.</p>			

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>			
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>			
Sex	<p>51 per cent of our population are women and 49 per cent are men (2021 Census).</p>			
Sexual orientation	<p>88.95 per cent of residents aged 16 years and over in Plymouth describe their sexual orientation as straight or heterosexual. 2.06 per cent describe their sexuality as bisexual, 1.97 per cent of people describe their sexual orientation as gay or lesbian. 0.42 per cent of residents describe their sexual orientation using a different term (2021 Census).</p>			

SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

Human Rights	Implications	Mitigation Actions	Timescale and responsible department

SECTION FIVE: OUR EQUALITY OBJECTIVES

Equality objectives	Implications	Mitigation Actions	Timescale and responsible department
Celebrate diversity and ensure that Plymouth is a welcoming city.			
Pay equality for women, and staff with disabilities in our workforce.			
Supporting our workforce through the implementation of Our People Strategy 2020 – 2024			
Supporting victims of hate crime so they feel confident to report incidents, and working with, and through our partner organisations to achieve positive outcomes.			
Plymouth is a city where people from different backgrounds get along well.			

Colesdown Hill Underbridge

Project details

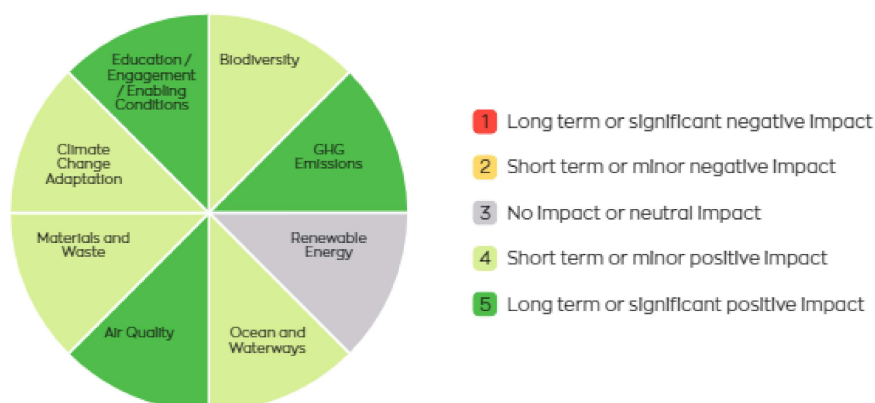
Assessment author

Jim Woffenden

Project summary

Reinstatement of an underbridge to allow the continuation of a walking and cycling route ensuring that the route is accessible for all users.

Summary of assessment



The short-term localised environmental impact and also the carbon impacts of the scheme construction are expected to be more than offset because this is a scheme which helps provide opportunities for residents and businesses to travel sustainably. This will help reduce the carbon emissions associated with road transport whose emissions represent 30% of Plymouth's carbon footprint, a proportion that is set to increase. By helping to tackle congestion, the scheme as part of a wider programme of network improvements could provide wider environmental benefits by reducing demand for schemes to provide additional road capacity for general traffic.

Assessment scores

Biodiversity

Score

(4) Short term or limited positive impact

Score justification

The short term negative impacts of the construction of the scheme are expected to be more than offset by the fact

that the scheme is helping to encourage sustainable transport, so helping to reduce the climate and other environmental impacts of private motorised transport in the city. Without a significant reduction in motorised traffic, it will not be possible for the city to meet its climate emergency objectives.

Mitigatory measures applied:

Planning requirements will mean that the scheme will need to deliver a 10% biodiversity net gain. Therefore the scheme will need to deliver 0.29 units of biodiversity net gain. It is likely that the far more significant impact however is that the scheme is helping to support sustainable transport so helping to reduce the detrimental impacts of car use.

GHG Emissions

Score

(5) Long lasting or extensive positive impact

Score justification

GHG Emissions Score Justification: The immediate impact of this scheme will be an increase in carbon emissions as a direct result of the construction of the scheme and also the loss of approximately 6 trees and also some limited habitat.

Mitigatory measures applied:

Road transport represents around 30% of Plymouth's carbon emissions, a proportion that is set to increase significantly in the coming years. This scheme is part of a wider network that is helping to make walking and cycling a viable alternative to the private car which has a very significant impact on carbon emissions through the following mechanisms: direct carbon impact of the construction of road schemes to increase capacity for general traffic; petrol and diesel consumption and to an extent electric consumption until UK electricity is carbon neutral; and construction of the vehicles themselves.

Renewable Energy

Score

(3) No impact or neutral impact

Score justification

The scheme has no impact on renewable/waste energy.

Ocean and Waterways

Score

(4) Short term or limited positive impact

Score justification

Road network pollutants come from tyre and brake wear, exhaust emissions, oil and fuel deposits. All of these can and do enter the water environment. In addition it's believed that 68,000 tonnes of microplastics are generated from tyre wear in the UK every year of which 7,000 to 19,000 tonnes enter surface waters. (Environment Agency, towns, cities and transport: challenges for the water environment, October 2021). By helping to provide an alternative to the private car, this scheme could be expected to have a longterm positive impact on water quality in Plymouth.

Air Quality

Score

(5) Long lasting or extensive positive impact

Score justification

In the UK, air pollution is the largest environmental risk to public health the annual mortality of human made air pollution in the UK is roughly equivalent to between 28,000 and 36,000 deaths every year. www.gov.uk/government/publications/airpollution-applying-all-our-health/air-pollution-applying-all-our-health The scheme has been assessed using the DfT's Active Mode Appraisal Toolkit (AMAT) which indicates a positive impact as a result of modal shift from car and taxi to walking and cycling. These benefits will be long lasting because of the scheme, once constructed will be in place for a number of years and continue to encourage walking and cycling.

Materials and Waste

Score

(4) Short term or limited positive impact

Score justification

Any construction project inevitably creates waste, and therefore there will be a short-term negative impact.

Mitigatory measures applied:

Every effort will be made to minimise the waste impact of the construction of the project, and the contractor will be required to provide details as to how this will be achieved. The use of private cars and taxis generates significant waste associated with construction of the vehicles, vehicle consumables such as tyres, and road construction and repair. By helping to make alternative forms of transport more viable, this scheme can have a long-term beneficial impact on the waste impacts of car use.

Climate Change Adaptation

Score

(4) Short term or limited positive impact

Score justification

The increase in tarmac area could be expected to have a small localised detrimental impact on excessive urban heating associated with global heating.

Mitigatory measures applied:

Motor vehicles are a significant source of heat in the urban environment and therefore, this scheme by providing a sustainable alternative means of transport can be expected to reduce this effect. It is estimated that around 20% of urban areas is dedicated to roads and parking. Walking and cycling requires just a fraction of the road/parking space compared to the private car and therefore helps reduce congestion and the pressure to construct new and wider roads and car parks to accommodate motor vehicles.

Education / Engagement / Enabling Conditions

Score

(5) Long lasting or extensive positive impact

Score justification

The project enables residents and businesses to meet their travel needs more sustainably.

EXECUTIVE DECISION

made by a Cabinet Member



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


Executive Decision Reference Number – HASC02 25/26

Decision	
1	Title of decision: Sexual Health GP Locally Enhanced Services Contract 2026-2029
2	Decision maker: Cllr Mary Aspinall (Cabinet Member for Health and Adult Social Care)
3	Report author and contact details: Kamal Patel (kamal.patel@plymouth.gov.uk)
4	<p>Decision to be taken:</p> <ol style="list-style-type: none"> To approve the award of Sexual Health GP Locally Enhanced Services Contract to General Practice providers in Plymouth from 1st April 2026 for two years, with an option to extend for a further one year; To delegate authority to approve the one year optional extension to the Director of Public Health, where they do not already have authority to do so. <p>The proposed contract is to be awarded to individual GP Practices under the NHS Provider Selection Regime (PSR) – Direct Award Process B. We intend to run an Expression of Interest procurement process as part of our due-diligence approach. The expected maximum contract value over the three-year period is £532,230.</p>
5	<p>Reasons for decision:</p> <p>Plymouth City Council has a duty to provide or commission Sexual Health Services for the local population under the conditions of the Public Health ring-fenced grant. Sexual Health services are currently provided by a specialist provider (Your SHiP) and general practices, through a locally enhanced services (LES) contract.</p> <p>The current contracts for the Sexual Health Primary Care LES is due to expire on 31st March 2026.</p> <p>Commissioning primary care to deliver these services in addition to single specialist providers increases local access and provides choice to patients based on preferences. It also enables the specialist providers to focus on more complex cases, which are not suitable for general (and cheaper) primary care provision. This improves overall cost-effectiveness. £1 spent on long-acting reversible contraception (LARC) in primary care saves the whole system £48 over 10 years (PHE).</p> <p>Improving reproductive health is an important priority for public health. Contraception is key to improved health for women. It is a cost-effective intervention that is essential to family planning.</p> <p>Continuing to commission this service will maintain access to long-acting contraception from GP practices for women in Plymouth. In 2024/25 1,162 women received LARC in primary care for contraception.</p>
6	<p>Alternative options considered and rejected:</p> <ol style="list-style-type: none"> Award to a different supplier: Rejected as no other external suppliers are available. The local primary care system is the only provider of GP services.

	2. PCC to deliver the services: Rejected as in house expertise is not appropriate for clinical services. Clinical governance is not in place.			
7	Financial implications and risks: No proposed change in fees from existing budgets are proposed. This contract is a continuation of service and will be funded from revenue through the Public Health ring-fenced grant. Practices will be paid on a pay-by-activity basis with a quarterly returns and monitoring. Annual budget of £137,410 for LARC for contraceptive purposes, and £40,000 for LARC for non-contraceptive purposes. The provision of non-contraceptive LARC is an ICB function, and so the costs for non-contraceptive LARC will be recharged in full to the ICB. Under this contract GPs will be paid in a pay-by-activity basis for providing long-acting reversible contraception (LARC) in the form of intra-uterine devices and subdermal implants. Total budget over three year period: £532,230			
8	Legal Implications: Plymouth City Council has a duty under the Health and Social Care Act 2012 to provide or commission Sexual Health Services for the local population under the conditions of the Public Health ring-fenced grant.			
9	Is the decision a Key Decision? (please contact Democratic Support for further advice) Please type an X into the relevant boxes	Yes	No	Per the Constitution, a key decision is one which: 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 in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1million annually 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:	Contributes to the following aspects of the corporate plan: <ul style="list-style-type: none"> Working with the NHS to provide better access to health, care and dentistry Providing quality public health services Focusing on prevention and early intervention Contributes to following aspects of the Plymouth Plan: <ul style="list-style-type: none"> HEA1: Addressing health inequalities, improving health literacy HEA2: Delivering the best outcomes for children, young people and families 		

		<ul style="list-style-type: none"> HEA8: Delivering accessible health services and clinical excellence 		
11	Please specify any direct environmental implications of the decision (carbon impact)	None		
Urgent decisions				
12a	Is the decision urgent and to be implemented immediately in the interests of the Council or the public? Please type an X into the relevant box	Yes		(If yes, please contact Democratic Support (democraticsupport@plymouth.gov.uk) for advice)
		No	X	(If no, go to section 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		
		No	x	(If no go to section 14)
13b	Which other Cabinet member's portfolio is affected by the decision?	N/A		
13c	Date Cabinet member consulted	N/A		
14	Has any Cabinet member declared a conflict of interest in relation to the decision? Please type an X into the relevant box	Yes		If yes, please discuss with the Monitoring Officer
		No	x	
15	Which Corporate Management Team member has been consulted?	Name	Professor Steve Maddern	
		Job title	Director of Public Health	
		Date consulted	04/09/2025	
Sign-off				


16	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	JS61 25/26						
		Finance (mandatory)	DN.25.26.011						
		Legal (mandatory)	LS/00003010/10/LB/07/01/26						
		Procurement (if applicable)	NY/AHC/813/ED/0126						
		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	Equalities Impact Assessment							
Confidential/exempt information									
18a	Do you need to include any confidential/exempt information? Please type an X into the relevant box	Yes		If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in 18b below. (Keep as much information as possible in the briefing report that will be in the public domain)					
		No	x						
		Exemption Paragraph Number							
		1	2	3	4	5	6	7	
18b	Confidential/exempt briefing report title:								
Background Papers									
19	Please list all unpublished, background papers relevant to the decision in the table below. Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.								
Title of background paper(s)		Exemption Paragraph Number							
		1	2	3	4	5	6	7	
GP LES Procurement Decision Record				x					

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	15 January 2026			
Print Name	Cllr Mary Aspinall (Cabinet Member for Health and Adult Social Care)						

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EQUALITY IMPACT ASSESSMENT – SEXUAL HEALTH PRIMARY CARE LOCALLY ENHANCED SERVICES PROCUREMENT

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): The person completing the EIA template.	Gemma Scott	Department and service:	ODPH Public Health	Date of assessment:	17/12/2025
Lead Officer: Head of Service, Service Director, or Strategic Director.	Kamal Patel Consultant in Public Health	Signature:		Approval date:	07/01/2025
Overview:	<p>Plymouth City Council has a duty to provide or commission Sexual Health Services for the local population under the conditions of the Public Health ring-fenced grant. Sexual Health services are currently provided by a specialist provider (Your SHiP) and general practices, through a locally enhanced services (LES) contract.</p> <p>The current contracts for the Sexual Health Primary Care LES is due to expire at the end of March 2026.</p> <p>Commissioning primary care to deliver these services in addition to single specialist providers increases local access and provides choice to patients based on preferences. It also enables the specialist providers to focus on more complex cases, which are not suitable for general (and cheaper) primary care provision. This improves overall cost-effectiveness.</p> <p>Improving reproductive health is an important priority for public health. Contraception is key to improved health for women. It is a cost-effective intervention that is essential to family planning.</p> <p>Under this contract GPs will be paid in a pay-by-activity basis for providing long-acting reversible contraception (LARC) in the form of intra-uterine devices and subdermal implants.</p> <p>Non-contraceptive LARC supports the management of gynaecological conditions such as heavy and painful periods and menopause symptoms. Every £1 spent on LARC in primary care saves the whole system £48 over 10 years (PHE).</p> <p>Continuing to commission this service will maintain access to long-acting contraception from GP practices for women in Plymouth.</p>				
Decision required:	<ol style="list-style-type: none"> 1. To approve the award of Sexual Health GP Locally Enhanced Services Contract to General Practice providers in Plymouth from 1st April 2026 for two years, with an option to extend for a further one year; 2. To delegate authority to approve the one year optional extension to the Director of Public Health, where they do not already have authority to do so. 				

	The proposed contract is to be awarded to individual GP Practices under the NHS Provider Selection Regime (PSR) – Direct Award Process B. We intend to run an Expression of Interest procurement process as part of our due-diligence approach. The expected maximum contract value over the three-year period is £532,230.
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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.	N/A			

SECTION THREE: FULL EQUALITY IMPACT ASSESSMENT

Protected characteristics (Equality Act, 2010)	Evidence and information (e.g. data and consultation feedback)	Adverse impact	Mitigation activities	Timescale and responsible department
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Age	<p>Plymouth</p> <ul style="list-style-type: none">• 16.4 per cent of people in Plymouth are children aged under 15.• 65.1 per cent are adults aged 15 to 64.• 18.5 percent are adults aged 65 and over.• 2.4 percent of the resident population are 85 and over. <p>South West</p> <ul style="list-style-type: none">• 15.9 per cent of people are aged 0 to 14, 61.8 per cent are aged 15 to 64.• 22.3 per cent are aged 65 and over. <p>England</p> <ul style="list-style-type: none">• 17.4 per cent of people are aged 0 to 14.• 64.2 per cent of people are aged 15 to 64.• 18.4 per cent of people are aged 65 and over. <p>(2021 Census)</p>			
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<p>Care experienced individuals</p> <p>(Note that as per the Independent Review of Children's Social Care recommendations, Plymouth City Council is treating care experience as though it is a protected characteristic).</p>	<p>It is estimated that 26 per cent of the homeless population in the UK have care experience. In Plymouth there are currently 7 per cent of care leavers open to the service (6 per cent aged 18-20 and 12 per cent of those aged 21+) who are in unsuitable accommodation.</p> <p>The Care Review reported that 41 per cent of 19-21 year old care leavers are not in education, employment or training (NEET) compared to 12 per cent of all other young people in the same age group.</p> <p>In Plymouth there are currently 50 per cent of care leavers aged 18-21 Not in Education Training or Employment (54 per cent of all those care leavers aged 18-24 who are open to the service).</p> <p>There are currently 195 care leavers aged 18 to 20 (statutory service) and 58 aged 21 to 24 (extended offer). There are more care leavers aged 21 to 24 who could return for support from services if they wished to.</p>			
<p>Disability</p>	<p>9.4 per cent of residents in Plymouth have their activities limited 'a lot' because of a physical or mental health problem.</p> <p>12.2 per cent of residents in Plymouth have their activities limited 'a little' because of a physical or mental health problem (2021 Census)</p>			

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).			
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).			
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.			

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>			
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>			
Sex	<p>51 per cent of our population are women and 49 per cent are men (2021 Census).</p>			
Sexual orientation	<p>88.95 per cent of residents aged 16 years and over in Plymouth describe their sexual orientation as straight or heterosexual. 2.06 per cent describe their sexuality as bisexual, 1.97 per cent of people describe their sexual orientation as gay or lesbian. 0.42 per cent of residents describe their sexual orientation using a different term (2021 Census).</p>			

SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

Human Rights	Implications	Mitigation Actions	Timescale and responsible department
	No implications		

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	Continuation of current service. Continued use of GPs to deliver contraception improves equality by ensuring that services are available closer to home.	N/A	N/A
Give specific consideration to care experienced people to improve their life outcomes, including access to training, employment and housing.	No specific implications	N/A	N/A
Build and develop a diverse workforce that represents the community and citizens it serves.	No specific implications	N/A	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.	No implications	N/A	N/A

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