

**Oversight and Governance**

Chief Executive's Department

Plymouth City Council

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Published 28/01/26

## Delegated Decisions

### Delegated Executive/Officer Decisions

Notice of call-in for non-urgent decisions must be given to the Democratic Support Team by 4.30 pm on Wednesday 04 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 Thursday 05 January 2026 if they are not called-in.

## **Delegated Decisions**

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

Ia. SPT12 25/26 - THE CITY OF PLYMOUTH (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) (AMENDMENT ORDER NO. 2025.2137337 EMBANKMENT ROAD) ORDER

**(Pages 1 - 16)**

Ib. SPT13 25/26 - THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2025.2137349 – COLBORNE ROAD) ORDER

**(Pages 17 - 30)**

# EXECUTIVE DECISION

made by a Cabinet Member



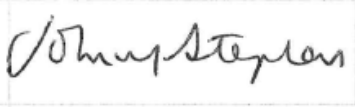
## REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY BY AN INDIVIDUAL CABINET MEMBER

Executive Decision Reference Number – SPT12 25/26

Decision			
1	<b>Title of decision:</b> THE CITY OF PLYMOUTH (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) (AMENDMENT ORDER NO. 2025.2137337 EMBANKMENT ROAD) ORDER		
2	<b>Decision maker:</b> Councillor John Stephens (Cabinet Member for Strategic Planning and Transport)		
3	<b>Report author and contact details:</b> Amy Neale, Highway Safety Engineer, email: <a href="mailto:trafficmanagementinbox@plymouth.gov.uk">trafficmanagementinbox@plymouth.gov.uk</a>		
4	<b>Decision to be taken:</b> <p>Following consultation, agree to retain the speed limit at Embankment Road at 40mph and install average speed cameras to enforce this speed limit.</p>		
5	<b>Reasons for decision:</b> <p>The scheme initially was to consider changing the speed limit from 40mph to 30mph on Embankment Road from Stanley Place to the Rowing Club.</p> <p>These changes were being considered in response to a Regulation 28 - Report on Preventing Future Deaths received from HM Coroner following a fatal collision on this section of road. There have been 9 Slight Collisions, 1 Serious Collision and 1 Fatal Collision reported by the Police on this section in the last 5 year period.</p> <p>However, following consultation it is the Traffic Management Teams recommendation to keep the speed limit at 40mph, and install average speed cameras to enforce this speed limit.</p>		
6	<b>Alternative options considered:</b> <p>Other options that could be considered following consultation:</p> <p>Focus on highway/safety improvements at the Lanhydrock Road junction;</p> <p>To reduce the speed limit from Stanley Place to the Rowing Club to 30 mph – this has been rejected following consultation, please see briefing paper for more information.</p>		
7	<b>Financial implications and risks:</b> <p>The Average Speed Camera System and associated signing which will replace the existing 3 Safety Cameras on Embankment are being funded by a £220k Capital Allocation from Plymouth Highways which will be match funded by Vision Zero South West. The estimated total costs of the scheme are £420,000 although this does include a contingency. Any underspend will devolve to the Speed management budget.</p>		
8	<b>Legal Implications:</b> These are set out in section 5 of the Briefing Report.		
9	<b>Is the decision a Key Decision?</b>	<b>Yes</b>	<b>No</b> <b>Per the Constitution, a key decision is one which:</b>

	(please contact <b>Democratic Services</b> for further advice)  Please type an X into the relevant boxes		X	in the case of <b>capital</b> projects and contract awards, results in a new commitment to spend and/or save in excess of <b>£3million</b> in total
			X	in the case of <b>revenue</b> projects when the decision involves entering into new commitments and/or making new savings in excess of <b>£1million</b> annually
			X	is <b>significant</b> in terms of its effect on communities living or working in an area comprising <b>two or more</b> wards in the area of the local authority.
If yes, date of publication of the notice in the <b>Forward Plan of Key Decisions</b>		N/A		
<b>10</b>	Please specify how this decision is linked to the Council's corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget:	The Local Transport Plan (LTP) details the transport strategies and policies that the City Council has adopted and will be key in helping the city meet its Corporate Plan priorities, and growth agenda.		
<b>11</b>	Please specify any direct environmental implications of the decision (carbon impact)	None.		
<b>Urgent decisions</b>				
<b>12a</b>	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 ( <a href="mailto:democraticsupport@plymouth.gov.uk">democraticsupport@plymouth.gov.uk</a> ) for advice)
		No	X	(If no, go to section 13a)
<b>12b</b>	Reason for urgency:			
<b>12c</b>	Scrutiny Chair Signature:		Date	
	Scrutiny Committee name:			
	Print Name:			
<b>Consultation</b>				
<b>13a</b>	Are any other Cabinet members' portfolios affected by the decision?	Yes		
		No	X	(If no go to section 14)

<b>I 3 b</b>	<b>Which other Cabinet member's portfolio is affected by the decision?</b>	N/A						
<b>I 3 c</b>	<b>Date Cabinet member consulted</b>	N/A						
<b>I 4</b>	<b>Has any Cabinet member declared a conflict of interest in relation to the decision?</b>	<b>Yes</b>		If yes, please discuss with the Monitoring Officer				
		<b>No</b>	<b>X</b>					
<b>I 5</b>	<b>Which Corporate Management Team member has been consulted?</b>	<b>Name</b>		Glenn Caplin-Grey				
		<b>Job title</b>		Strategic Director for Growth				
		<b>Date consulted</b>		22 December 2025				
<b>Sign-off</b>								
<b>I 6</b>	<b>Sign off codes from the relevant departments consulted:</b>	<b>Democratic Support (mandatory)</b>			JS64 25/26			
		<b>Finance (mandatory)</b>			DN.25.26.007			
		<b>Legal (mandatory)</b>			LS/2960(72)/JP/231225			
		<b>Procurement (if applicable)</b>			N/A			
		<b>Corporate property (decisions involving Council owned land or facilities) (if applicable)</b>			N/A			
		<b>Human Resources (if applicable)</b>			N/A			
<b>Appendices</b>								
<b>I 7</b>	<b>Ref.</b>	<b>Title of appendix</b>						
	A	Briefing report for publication						
	B	Equalities Impact Assessment						
<b>Confidential/exempt information</b>								
<b>I 8 a</b>	<b>Do you need to include any confidential/exempt information?</b>	<b>Yes</b>		If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in <b>I 8b</b> below.  (Keep as much information as possible in the briefing report that will be in the public domain)				
		<b>No</b>	<b>X</b>					
		<b>Exemption Paragraph Number</b>						
		<b>I</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>

<b>1 8 b</b>	<b>Confidential/exempt briefing report title:</b>							
<b>Background Papers</b>								
<b>1 9</b>	<p>Please list all unpublished, background papers relevant to the decision in the table below.</p> <p>Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.</p>							
<b>Title of background paper(s)</b>		<b>Exemption Paragraph Number</b>						
		<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>
<b>Cabinet Member Signature</b>								
<b>2 0</b>	<p>I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act (2010) and those who do not. For further details please see the EIA attached.</p>							
<b>Signature</b>			<b>Date of decision</b>		26/01/2026			
<b>Print Name</b>	Councillor John Stephens (Cabinet member for Strategic Planning and Transport)							



EMBANKMENT ROAD

1. INTRODUCTION

This report seeks delegated authority to implement amendments to The City of Plymouth (Traffic Movement and Speed Limit Regulations) (Consolidation) Order 2022 in association with the A374 Embankment Road.

2. TRAFFIC REGULATION ORDERS REQUIRED

2.1 As per the Traffic Management Teams recommendation in section 4, there will be no changes to the Traffic Regulation Orders, however, it was advertised to change the speed limit from 40 mph to 30mph on Embankment Road from Stanley Place to the Rowing Club

3. STATUTORY CONSULTATION

Proposals

The proposals for the Embankment Road TRO were advertised on street, in the Herald and on the Plymouth City Council website on 27<sup>th</sup> August 2025. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 21<sup>st</sup> August 2025.

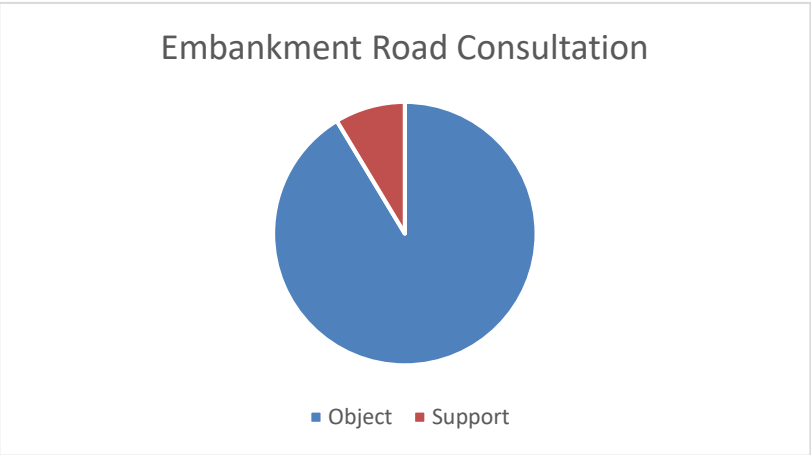
TRO - EMBANKMENT ROAD – CONSULTATION REPORT

Public consultation ran from 27<sup>th</sup> August 2025 – 17<sup>th</sup> September 2025.

A total of 440 responses were received.

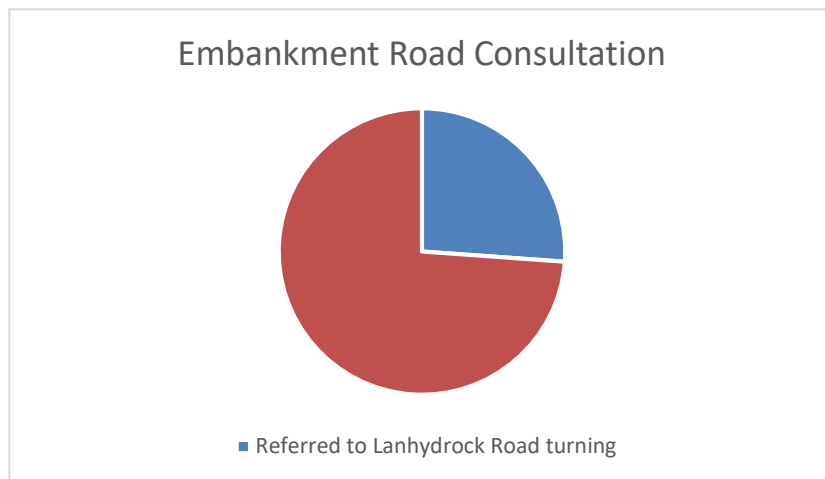
- 402 people (about 91%) objected.
- 38 people (about 9%) supported.

Most comments were objections. The main issues raised were about keeping the current 40mph limit, concerns about congestion, and views that the road is already safe. Supportive comments mainly mentioned safety improvements.



Lanhydrock Road junction

115 people mentioned the junction with Lanhydrock Road. This was one of the strongest recurring suggestions.



The two main suggestions were:

- Close the right turn into Lanhydrock Road.
- Install traffic lights at the junction.

This shows that many people feel the main safety issue is at this junction, rather than the speed limit itself.

**Example comments:**

“Absolutely ridiculous reducing the speed maybe close the turning to Lanhydrock road that’s all the issues & the flooding on that junction”

“should close the road turning right in the morning peak hour”

“The speed on the road isn’t the issue for all the crashes it’s the junction turning into Lanhydrock road. There needs to either be traffic lights or no right turn”

“The biggest improvement related to safety that you could make would be addressing the turning across Embankment Road into Lanhydrock road.

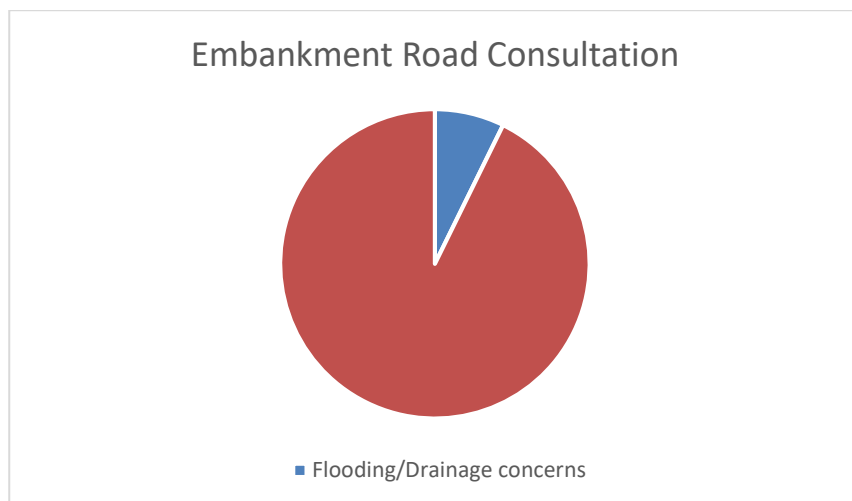
A speed limit without average speed cameras will make little difference. Why not keep it at 40 and install average cameras.”

**DRAINAGE/FLOODING**

32 comments mentioned their concern about the drainage/flooding along Embankment Road – 2 of these comments supported the speed limit change, 30 objected.

All 32 comments would like to see improvements to the drains/flood issues along this road.





### **Supportive comments**

Although fewer in number, supportive responses (38 people) mainly said that lowering the limit would make the road safer for pedestrians, cyclists and local residents.

### **Additional information**

There are currently 3 Speed Enforcement Cameras on Embankment Rd. These are due for replacement in the near future and an Average Speed Camera System is a cost effective way of doing this. The old cameras have done a good job over several decades but there are gaps in enforcement along the road and the change will ensure that motorists do not exceed the speed limit when negotiating the Lanhydrock Rd junction. Consultation responses indicated that drivers see 40mph as a reasonable speed for the road.

## **4. RECOMMENDATION**

Based on the comments, the following points could be considered:

- Produce an options appraisal looking at the operation of the Lanhydrock Rd junction and any potential changes that might be considered to improve safety and ease congestion.
- Keep the speed limit at 40mph and work with Devon and Cornwall Police to introduce an average speed camera system to enforce the 40mph Speed Limit..

Within this report The Traffic Management Team would recommend the following to proceed:

- Keep the speed limit at 40mph and install average speed cameras at this speed.

## **5. LEGAL CONSIDERATIONS**

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

When considering whether to make a traffic order it is the Council's responsibility to ensure that all relevant legislation is complied with. This includes Section 122 of the Road Traffic Regulation Act 1984 (as amended) that sets out that it is the duty of a local authority, so far as practicable subject to certain matters, to secure the expeditious, convenient and safe movement of vehicular

and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. It is considered that the proposals comply with Section 122 of the Act as they practically secure the safe and expeditious movement of traffic in and around Plymouth and provide for suitable and adequate associated parking facilities.

EQUALITY IMPACT ASSESSMENT – [SALTRAM MEADOWS]

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

<b>Author(s):</b> The person completing the EIA template.	Amy Neale	<b>Department and service:</b>	Plymouth Highways, Traffic Management	<b>Date of assessment:</b>	08/10/2025
<b>Lead Officer:</b> Head of Service, Service Director, or Strategic Director.	Mike Artherton	<b>Signature:</b>	<i>M. Artherton</i>	<b>Approval date:</b>	06/01/2026
<b>Overview:</b>	<p>The scheme was to change the speed limit from 40mph to 30mph on Embankment Road from Stanley Place to the Rowing Club</p> <p>These changes were in response to a Regulation 28 - Report on Preventing Future Deaths received from HM Coroner following a fatal collision on this section of road. There have been 9 Slight Collisions, 1 Serious Collision and 1 Fatal Collision reported by the Police on this section in the last 5 year period.</p> <p>The aim of the scheme was to improve safety for all road users on the extended section of 30mph speed limit.</p> <p>“To implement the following amendments to The City of Plymouth (Traffic Movement and Speed Limit Regulations) (Consolidation) Order 2022</p> <p>The effect of the order shall be to change the speed limit from 40mph to 30mph on lengths of the following road; A374 Embankment Road.</p> <p>Following public consultation other options were to be considered.”</p>				
<b>Decision required:</b>	Following consultation, agree to retain the speed limit at Embankment Road at 40mph and install average speed cameras to enforce this speed limit.				

SECTION TWO: EQUALITY IMPACT ASSESSMENT SCREENING TOOL

<b>Potential external impacts:</b>	<b>Yes</b>		<b>No</b>	√
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Does the proposal have the potential to negatively impact service users, communities or residents with protected characteristics?				
<b>Potential internal impacts:</b> Does the proposal have the potential to negatively impact Plymouth City Council employees?	<b>Yes</b>		<b>No</b>	√
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)	<b>Yes</b>		<b>No</b>	√
If you do not agree that a full equality impact assessment is required, please set out your justification for why not.	No adverse impact anticipated.			

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"><li>• 16.4 per cent of people in Plymouth are children aged under 15.</li><li>• 65.1 per cent are adults aged 15 to 64.</li><li>• 18.5 percent are adults aged 65 and over.</li><li>• 2.4 percent of the resident population are 85 and over.</li></ul> <p>South West</p> <ul style="list-style-type: none"><li>• 15.9 per cent of people are aged 0 to 14, 61.8 per cent are aged 15 to 64.</li><li>• 22.3 per cent are aged 65 and over.</li></ul> <p>England</p> <ul style="list-style-type: none"><li>• 17.4 per cent of people are aged 0 to 14.</li><li>• 64.2 per cent of people are aged 15 to 64.</li><li>• 18.4 per cent of people are aged 65 and over.</li></ul> <p>(2021 Census)</p>	No adverse impact anticipated		

<p><b>Care experienced individuals</b></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>	No adverse impact anticipated		
<p><b>Disability</b></p>	<p>9.4 per cent of residents in Plymouth have their activities limited 'a lot' because of a physical or mental health problem.</p> <p>12.2 per cent of residents in Plymouth have their activities limited 'a little' because of a physical or mental health problem (2021 Census)</p>	No adverse impact anticipated		

<b>Gender reassignment</b>	0.5 per cent of residents in Plymouth have a gender identity that is different from their sex registered at birth. 0.1 per cent of residents identify as a trans man, 0.1 per cent identify as non-binary and, 0.1 per cent identify as a trans women (2021 Census).	No adverse impact anticipated		
<b>Marriage and civil partnership</b>	40.1 per cent of residents have never married and never registered a civil partnership. 10 per cent are divorced, 6 percent are widowed, with 2.5 per cent are separated but still married.  0.49 per cent of residents are, or were, married or in a civil partnerships of the same sex. 0.06 per cent of residents are in a civil partnerships with the opposite sex (2021 Census).	No adverse impact anticipated		
<b>Pregnancy and maternity</b>	The total fertility rate (TFR) for England was 1.62 children per woman in 2021. The total fertility rate (TFR) for Plymouth in 2021 was 1.5.	No adverse impact anticipated		

<b>Race</b>	<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		
<b>Religion or belief</b>	<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		
<b>Sex</b>	<p>51 per cent of our population are women and 49 per cent are men (2021 Census).</p>	No adverse impact anticipated		
<b>Sexual orientation</b>	<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>	No adverse impact anticipated		



SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

Human Rights	Implications	Mitigation Actions	Timescale and responsible department
	No adverse impact anticipated		

SECTION FIVE: OUR EQUALITY OBJECTIVES

Equality objectives	Implications	Mitigation Actions	Timescale and responsible department
<b>Work together in partnership to:</b> <ul style="list-style-type: none"><li>▪ promote equality, diversity and inclusion</li><li>▪ facilitate community cohesion</li><li>▪ support people with different backgrounds and lived experiences to get on well together</li></ul>	No adverse impact anticipated		
<b>Give specific consideration to care experienced people to improve their life outcomes, including access to training, employment and housing.</b>	No adverse impact anticipated		
<b>Build and develop a diverse workforce that represents the community and citizens it serves.</b>	No adverse impact anticipated		
<b>Support diverse communities to feel confident to report crime and anti-social behaviour, including hate crime and hate incidents, and work with partners to ensure Plymouth is a city where everybody feels safe and welcome.</b>	No adverse impact anticipated		

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# EXECUTIVE DECISION

made by a Cabinet Member



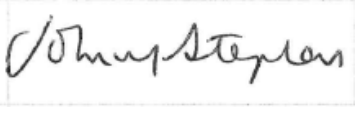
## REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY BY AN INDIVIDUAL CABINET MEMBER

Executive Decision Reference Number – SPT13 25.26

Decision				
1	<b>Title of decisions:</b> THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2025.2137349 – COLBORNE ROAD) ORDER			
2	<b>Decision maker:</b> Councillor John Stephens (Cabinet Member for Strategic Planning and Transport)			
3	<b>Report author and contact details:</b> Amy Neale, Highway Safety Engineer, email: <a href="mailto:trafficmanagementinbox@plymouth.gov.uk">trafficmanagementinbox@plymouth.gov.uk</a> & Abbi Perry, Transport Planning Officer			
4	<b>Decision to be taken:</b> <p>To implement the following amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004</p> <p>The effect of the order shall be to add/amend Parking Restrictions on lengths of the following roads: Buttercup Road, Colborne Road &amp; Starling Drive.</p>			
5	<b>Reasons for decision:</b> <p>The proposed Traffic Order is to implement double yellow lines along a length of Colborne Road, Buttercup Road &amp; Starling Drive as part of Phase 9 of the Seaton Neighbourhood development.</p> <p>This is for avoidance of disruption to the free flow of traffic and danger to persons or traffic travelling along Colborne Road.</p>			
6	<b>Alternative options considered and rejected:</b> <p>The alternative option would be to do nothing. This option was discounted on the basis that the changes are needed for safety improvements.</p>			
7	<b>Financial implications and risks:</b> <p>The Traffic Regulation Orders (TRO's) and associated works are being funded by Planning with fees secured via the Section 38 Agreement process.</p>			
8	<b>Legal Implications:</b> <p>The relevant legal implications have been taken into account see paragraph 5 of the Briefing Report.</p>			
9a	<b>Is the decision a Key Decision?</b>	<b>Yes</b>	<b>No</b>	<b>Per the Constitution, a key decision is one which:</b>

	(please contact <b>Democratic Support</b> for further advice)		x	in the case of <b>capital</b> projects and contract awards, results in a new commitment to spend and/or save in excess of <b>£3million</b> in total
			x	in the case of <b>revenue</b> projects when the decision involves entering into new commitments and/or making new savings in excess of <b>£1million</b>
			x	is <b>significant</b> in terms of its effect on communities living or working in an area comprising <b>two or more</b> wards in the area of the local authority.
	If yes, date of publication of the notice in the <b>Forward Plan of Key Decisions</b>		N/A	
<b>I0</b>	Please specify how this decision is linked to the Council's corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget:		The Local Transport Plan (LTP) details the transport strategies and policies that the City Council has adopted and will be key in helping the city meet its Corporate Plan priorities, and growth agenda.	
<b>I1</b>	Please specify any direct environmental implications of the decision (carbon impact)		None.	
<b>Urgent decisions</b>				
<b>I2</b>	Is the decision urgent and to be implemented immediately in the interests of the Council or the public?	<b>Yes</b>		(If yes, please contact Democratic Support ( <a href="mailto:democraticsupport@plymouth.gov.uk">democraticsupport@plymouth.gov.uk</a> ) for advice)
		<b>No</b>	x	<b>(If no, go to section I3a)</b>
<b>I2a</b>	Reason for urgency:			
<b>I2b</b>	Scrutiny Chair Signature:		Date	
	Scrutiny Committee name:			
	Print Name:			
<b>Consultation</b>				
<b>I3a</b>		<b>Yes</b>		

	<b>Are any other Cabinet members' portfolios affected by the decision?</b>	<b>No</b>	<input type="checkbox"/>	<b>(If no go to section 14)</b>
<b>13b</b>	<b>Which other Cabinet member's portfolio is affected by the decision?</b>			
<b>13c</b>	<b>Date Cabinet member consulted</b>			
<b>14</b>	<b>Has any Cabinet member declared a conflict of interest in relation to the decision?</b>	<b>Yes</b>	<input type="checkbox"/>	If yes, please discuss with the Monitoring Officer
		<b>No</b>	<input checked="" type="checkbox"/>	
<b>15</b>	<b>Which Corporate Management Team member has been consulted?</b>	<b>Name</b>	Glenn Caplin-Gray	
		<b>Job title</b>	Strategic Director for Growth	
		<b>Date consulted</b>	15 December 2025	
<b>Sign-off</b>				
<b>16</b>	<b>Sign off codes from the relevant departments consulted:</b>	<b>Democratic Support (mandatory)</b>	JS66 25/26	
		<b>Finance (mandatory)</b>	DN.25.26.006	
		<b>Legal (mandatory)</b>	LS/2960(70)/JP/1512 25	
		<b>Human Resources (if applicable)</b>	N/A	
		<b>Corporate property (if applicable)</b>	N/A	
		<b>Procurement (if applicable)</b>	N/A	
<b>Appendices</b>				
<b>17</b>	<b>Ref.</b>	<b>Title of appendix</b>		
	A	Briefing report for publication		
	B	Equalities Impact Assessment		
<b>Confidential/exempt information</b>				
<b>18a</b>	<b>Do you need to include any confidential/exempt information?</b>	<b>Yes</b>	<input type="checkbox"/>	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 <b>18b</b> below.
		<b>No</b>	<input checked="" type="checkbox"/>	

				(Keep as much information as possible in the briefing report that will be in the public domain)				
		<b>Exemption Paragraph Number</b>						
		<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>
<b>18b</b>	<b>Confidential/exempt briefing report title:</b>							
<b>Background Papers</b>								
<b>19</b>	<p>Please list all unpublished, background papers relevant to the decision in the table below.</p> <p>Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part 1 of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.</p>							
<b>Title of background paper(s)</b>		<b>Exemption Paragraph Number</b>						
		<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>
<b>Cabinet Member Signature</b>								
<b>20</b>	<p>I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act and those who do not. For further details please see the EIA attached.</p>							
<b>Signature</b>			<b>Date of decision</b>		26/01/2026			
<b>Print Name</b>	Councillor John Stephens (Cabinet Member for Strategic Planning and Transport)							



## **BUTTERCUP ROAD, COLBORNE ROAD & STARLING DRIVE**

### **1. INTRODUCTION**

This report seeks delegated authority to implement amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004 in association with the Colborne Road Traffic Regulation Order.

### **2. TRAFFIC REGULATION ORDERS REQUIRED**

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

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

- i. Buttercup Road, the north side from its junction with Colborne Road for a distance of 15 metres in an easterly direction
- ii. Buttercup Road, the south side from its junction with Starling Drive for a distance of 9 metres in an easterly direction
- iii. Colborne Road, both sides for its entirety
- iv. Starling Drive, the east side from its junction with Buttercup Road for a distance of 10 metres in a southerly direction
- v. Starling Drive, the west side from its junction with Colborne Road for a distance of 10 metres in a southerly direction

#### **Revocation:**

- i. Colborne Road, both sides from its junction with William Prance Road for its entirety in a southerly, easterly and northerly direction

### **3. STATUTORY CONSULTATION**

#### **Proposals**

The proposals for the Colborne Road TRO were advertised on street, in the Herald and on the Plymouth City Council website on 14<sup>th</sup> November 2025. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 12<sup>th</sup> November 2025.

**There have been 0 representations received relating to the proposals included in the Traffic Regulation Order.**

### **4. RECOMMENDATION**

It is recommended that the proposal is implemented as advertised.

### **5. LEGAL CONSIDERATIONS**

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

When considering whether to make a traffic order it is the Council's responsibility to ensure that all relevant legislation is complied with. This includes Section 122 of the Road Traffic Regulation Act 1984 (as amended) that sets out that it is the duty of a local authority, so far as practicable

subject to certain matters, to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. It is considered that the proposals comply with Section 122 of the Act as they practically secure the safe and expeditious movement of traffic in and around Plymouth and provide for suitable and adequate associated parking facilities.



# EQUALITY IMPACT ASSESSMENT – COLBORNE ROAD TRAFFIC REGULATION ORDER

## SECTION ONE: INFORMATION ABOUT THE PROPOSAL

<b>Author(s):</b> The person completing the EIA template.	Abbie Perry	<b>Department and service:</b>	Transport, Strategic Planning and Infrastructure	<b>Date of assessment:</b>	09/12/2025
<b>Lead Officer:</b> Head of Service, Service Director, or Strategic Director.	Philip Heseltine	<b>Signature:</b>		<b>Approval date:</b>	10/12/2025
<b>Overview:</b>	To implement amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004  <b>The effect of the order shall be to add/amend Parking Restrictions on lengths of the following roads: Buttercup Road, Colborne Road &amp; Starling Drive</b>  As set out in the briefing report.				
<b>Decision required:</b>	To implement the following amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004  The effect of the order shall be to add/amend Parking Restrictions on lengths of the following roads: Buttercup Road, Colborne Road & Starling Drive  As set out in the briefing report				

## SECTION TWO: EQUALITY IMPACT ASSESSMENT SCREENING TOOL

<b>Potential external impacts:</b> Does the proposal have the potential to negatively impact service users, communities or residents with protected characteristics?	<b>Yes</b>		<b>No</b>	X
<b>Potential internal impacts:</b> Does the proposal have the potential to negatively impact Plymouth City Council employees?	<b>Yes</b>		<b>No</b>	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.	No adverse impacts anticipated.			

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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<b>Age</b>	<p>Plymouth</p> <ul style="list-style-type: none"><li>• 16.4 per cent of people in Plymouth are children aged under 15.</li><li>• 65.1 per cent are adults aged 15 to 64.</li><li>• 18.5 percent are adults aged 65 and over.</li><li>• 2.4 percent of the resident population are 85 and over.</li></ul> <p>South West</p> <ul style="list-style-type: none"><li>• 15.9 per cent of people are aged 0 to 14, 61.8 per cent are aged 15 to 64.</li><li>• 22.3 per cent are aged 65 and over.</li></ul> <p>England</p> <ul style="list-style-type: none"><li>• 17.4 per cent of people are aged 0 to 14.</li><li>• 64.2 per cent of people are aged 15 to 64.</li><li>• 18.4 per cent of people are aged 65 and over.</li></ul> <p>(2021 Census)</p>			
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<p><b>Care experienced individuals</b></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><b>Disability</b></p>	<p>9.4 per cent of residents in Plymouth have their activities limited 'a lot' because of a physical or mental health problem.</p> <p>12.2 per cent of residents in Plymouth have their activities limited 'a little' because of a physical or mental health problem (2021 Census)</p>			

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

<b>Race</b>	<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>			
<b>Religion or belief</b>	<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>			
<b>Sex</b>	<p>51 per cent of our population are women and 49 per cent are men (2021 Census).</p>			
<b>Sexual orientation</b>	<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 identified.		

SECTION FIVE: OUR EQUALITY OBJECTIVES

Equality objectives	Implications	Mitigation Actions	Timescale and responsible department
<b>Work together in partnership to:</b> <ul style="list-style-type: none"><li>▪ promote equality, diversity and inclusion</li><li>▪ facilitate community cohesion</li><li>▪ support people with different backgrounds and lived experiences to get on well together</li></ul>	No implications identified.		
<b>Give specific consideration to care experienced people to improve their life outcomes, including access to training, employment and housing.</b>	No implications identified.		
<b>Build and develop a diverse workforce that represents the community and citizens it serves.</b>	No implications identified.		
<b>Support diverse communities to feel confident to report crime and anti-social behaviour, including hate crime and hate incidents, and work with partners to ensure Plymouth is a city where everybody feels safe and welcome.</b>	No implications identified.		

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