



Oversight and Governance
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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 Thursday 05 February 2026. Please note – urgent decisions and non-key Council Officer decisions cannot be called in. Copies of the decisions together with background reports are available for viewing as follows:

- on the Council's Intranet Site at <https://modgov/mgDelegatedDecisions.aspx>
- on the Council's website at <https://tinyurl.com/3hwmpzzp>

The decisions detailed below may be implemented on Friday 06 February 2026 if they are not called-in.

Delegated Decisions

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

Ia. SPT15 25/26 - THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2025.2137352 – LIVING STREETS 8) ORDER & THE CITY OF PLYMOUTH (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) (AMENDMENT ORDER No. 2025.2137352 LIVING STREETS 8) ORDER

(Pages 1 - 40)

2. Council Officer Decision: Paul Barnard (Service Director for Strategic Planning and Infrastructure):

2a. COD18 25/26 Contract Award: Construction of the Colesdown Hill Underbridge Walking and Cycling Route

(Pages 41 - 76)

EXECUTIVE DECISION

made by a Cabinet Member



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

Executive Decision Reference Number – SPT15 25/26

Decision	
1	Title of decisions: THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2025.2137352 – LIVING STREETS 8) ORDER & THE CITY OF PLYMOUTH (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) (AMENDMENT ORDER No. 2025.2137352 LIVING STREETS 8) ORDER
2	Decision maker: Councillor John Stephens (Cabinet Member for Strategic Planning and Transport)
3	Report author and contact details: Holly Fitzgerald, Traffic Management Technician, email: trafficmanagementinbox@plymouth.gov.uk
4	Decision to be taken: This report seeks delegated authority to implement amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004 & The City of Plymouth (Traffic Movement and Speed Limit Regulations) (Consolidation) Order 2022 in association with the Living Streets 8 Traffic Regulation Order The effect of the order shall be to: I. Add/Amend Parking Restrictions on lengths of the following roads: Access Road to Plympton Health Centre, Beacon Down Avenue, Bearsdown Road, Boulter Close, Caernarvon Gardens, Coombe Lane, Efford Road, Eggbuckland Road, Flamsteed Crescent, Hendwell Close, Hessary Drive, Hooe Hill, Linketty Lane, Long Ley, Randwick Park Road, Slatelands Close, Tamerton Foliot Road, Valley Road, Valey View Close. It is recommended that all proposals are implemented as advertised.
5	Reasons for decision: Valley View Close with Eggbuckland Road – Extend double yellow lines to improve junction protection and increase visibility. Long Ley – Add double yellow lines to improve junction protection and increase visibility.

	<p>Bearsdown Road with Eggbuckland Road – Add double yellow lines to improve junction protection and increase visibility.</p> <p>Caernarvon Gardens with Beacon Down Avenue – Add double yellow lines to improve junction protection and increase visibility.</p> <p>Linketty Lane with Valley Road – Add double yellow lines to improve junction protection and increase visibility.</p> <p>Mudge Way – Add double yellow lines to improve road access, allow two-way traffic and encourage using the provided car parks.</p> <p>Slatelands Close – Add double yellow lines to prevent parking on narrow bend, damage to grass verge, and improve visibility.</p> <p>Hooe Hill – Extend double yellow lines to assist with Stagecoach buses turning ability.</p> <p>Randwick Park Road – Add double yellow lines to improve junction protection and increase visibility.</p> <p>Jennycliff Lane with Staddon Lane and Stamford Lane – Change of speed limit from National Speed Limit (60 mph) to 30 mph.</p> <p>Boulter Close with Hessary Drive – Add double yellow lines to improve junction protection and increase visibility.</p> <p>Hendwell Close – Add double yellow lines within the turning head to improve access for Play Care Centre.</p> <p>Tamerton Foliot Road with Coombe Lane – Extend double yellow lines to improve visibility.</p> <p>Flamsteed Crescent – Add School Keep Clear markings to improve the safety of school children, allow pedestrian access and prevent pavement parking.</p>			
6	Alternative options considered and rejected:			
	The alternative option would be to do nothing. This option was discounted on the basis that the changes are needed for safety improvements.			
7	Financial implications and risks:			
	The Traffic Regulation Orders (TRO's) and associated works are being funded by the Living Streets budget.			
8	Legal Implications:			
	The relevant legal considerations have been taken into account as set out in the Briefing report.			
9a	Is the decision a Key Decision? (please contact <u>Democratic Support</u> for further advice)	Yes	No	Per the Constitution, a key decision is one which:
			x	in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total
			x	in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1million
			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 <u>Forward Plan of Key Decisions</u>	N/A		
10	Please specify how this decision is linked to the Council's corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget:	The 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.		
11	Please specify any direct environmental implications of the decision (carbon impact)	None.		
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		
		No	x	(If no go to section 14)
13b	Which other Cabinet member's portfolio is affected by the decision?			
13c	Date Cabinet member consulted			
14		Yes		

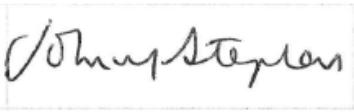
	Has any Cabinet member declared a conflict of interest in relation to the decision?	No	<input checked="" type="checkbox"/>	If yes, please discuss with the Monitoring Officer			
15	Which Corporate Management Team member has been consulted?	Name	Glenn Caplin-Gray				
		Job title	Strategic Director for Growth				
		Date consulted	06/01/2026				
Sign-off							
16	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	JS68 25/26				
		Finance (mandatory)	DN.25.26.009				
		Legal (mandatory)	LS/2960(74)/JP/0801 26				
		Human Resources (if applicable)	N/A				
		Corporate property (if applicable)	N/A				
		Procurement (if applicable)	N/A				
Appendices							
17	Ref.	Title of appendix					
	A	Briefing report for publication					
	B	Equalities Impact Assessment					
Confidential/exempt information							
18a	Do you need to include any confidential/exempt information?	Yes			If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for publication by virtue of Part 1 of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in 18b below. (Keep as much information as possible in the briefing report that will be in the public domain)		
		No	<input checked="" type="checkbox"/>				
Exemption Paragraph Number							
	1	2	3	4	5	6	7
18b	Confidential/exempt briefing report title:						
Background Papers							
19	Please list all unpublished, background papers relevant to the decision in the table below.						

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

Cabinet Member Signature

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

Signature		Date of decision	26/01/2026
Print Name	Councillor John Stephens (Cabinet Member for Strategic Planning and Transport)		

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LIVING STREETS 8



I. INTRODUCTION

This report seeks delegated authority to implement amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004 & The City of Plymouth (Traffic Movement and Speed Limit Regulations) (Consolidation) Order 2022 in association with the Living Streets 8 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. Access Road To Plympton Health Centre, the east side from its junction with Mudge Way for a distance of 45 metres in a southerly direction
- II. Access Road To Plympton Health Centre, the west side from its junction with Mudge Way for a distance of 35 metres in a southerly direction
- III. Beacon Down Avenue, the east side from its junction with Caernarvon Gardens for a distance of 10 metres in a southerly direction
- IV. Beacon Down Avenue, the north-east side from its junction with Caernarvon Gardens for a distance of 10 metres in a northerly direction
- V. Bearsdown Road, the east side from its junction with Eggbuckland Road for a distance of 12 metres in a northerly direction
- VI. Bearsdown Road, the north-west side from its junction with Eggbuckland Road for a distance of 10 metres in a northerly direction
- VII. Boulter Close, the east side from its junction with Hessary Drive for a distance of 12 metres in a northerly direction
- VIII. Boulter Close, the south-west side from its junction with Hessary Drive for a distance of 13 metres in a northerly direction
- IX. Caernarvon Gardens, the north side from its junction with Beacon Down Avenue for a distance of 10 metres in a north-easterly direction
- X. Caernarvon Gardens, the south-east side from its junction with Beacon Down Avenue for a distance of 10 metres in a north-easterly direction

- XI. Coombe Lane, the north-west side from a point 6 metres east from its junction with Church Row Lane for a distance of 36 metres in a north-easterly direction
- XII. Efford Road, the north side from its junction with Long Ley for a distance of 22 metres in a westerly direction
- XIII. Efford Road, the north side from its junction with Long Ley for a distance of 25.5 metres in an easterly direction
- XIV. Egguckland Road, the north side from its junction with Bearsdown Road for a distance of 20 metres in a westerly direction
- XV. Hendwell Close, the north side from a point 8 metres west from the boundary of Nos. 17/18 Hendwell Close for a distance of 32 metres in an anti-clockwise direction
- XVI. Hessary Drive, the north side from its junction with Boulter Close for a distance of 12 metres in an easterly direction
- XVII. Hessary Drive, the north-west side from its junction with Boulter Close for a distance of 10 metres in a south-westerly direction
- XVIII. Hooe Hill, the north-west side from its junction with Belle Vue Drive for a distance of 10 metres in a southerly direction
- XIX. Hooe Hill, the west side from its junction with Hooe Road for a distance of 25 metres in a southerly direction
- XX. Hooe Hill, the west side from its junction with Belle Vue Drive for a distance of 42 metres in a northerly direction
- XXI. Linketty Lane, the north-east side from a point 126 metres north from its centre line with Maidenwell Road for a distance of 43 metres in a northerly direction
- XXII. Linketty Lane, the west side from its junction with Valley Road for a distance of 10 metres in a southerly direction
- XXIII. Linketty Lane, the west side from its junction with Valley Road for a distance of 20 metres in a northerly direction
- XXIV. Long Ley, the east side from its junction with Efford Road for a distance of 22 metres in a northerly direction
- XXV. Long Ley, the west side from its junction with Efford Road for a distance of 20 metres in a northerly direction

- XXVI. Randwick Park Road, the north-west side from its junction with Plymstock Road for a distance of 16 metres in a northerly direction
- XXVII. Randwick Park Road, the west side from a point 10 metres west from the boundary of Nos. 15/17 Randwick Park Road for a distance of 50 metres in a clockwise direction
- XXVIII. Slatelands Close, the north-west side from a point 24 metres south from its junction with Canefields Avenue for a distance of 34 metres in a south-westerly direction
- XXIX. Tamerton Foliot Road, the north-west side from a point 6 metres east of its junction with Church Row Lane for a distance of 36 metres in a northeasterly direction
- XXX. Valley Road, the north side from its junction with Linketty Lane for a distance of 12 metres in a westerly direction
- XXXI. Valley Road, the south side from its junction with Linketty Lane for a distance of 12 metres in a westerly direction
- XXXII. Valley View Close, both sides from its junction with Eggbuckland Road for a distance of 10 metres in a northerly direction

School Entrance Clearway Mon-Fri 8am-5pm

Flamsteed Crescent, the north side from a point 9 metres west from the boundary of Nos. 97/99 Flamsteed Crescent for a distance of 44.5 metres in a westerly direction

Speed limit 30mph

Jennycliffe Lane, Stamford Lane, Staddon Lane.

SCHEDULE OF REVOCATIONS**No Waiting At Any Time**

- I. Hooe Hill, the west side from a point 30 metres north to a point 10 metres south of its junction with Belle Vue Drive
- II. Hooe Hill, the west side from its junction with Hooe Road for a distance of 18 metres in a southerly direction
- III. Randwick Park Road, the outer side from the western junction with Plymstock Road for a distance of 8 metres
- IV. Tamerton Foliot Road, the north-west side from a point 6 metres east of its junction with Church Row Lane for a distance of 31 metres in a northeasterly direction

3. STATUTORY CONSULTATION

Proposals

The proposals for the Living Streets 8 Traffic Order were advertised on street, in the Herald and on the Plymouth City Council website on 02nd December 2025. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 27th November 2025.

There have been 54 representations received relating to the proposals included in the Traffic Regulation Order.

There has been one representation relating to Beacon Down Crescent and Caernarvon Gardens.

Consultation	Comment
<p>Support the proposal.</p> <p>Also, either end of Beacon down Avenue at Ham drive & Beacon Park road, and Ayreville road also need to be considered for this proposal as it also causes issues with entering/ exiting these streets.</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137352 Living Streets 8.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>

There have been forty-eight representations relating to Hendwell Close.

Consultation	Comment
<p>Support the proposal.</p> <p>My son attends Southway Playcare and he needs crutches or a wheelchair to get around but when I go to drop him off I can't always get in the carpark so I have to drop him on the road which is unsafe</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137352 Living Streets 8.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
Support the proposal.	Standard Response sent:

<p>This is a turning circle and should not be parked in but residents have been parking in it. This causes problems for disabled elderly and children to access dropped curbs and the community centre and feel safe to do so.</p>	<p>Thank you for your recent comments towards the proposals – 2025.2137352 Living Streets 8.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>Support the proposal.</p> <p>I support the proposal because it is difficult to access the Southway Community Hub carpark with my disabled mother if cars are parked in the turning bay, blocking the entrance.</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137352 Living Streets 8.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>Support the proposal.</p> <p>As a user of the centre and a volunteer here, I'm aware of difficulties with access. Most of our clientele are very young or elderly, safety is also a major concern. Double yellows here would be hugely beneficial.</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137352 Living Streets 8.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>Support the proposal.</p> <p>I would like it to be safe for myself as a disabled resident to be able to park and access the community hub without feeling scared due to the parking outside the centre.</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137352 Living Streets 8.</p>

	<p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>Support the proposal.</p> <p>Accessibility for the play care to get bud in & out & safety of the children.</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137352 Living Streets 8.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>Support the proposal.</p> <p>We need a mini bus for our children (this includes children with disabilities) and it is very difficult to park in our carpark because of people parking close to the entrance/exit. It can be quite hard to get a car in sometimes and obviously impossible with a mini bus, which as I have said it is a mini bus for disabled children.</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137352 Living Streets 8.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>Support the proposal.</p> <p>As a user of the community hub having many medical conditions and a blue badge holder, I feel that the turning bay should be empty to allow people to drop off and have access to a safe route to the centre without being worried about dangers and safety. This goes for disabled, children, elderly</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137352 Living Streets 8.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared</p>

<p>and residence who have issues with accessing pavement and the centre.</p>	<p>summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>Support the proposal.</p> <p>It needs to be safe for the people using the centre to be able to get in and out of the car park. It can be extremely difficult sometimes.</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137352 Living Streets 8.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>Support the proposal.</p> <p>There needs to be double yellow lines in the turning bay outside the Southway Community Hub Hendwell Place. It is difficult to access the centre when cars are parked there. Especially for disabled users of the Hub. Also there are community based activities like the food cooperative, where the delivery driver has difficulty getting into the carpark because the access is blocked. It is also very difficult to turn in the street because of the way cars park.</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137352 Living Streets 8.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>Support the proposal.</p> <p>General safety for all who use the community centre. At its a turning bay.</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137352 Living Streets 8.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or</p>

	<p>not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>Support the proposal.</p> <p>I work at the hub daily and when cars are parked in the area we struggle to access the carpark. Also we are unable to use are accessible minibus for schools pickups twice daily, when the bay is blocked. by parked cars. Meaning we have to walk with the children in bad weather. Not only do they block accessibility to building the also block the pavement which prevents us getting wheelchairs using the drop curb.</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137352 Living Streets 8.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>Support the proposal.</p> <p>As a wife of a blue badge holder and we both use the centre for our well-being and isolation. We feel that yellow lines outside the centre to stop people blocking the entrance and the dropped curb would make it safer for children disabled and any user to the centre or the football fields this would be safer for everyone.</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137352 Living Streets 8.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>Support the proposal.</p> <p>When people park across turning circle outside the community centre this makes it difficult & dangerous for adults and children to cross the road as they cover the drop curb. It's also dangerous when you're trying to leave the centre And there are cars blocking the entrance, which makes it hard for disabled of all generations to be able to access the centre car park and the facilities that's on offer. Many residences park numerous vehicles badly and dangerously outside the centre which makes it for all members of the community to park.</p> <p>I believe these lines will be a benefit to everything & everyone.</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137352 Living Streets 8.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p>

	<p>You will be notified if and when the proposals will be implemented.</p>
<p>Support the proposal.</p> <p>For the safety of the children & Yeah for disabled user of the centre.</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137352 Living Streets 8.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>Support the proposal.</p> <p>I'm registered blind and if my driver cannot get into the car park because it is blocked, we have to walk in the road and this is unsafe due to my vision. For myself and any other residence or elderly or disabled people to gain access to the community centre. Must be done.</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137352 Living Streets 8.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>Support the proposal.</p> <p>Safety of users at the community hub and residence being able to access the drop curb this is safety for disabled and elderly and children.</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137352 Living Streets 8.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>Support the proposal.</p>	<p>Standard Response sent:</p>

<p>I support the proposal due to using the centre in a daily basis with disabled vehicles being able to access activities for people of all ages.</p>	<p>Thank you for your recent comments towards the proposals – 2025.2137352 Living Streets 8.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>Support the proposal.</p> <p>Parking is a concern especially for emergency vehicles to get in and out.</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137352 Living Streets 8.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>Support the proposal.</p> <p>Whilst I acknowledge the challenges the residence may have for parking, access to the Southway Community Hub car park would be so much improved if the double yellow lines were put down and that area kept clear.</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137352 Living Streets 8.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>Support the proposal.</p> <p>I work at the centre daily and can't always get into the carpark due to people parking in front of the gates. I drive a mini bus for southway playcare and</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137352 Living Streets 8.</p>

<p>it's a struggle getting it through, its already been damaged.</p>	<p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>Support the proposal. Yellow lines would make it better for me on my mobility scooter to get off the pavement safely & to make it better for everyone.</p>	<p>Standard Response sent: Thank you for your recent comments towards the proposals – 2025.2137352 Living Streets 8.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>Support the proposal. People should not be parking there due to access needs for disabled people and the emergency services. There is a minibus that transports children some with disabilities and it is unsafe having to load the children into the minibus on the road.</p>	<p>Standard Response sent: Thank you for your recent comments towards the proposals – 2025.2137352 Living Streets 8.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>Support the proposal. Accessibility into the community hub to access activities and events for safety reasons to save elderly disabled and children being at risk of danger or accident this needs to be done.</p>	<p>Standard Response sent: Thank you for your recent comments towards the proposals – 2025.2137352 Living Streets 8.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared</p>

	<p>summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>Support the proposal.</p> <p>I would like the yellow lines put in across the drop curb and turning bay as I had a fall in April as I wasn't able to access the this is dangerous for the elderly children and all residence.</p> <p>This must be done for safety reasons for the whole community.</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137352 Living Streets 8.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>Support the proposal.</p> <p>I struggle to get into the car park to drop my disabled mother in law off when vehicles in the turning bay restricting access to the Southway Community Hub.</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137352 Living Streets 8.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>Support the proposal.</p> <p>I support yellow lines being placed to help residence young and old to access the community hub and be able to feel safe to do so.</p> <p>Safety & access.</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137352 Living Streets 8.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or</p>

	<p>not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>Support the proposal.</p> <p>Because it makes it very hard to get cars into the car park. It's unsafe for the elderly and the young children.</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137352 Living Streets 8.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>Support the proposal.</p> <p>Access should be kept clear for emergency vehicles, residence disabled and children to access the centre. This for safety reasons for all residents.</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137352 Living Streets 8.</p>
<p>Support the proposal.</p> <p>Safety for residents, children & users of the community hub. And my elderly wife & disabled people in general.</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137352 Living Streets 8.</p>

	<p>You will be notified if and when the proposals will be implemented.</p>
<p>Support the proposal. Just stop stupid idiots parking across the front gates of Hendwell Close so there's no access for disabled , elderly or children to enter the community hub. To make it safe for everyone.</p>	<p>Standard Response sent: Thank you for your recent comments towards the proposals – 2025.2137352 Living Streets 8.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>Support the proposal. Support access and safety for emergency servies.</p>	<p>Standard Response sent: Thank you for your recent comments towards the proposals – 2025.2137352 Living Streets 8.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>Support the proposal. I find it really hard to get access into the building with my wife when she attends session at the centre through the community group. As residents park across the entrance of the building. They block the carpark and drop curb, as residents in the cul-de-sack have two cars or more per household. It is known as a turning bay so should be free at all times.</p>	<p>Standard Response sent: Thank you for your recent comments towards the proposals – 2025.2137352 Living Streets 8.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>Support the proposal. For children safety who use the centre.</p>	<p>Standard Response sent:</p>

	<p>Thank you for your recent comments towards the proposals – 2025.2137352 Living Streets 8.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>Support the proposal. Safety for people getting into centre & safety of children it must be done.</p>	<p>Standard Response sent: Thank you for your recent comments towards the proposals – 2025.2137352 Living Streets 8.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>Support the proposal. Need access to centre for the emergency services. Also for people with disabilities.</p>	<p>Standard Response sent: Thank you for your recent comments towards the proposals – 2025.2137352 Living Streets 8.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>Support the proposal. Need it safe for everybody to be able to access the centre children, disabled & elderly this needs to be done for safety.</p>	<p>Standard Response sent: Thank you for your recent comments towards the proposals – 2025.2137352 Living Streets 8.</p>

	<p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>Support the proposal.</p> <p>My son had a fall as not able to access the dropped curb this bad for safety reasons. Also we need it to be accessible to the centre.</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137352 Living Streets 8.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>Support the proposal.</p> <p>Because I'm fed up not being able to get my  vehicle in and out the carpark on a daily basis with my son also those who park in the turning bay sometimes cover the path and dropped kerb for him to use the pavement too.</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137352 Living Streets 8.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>Support the proposal.</p> <p>Parking is awful.</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137352 Living Streets 8.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared</p>

	<p>summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>Support the proposal.</p> <p>Ease of access for disadvantaged vulnerable adults and children using the centre.</p> <p>Wheelchair users being able to use the drop curb.</p> <p>Children adults abled or disabled to safely be dropped off collected</p> <p>Being able to vehicles coming in and out of the road.</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137352 Living Streets 8.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>Support the proposal.</p> <p>As I'm disabled I find it hard to park when the carpark is blocked.</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137352 Living Streets 8.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>Support the proposal.</p> <p>My daughter uses the car park as she is a wheelchair user and sometimes we can't access the car park due to people parking so close to the entrance it is hard to unload in a street.</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137352 Living Streets 8.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or</p>

	<p>not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>Support the proposal.</p> <p>Accessibility for all to be able to gain access to the community hub.</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137352 Living Streets 8.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>Object the proposal.</p> <p>You may or may not be aware that there is a critical issue with residential parking in Hendwell Close and the proposed restrictions will only serve to make it worse. I estimate that at least four spaces will be unusable if the restrictions are imposed. So firstly, what are the plans to negate this?</p> <p>The reason given for the proposed change is to 'improve access for play care centre'. I have been a resident of Hendwell close for over 13 years and I've not known there to be any issues with the entrance to the youth club previously. I have lived in Southway all my life and the entrance and street remain unchanged as far as I can remember, and this is going back over 30 years when I used to attend the youth club myself as a child. In fact, the only change in recent years has been the new build apartments of Presbytery Mews, a development that put further strain on the available parking for the residents of Hendwell close.</p> <p>The question is, why is there suddenly an issue with access to the play care centre? This is clear, as the play care management have been vocal on social media about their new minibus. This is a wonderful acquisition for the community and I'm all for it. In fact, my daughter attends the play care centre and has made use of the minibus. However, it is clear the proposed parking restrictions are due</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137352 Living Streets 8.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>

to the play care staff's inability to navigate the site entrance and it appears that the 'knee-jerk' solution is to impose parking restrictions. This is a problem that has not existed until recently, the consequences of which will cause the local residents to suffer for, permanently. This leaves me to question if the minibus is even suitable for the infrastructure of the play care centre? Would a slightly smaller minibus have been more appropriate? Was there any consideration paid to the suitability of operating a minibus of that size and the impact it could have on the wider community prior to its acquisition? Does the entrance simply need to be enlarged to accommodate the minibus? All of these are due diligence questions that should have been asked.

I don't want to lose sight of the underlying issue though, which is the already overwhelmed street parking for residents. Perhaps the PCC should be focusing more on addressing this issue? The 'turning head' next to the play care entrance could be deepened. This would not only eliminate the issue with site access but also free up at least 1 extra space for parking.

Alternatively, the turning circle at the bottom end of Hendwell Close could be enlarged, which would then allow residents an equal opportunity to install driveways, eliminating the parking issue all together. A few years ago, a resident of Hendwell Close was actively campaigning for this. Sadly, she fell ill and has since passed but the opportunity to make this improvement still remains.

I trust this provides enough information on the underlying issues regarding the prosed parking restrictions in Hendwell Close and reinforces without doubt why it is not the right thing to do.

Object the proposal.

Will impact my use of the community centre on hendwell close with limited parking. It's already busy as it is!

Standard Response sent:

Thank you for your recent comments towards the proposals – 2025.2137352 Living Streets 8.

Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.

	<p>You will be notified if and when the proposals will be implemented.</p> <p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137352 Living Streets 8.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>Object the proposal.</p> <p>I'm a home owner of hendwell close. I've been living at this address for 25 years .</p> <p>I very aware that parking is and has always been an issue due to the nature of the cul-de-sac of hendwell close .There is limited parking already in this street without putting double yellow lines at the end of the street .Over the years me and other neighbours have tried to get this sorted out with proposals of the grass being taken away to make way for permit parking this was turned down. We also put forward for the large grass area in front of youth centre to be turned into a large car park.giving residents on the left of hendwell close access to the back of their houses and that was turned down .this would lead to a lot off vehicles not parking in the street and surrounding area. Just putting in yellow lines is going to cause all sorts of trouble around this street if this proposal goes ahead without any thought for people living in my street .i often have to park now at the end off the road at night because i cant get near my property. Wear am i parking if this goes ahead ??? .this needs some serious thinking before doing anything. I totally understand the problems for the youth centre and H/S issues. But i've seen loads of alterations with neighbours and visitors to the street getting blocked in and cars damaged over the years some really unpleasant .please think about this carefully</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137352 Living Streets 8.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>

There has been one representation relating to Jennycliff Lane

Consultation	Comment
<p>Support the proposal.</p> <p>Very glad to see the speed limit being reduced, but I now want to see enforcement measures like average speed checks. This is a great start but we really need support in other areas like where I live on Hooe Road, it is a 30mph speed limit but no one drives at that particularly at night, a speed limit is only useful if it is enforced. Please keep pushing for this.</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137352 Living Streets 8.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>

There has been one representation relating to Lyndhurst Close and Lyndhurst Road

Consultation	Comment
<p>Support the proposal.</p> <p>I am writing in response to the proposed enforcement of double yellow lines and “No Waiting at Any Time” restrictions within Lyndhurst Close and Lyndhurst Road.</p> <p>While I fully support the introduction of double yellow lines on the bend for safety reasons, and the principle of “No Waiting at Any Time,” I have serious concerns about the wider impact of the current proposal on residents.</p> <p>Our close comprises 13 houses, yet only 4 have private driveways. The remaining 9 properties face a large green area directly in front of their homes, making it impossible to park outside or apply for planning permission for off-road parking. Of these households, one does not own a car, and the others typically have just one vehicle each, yet parking remains extremely restricted due to external pressures.</p> <p>Although garages are provided, the block contains 15 units (two owned by non-residents) and they are too small to accommodate modern family cars. For example, our garage measures 5.3m x 2.4m, rendering it impractical for everyday use. This significantly reduces available parking capacity for residents who already have limited options.</p> <p>Further compounding the issue, since these properties were developed, four properties now</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137352 Living Streets 8.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>

<p>have driveways with dropped curbs, resulting in the loss of communal parking spaces.</p> <p>Parking challenges are already severe due to:</p> <ul style="list-style-type: none">• Plymouth Argyle match days, when supporters and staff regularly park in our close.• Parents/carers of DHSG students using the close for daily drop-off and pick-up, causing congestion.• Older DHSG students parking in the close.• Residents and visitors from Lyndhurst Road using our road due to limited space of their own. <p>The removal of additional parking spaces (on the bends) will disproportionately affect residents without driveways or usable garages. There is also a real concern that severely restricting parking could negatively impact property values and make our homes less attractive to future buyers, as adequate parking is a key consideration for most households.</p> <p>I respectfully request that the council consider a more balanced approach and provide risk mitigation options to improve safety while avoiding unreasonable strain on residents who have no alternative parking options.</p> <p>Please also consider that there are several families living in Lyndhurst Close with young children. The increased congestion caused by parents and carers of DHSG during weekday afternoons (approximately 15:15–15:50) creates significant safety risks. Vehicles frequently block access and reduce visibility, making it hazardous for children, pedestrians, and pets. I can provide photographic evidence of the current congestion to illustrate the impact on both traffic flow and safety within the Close.</p> <p>Could you clarify how the council intends to enforce the 'No Waiting at Any Time' restrictions and the associated double yellow lines? Will this involve regular patrols, signage, or other enforcement measures?</p> <p>I appreciate the regular presence of a parking enforcement officer around Montpelier Primary School, which I think is an excellent approach. Could similar enforcement measures be considered for Lyndhurst Close to ensure compliance with the 'No Waiting at Any Time' restrictions and double yellow lines?</p>	
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There have been two representations relating to Randwick Park Road

Consultation	Comment
<p>Support the proposal.</p> <p>Our support is limited only to the Randwick Park Road, south side point from 10 metres east of its boundary with 15 & 17. We have not considered any other proposals related to other roads so cannot comment on, nor support or object to those. We also are not too sure on the proposal at the west side of Randwick Park Road - we have never had an issue on this junction so we don't really understand the need for changes there, but we don't live at that end so perhaps there are issues for those who live in closer proximity.</p> <p>Regarding the south side point from 10 meters east of its boundary with 15 & 17, our comments would be that these changes would be very welcome. However, they would require enforcement to be effective as we have noticed contraventions on the opposite side of the road where the existing double yellow lines have been ignored. The current parking habits do provide some traffic calming, however we feel that the new double yellows, if enforced, would provide a good balance of better visibility while retaining some roadside parking and providing a safer route for all.</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137352 Living Streets 8.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>Object the proposal.</p> <p>I am the owner of a company operating from Plymstock Road. Your proposed extension of the double yellow lines by 16 meters would come across our side entrance of our property. The side entrance is used for our deliveries, customer pick ups, loading and unloading of our installation vans.</p> <p>I am very surprised that we have not been informed by Plymouth City Council with these proposals and that no business impact study has been done. Your drawing is misleading as it shows the highlighted red line to finish short of property but 16M takes you past the existing bus stop across our entrance.</p> <p>You state this is to improve junction visibility but our shop is set well back from the pavement with good line of view on the right hand side of the junction . Turning left onto Plymstock Road is obstructed by a very large fence which is where the problem lies.</p> <p>The simple solution for this would be to move the bus stop further into Plymstock Road by a further</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2025.2137352 Living Streets 8.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>

20M which would take the pressure off the junction. This also allows our business to function as before.	
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There has been one representation relating to Valley View Close

Consultation	Comment
Object the proposal.	<p>Standard Response sent: Thank you for your recent comments towards the proposals – 2025.2137350 TRO Review 15.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>

4. RECOMMENDATION

It is recommended that all proposals are implemented as advertised.

5. LEGAL CONSIDERATIONS

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

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

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EQUALITY IMPACT ASSESSMENT – [LIVING STREETS 8]

SECTION ONE: INFORMATION ABOUT THE PROPOSAL

Author(s): The person completing the EIA template.	Holly Fitzgerald	Department and service:	Plymouth Highways, Traffic Management	Date of assessment:	05/01/2026
Lead Officer: Head of Service, Service Director, or Strategic Director.	Mike Artherton	Signature:	<i>M. Artherton</i>	Approval date:	15/01/2026
Overview:	<p>Reasons for decision:</p> <p>Valley View Close with Eggbuckland Road – Extend double yellow lines to improve junction protection and increase visibility.</p> <p>Long Ley – Add double yellow lines to improve junction protection and increase visibility.</p> <p>Bearsdown Road with Eggbuckland Road – Add double yellow lines to improve junction protection and increase visibility.</p> <p>Caernarvon Gardens with Beacon Down Avenue – Add double yellow lines to improve junction protection and increase visibility.</p> <p>Linketty Lane with Valley Road – Add double yellow lines to improve junction protection and increase visibility.</p> <p>Mudge Way – Add double yellow lines to improve road access, allow two-way traffic and encourage using the provided car parks.</p> <p>Slatelands Close – Add double yellow lines to prevent parking on narrow bend, damage to grass verge, and improve visibility.</p> <p>Hooe Hill – Extend double yellow lines to assist with Stagecoach buses turning ability.</p> <p>Randwick Park Road – Add double yellow lines to improve junction protection and increase visibility.</p> <p>Jennycliff Lane with Staddon Lane and Stamford Lane – Change of speed limit from National Speed Limit (60 mph) to 30 mph.</p> <p>Boulter Close with Hessary Drive – Add double yellow lines to improve junction protection and increase visibility.</p> <p>Hendwell Close – Add double yellow lines within the turning head to improve access for Play Care Centre.</p> <p>Tamerton Foliot Road with Coombe Lane – Extend double yellow lines to improve visibility.</p> <p>Flamsteed Crescent – Add School Keep Clear markings to improve the safety of school children, allow pedestrian access and prevent parking.</p>				
Decision required:	THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER)				

	<p>NO. 2025.2137352 – LIVING STREETS 8) ORDER & THE CITY OF PLYMOUTH (TRAFFIC MOVEMENT AND SPEED LIMIT REGULATIONS) (AMENDMENT ORDER No. 2025.2137352 LIVING STREETS 8) ORDER</p> <p>This report seeks delegated authority to implement amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004 & The City of Plymouth (Traffic Movement and Speed Limit Regulations) (Consolidation) Order 2022 in association with the Living Streets 8 Traffic Regulation Order. The effect of the order shall be to:</p> <p>I. Add/Amend Parking Restrictions on lengths of the following roads:</p> <p>Access Road to Plympton Health Centre, Beacon Down Avenue, Bearsdown Road, Boulter Close, Caernarvon Gardens, Coombe Lane, Efford Road, Eggbuckland Road, Flamsteed Crescent, Hendwell Close, Hessary Drive, Hooe Hill, Linketty Lane, Long Ley, Randwick Park Road, Slatelands Close, Tamerton Foliot Road, Valley Road, Valey View Close.</p> <p>It is recommended that all proposals are implemented as advertised.</p>
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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	√
Potential internal impacts: Does the proposal have the potential to negatively impact Plymouth City Council employees?	Yes	No	√
Is a full Equality Impact Assessment required? (if you have answered yes to either of the questions above then a full impact assessment is required and you must complete section three)	Yes	No	√
If you do not agree that a full equality impact assessment is required, please set out your justification for why not.		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
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>	No adverse impact anticipated		

Care experienced individuals (Note that as per the Independent Review of Children's Social Care recommendations, Plymouth City Council is treating care experience as though it is a protected characteristic).	<p>It is estimated that 26 per cent of the homeless population in the UK have care experience. In Plymouth there are currently 7 per cent of care leavers open to the service (6 per cent aged 18-20 and 12 per cent of those aged 21+) who are in unsuitable accommodation.</p> <p>The Care Review reported that 41 per cent of 19-21 year old care leavers are not in education, employment or training (NEET) compared to 12 per cent of all other young people in the same age group.</p> <p>In Plymouth there are currently 50 per cent of care leavers aged 18-21 Not in Education Training or Employment (54 per cent of all those care leavers aged 18-24 who are open to the service).</p> <p>There are currently 195 care leavers aged 18 to 20 (statutory service) and 58 aged 21 to 24 (extended offer). There are more care leavers aged 21 to 24 who could return for support from services if they wished to.</p>	No adverse impact anticipated		
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>	No adverse impact anticipated		

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

Race	<p>In 2021, 94.9 per cent of Plymouth's population identified their ethnicity as White, 2.3 per cent as Asian and 1.1 per cent as Black (2021 Census)</p> <p>People with a mixed ethnic background comprised 1.8 per cent of the population. 1 per cent of the population use a different term to describe their ethnicity (2021 Census)</p> <p>92.7 per cent of residents speak English as their main language. 2021 Census data shows that after English, Polish, Romanian, Chinese, Portuguese, and Arabic are the most spoken languages in Plymouth (2021 Census).</p>	No adverse impact anticipated		
Religion or belief	<p>48.9 per cent of the Plymouth population stated they had no religion. 42.5 per cent of the population identified as Christian (2021 Census).</p> <p>Those who identified as Muslim account for 1.3 per cent of Plymouth's population while Hindu, Buddhist, Jewish or Sikh combined totalled less than 1 per cent (2021 Census).</p>	No adverse impact anticipated		
Sex	51 per cent of our population are women and 49 per cent are men (2021 Census).	No adverse impact anticipated		
Sexual orientation	88.95 per cent of residents aged 16 years and over in Plymouth describe their sexual orientation as straight or heterosexual. 2.06 per cent describe their sexuality as bisexual, 1.97 per cent of people describe their sexual orientation as gay or lesbian. 0.42 per cent of residents describe their sexual orientation using a different term (2021 Census).	No adverse impact anticipated		

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
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 	No adverse impact anticipated		
Give specific consideration to care experienced people to improve their life outcomes, including access to training, employment and housing.	No adverse impact anticipated		
Build and develop a diverse workforce that represents the community and citizens it serves.	No adverse impact anticipated		
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 adverse impact anticipated		

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EXECUTIVE DECISION

made by a Council Officer



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

Executive Decision Reference Number – COD18 25/26

Decision	
1	Title of decision: Contract Award: Construction of the Colesdown Hill Underbridge Walking and Cycling Route
2	Decision maker: Paul Barnard, Service Director Strategic Planning & Infrastructure
3	Report author and contact details: Jim Woffenden E: jim.woffenden@plymouth.gov.uk
4a	<p>Decision to be taken:</p> <ol style="list-style-type: none"> 1. To approve the award of the contract for the construction of the Colesdown Hill Underbridge walking and cycling route to South West Highways for a total value of £3,874,172.15; 2. To approve any contract variations up to the maximum value of the contingency allowance set out within the Procurement Decision Report – Part II, provided the variations do not alter the overall nature of the contract.
4b	<p>Reference number of original executive decision or date of original committee meeting where delegation was made:</p> <p>L39 22/23 Decision - Urgent Decision - Walking, Wheeling and Cycling Funds - Modern Council Decision - L31 23/24 Eastern Corridor SCN Colesdown Hill Underbridge - Modern Council Decision - L41 24/25 Colesdown Hill Underbridge Walking and Cycling Route - Modern Council Decision - L14 25/26 - Colesdown Hill Underbridgr Walking and Cycling Route Business Case Change Request - Modern Council</p>
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.
6	Alternative options considered and rejected:

	<p>1. Do Nothing – without a construction contract being awarded the project cannot be delivered.</p> <p>2. Utilising the other alternative options (outlined in the Part II document Procurement Decision Record ie: (i) a Predetermined Framework or (ii) Invitation to Tender) would add delay to any appointment, thereby impacting on the delivery timescale of the works. They also do not have all the benefits offered by use of the TMC.</p>													
7	<p>Financial implications and risks:</p> <p>Cost escalation was identified as a risk in the business case, and additional Section 106 funding has been secured, and the capital budget for this scheme now stands at £6,227,614.04.</p> <p>The risk of cost increases through compensation events during construction remains and so following a quantified risk management workshop involving the client, contract manager and contractor, a risk contingency has been included on top of the construction budget.</p> <p>The scheme is externally funded by grant funding from Department for Transport's Active Travel Fund and Sherford major transport works Section 106.</p>													
8	<p>Legal Implications and risks: (for completion by Legal Officers)</p> <p>The proposed works have been procured in accordance with all relevant legislative requirements and in line with the council's Contract Standing Orders as set out in the council's constitution.</p> <p>The Highways Term Maintenance Contract provides a lawful, pre-procured route through which these works can be commissioned.</p> <p>Any variations instructed must remain within the approved contingency and comply with Regulation 72 of the Public Contracts Regulations 2015, ensuring that modifications do not alter the overall nature of the contract.</p> <p>All necessary land access arrangements, planning permissions and statutory consents must be secured prior to works commencing.</p>													
9a	<p>Is the decision a Key Decision? (please contact Democratic Support for further advice)</p>	<table border="1"> <thead> <tr> <th>Yes</th> <th>No</th> <th>Per the Constitution, a key decision is one which:</th> </tr> </thead> <tbody> <tr> <td>X</td> <td></td> <td>in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total</td> </tr> <tr> <td></td> <td>X</td> <td>in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1million, anually</td> </tr> <tr> <td></td> <td>X</td> <td>is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.</td> </tr> </tbody> </table>	Yes	No	Per the Constitution, a key decision is one which:	X		in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total		X	in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1million , anually		X	is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.
Yes	No	Per the Constitution, a key decision is one which:												
X		in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total												
	X	in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1million , anually												
	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.												
9b	If yes, date of publication of the notice in the Forward Plan of Key Decisions	04 November 2025												
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:	<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</p>												

		<p>planning, delivering a strategic approach to transport based upon the following key principles:</p> <ol style="list-style-type: none"> I. 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>
11	Please specify any direct environmental implications of the decision (carbon impact)	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.

Urgent decisions

12a	Is the decision urgent and to be implemented immediately in the interests of the Council or the public?	Yes		(If yes, please contact Democratic Support for advice)
		No	X	(If no, go to section 13a)
12b	Reason for urgency:			
12c	Scrutiny Chair signature:			Date
	Scrutiny Committee name:			

Print Name:				
Consultation				
13a	Which Cabinet Member's portfolio does this decision relate to?	Councillor John Stephens, Cabinet Member for Strategic Planning and Transport		
13b	Date Cabinet Member consulted	11 December 2025		
13c	Are any other Cabinet members' portfolios affected by the decision?	Yes		
		No	X	(If no go to section 14)
13d	Which other Cabinet member's portfolio is affected by the decision?			
13e	Date other Cabinet member(s) consulted			
14	Has any Cabinet member declared a conflict of interest in relation to the decision?	Yes		If yes, please discuss with the Monitoring Officer
		No	X	
15	Which Corporate Management Team member has been consulted?	Name	Glenn Caplin-Grey	
		Job title	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)	JS67 25/26	
		Finance (mandatory)	OW.25.26.119	
		Legal (mandatory)	LS/00001312/4/AC/26/1/26	
		Human Resources (if applicable)	N/A	
		Corporate property (if applicable)	N/A	
		Procurement (if applicable)	SN/PS/816/ED/0126	
Appendices				
17	Ref.	Title of appendix		
	A	Briefing report Colesdown Underbridge		
	B	Equalities Impact Assessment		
	C	Climate Impact Assessment		
	D	Procurement Decision Record		

Confidential/exempt information									
18a	Do you need to include any confidential/exempt information?	Yes	<input checked="" type="checkbox"/>	If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for publication by virtue of Part 1 of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in 18b below.					
		No							
		Exemption Paragraph Number							
		1	2	3	4	5	6	7	
18b	Confidential/exempt briefing report title: D – Procurement Decision Record			<input checked="" type="checkbox"/>					
Background Papers									
19	Please list all unpublished, background papers relevant to the decision in the table below. Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part 1 of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.								
Title of background paper(s)			Exemption Paragraph Number						
			1	2	3	4	5	6	7
Council Officer Signature									
20	I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act and those who do not. For further details please see the EIA attached.								
Signature			Date of decision	29.01.2026					
Print Name	Paul Barnard (Strategic Director, Strategic Planning & Infrastructure)								

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CONTRACT AWARD FOR CONSTRUCTION OF THE COLESDOWN UNDERBRIDGE

Walking and Cycling Route



I. EXECUTIVE SUMMARY

- 1.1. We have been developing the design for an extension to the existing path which concluded at West of Colesdown Hill with steps. This extension will connect to the existing path, burrow underneath Colesdown Hill and reconnect at Elburton Road, and provide a fully accessible path.
- 1.2. The design for Construction has now been finalised and issued, and following the procurement sourcing strategy we intend to utilise the Highways Terms Maintenance Contract (TMC) through **South West Highways**. Their tender submission has been evaluated and negotiated, and we can now Award the Contract to them.
- 1.3. The contract sum for this project is **£3,874,172.15**.
- 1.4. The risk of cost increases through compensation events during construction remains and so following a quantified risk management workshop involving the client, contract manager and contractor, a risk contingency has been included on top of the construction budget. The scheme is externally funded by grant funding from Department for Transport's Active Travel Fund and Sherford major transport works Section 106.

2. BACKGROUND

This contract award relates to the continuation of the construction of the walking and cycling path, which will complete a fully accessible 3km length of high-quality walking and cycling route that stretches back to Laira Rail Bridge and beyond, whilst also provides a much needed crossing of Elburton Road.

This extension will connect to the existing path from West of Colesdown Hill, passing under Colesdown Hill, across the Holcim Aggregates site and then crossing Elburton Road.

3. PROCUREMENT PROCESS

The sourcing strategy we considered for this scheme was:

1. **Term Maintenance Contract (TMC)**, works delivered by South West Highways
2. **Utilisation of a pre-determined framework agreement** (eg SCAPE, Hampshire GEN 5; CCS; NHS; Pagabo; Procure Partnerships etc)
3. **PCC owned procurement exercise** – Invitation to Tender (advertised or non-advertised)

The recommended procurement route is to utilise the TMC contract with SWH for the reasons outlined in the Procurement Decision Record – Part II.

The alternative options to employing the TMC, as mentioned above, would add delay to any appointment, thereby impacting on the delivery timescale of the works. They also do not have all the benefits offered by use of the TMC.

4. FINANCIAL IMPLICATIONS AND RISK

The target sum for this project is **£3,874,172.15** (excl VAT).

This contract funding is met by the already approved capital budget of **£6,227,614.04**

This is made up from external grant funding and Section 106

We have introduced a construction contingency to cover any contract variations up to the maximum value, defined in the Procurement Decision Report – Part II.

5. RECOMMENDATIONS

- 5.1. To approve the award of the contract for the walking and cycling route to South West Highways for a total value of £3,874,172.15, and we will hold a contingency for any contract variations.
- 5.2. To approve any contract variations up to the maximum value of the contingency allowance set out within the Procurement Decision Report – Part II, provided the variations do not alter the overall nature of the contract.

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:	1. To approve the award of the contract for the construction of the Colesdown Hill Underbridge walking and cycling route to South West Highways for a total value of £3,874,172.15 2. To approve any contract variations up to the maximum value of the contingency allowance set out within the Procurement Decision Report – Part II, provided the variations do not alter the overall nature of the contract.				

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)	<input type="checkbox"/> Yes	<input type="checkbox"/> 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 (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>			

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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	51 per cent of our population are women and 49 per cent are men (2021 Census).			
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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

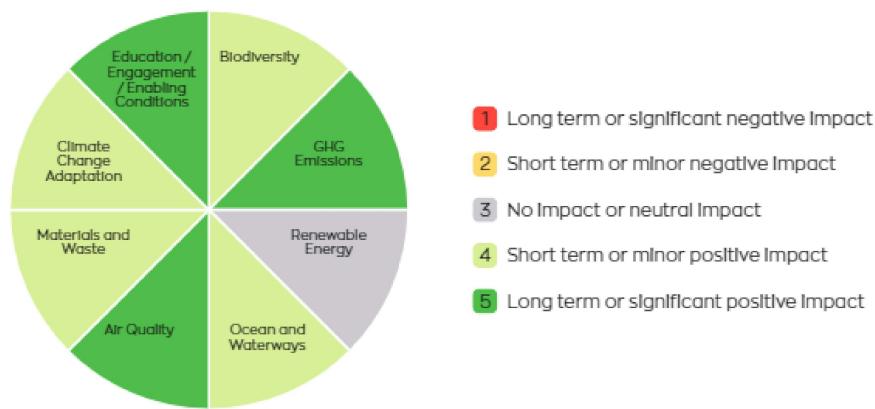
Assessment author

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 roadconstruction 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.

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

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