



**Democratic Support**

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#coopscrutiny

## CO-OPERATIVE SCRUTINY BOARD

Wednesday 23 December 2015  
4.00 pm  
Council House (Next to the Civic Centre)

**Members:**

Councillor James, Chair

Councillor Mrs Aspinall, Vice Chair.

Councillors Mrs Beer, Bowie, Mrs Bowyer, Sam Davey, Hendy (substitute for Councillor Mrs Murphy), Jordan, Ricketts, Storer and Kate Taylor.

Members are invited to attend the above meeting to consider the items of business overleaf.

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**Tracey Lee**

Chief Executive

# **CO-OPERATIVE SCRUTINY BOARD**

## **AGENDA**

### **PART I – PUBLIC MEETING**

#### **1. APOLOGIES**

To receive apologies for non-attendance submitted by Co-operative Scrutiny Board Members.

#### **2. DECLARATION OF INTEREST**

Members will be asked to make any declarations of interest in respect of items on this agenda.

#### **3. CHAIR'S URGENT BUSINESS**

To receive reports on business which, in the opinion of the Chair, should be brought forward for urgent consideration.

#### **4. CALL-IN: THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT NO. 2014.1636344 - CENTRAL PARK AVENUE) ORDER 2014 & THE CITY OF PLYMOUTH (MOVING TRAFFIC REGULATION ORDERS) (AMENDMENT NO. 2014.1636344 - SUTHERLAND ROAD, RESTORMEL ROAD) ORDER 2014** (Pages 1 - 22)

The Co-operative Scrutiny Board will consider the decision called in by Councillors Ricketts, Mrs Pengelly and Ball.

#### **5. EXEMPT BUSINESS**

To consider passing a resolution under Section 100A (4) of the Local Government Act 1972 to exclude the press and public from the meeting for the following item(s) of business on the grounds that it/they involve the likely disclosure of exempt information as defined in paragraph of Part I of Schedule 12A of the Act, as amended by the Freedom of Information Act 2000.

### **PART II (PRIVATE MEETING)**

## **AGENDA**

### **MEMBERS OF THE PUBLIC TO NOTE**

that under the law, the Board is entitled to consider certain items in private. Members of the public will be asked to leave the meeting when such items are discussed.

NIL.



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# Co-operative Scrutiny Board

Call In – Procedure to be Followed in the Meeting



1. Once the Chair has opened the meeting and any previous business on the agenda been dealt with, the Members who called in the decision will be asked to explain why they have done so and what they feel should be reviewed.

**The Members making the call-in shall be allowed up to 15 minutes in total to present their case.** It shall be up to them to determine how they wish to use their time, they may ask one speaker to speak or share the time among several speakers as they see fit.

2. **15 minutes shall be allowed to respond on behalf of the decision maker(s).** It shall be up to them to decide how to use this allocation. The relevant Cabinet Member, or a senior officer, may make the presentation or they may divide the time between several speakers as they see fit.
3. **After each presentation, Members may ask questions to clarify any points made by the speakers** (although the speakers will not have an opportunity to cross-examine one another).
4. The Board will then discuss the matter. **Members may ask further questions of the Members making the call in or the decision makers during the debate. The Members making the call in and the decision maker will not normally speak during the debate, except to answer questions.**
5. When the Chair considers that the matter has been debated for a reasonable length of time, the decision maker will be offered the opportunity to make any final comments on the matter. **One of the Members making the call in will also be offered the opportunity to sum up. Each side will be allowed five minutes for this purpose.**

**6. The matter will then move to the vote –**

- 6.1 The first issue to consider is whether to confirm that the decision should be implemented (the decision can then be acted on immediately) –

**If Members vote YES at this stage, the call in is ended (the matter will not be referred back).**

- 6.2 The second issue to consider is whether the matter is within or outside of the budget –

**If the decision is not outside of the budget, Board can decide to –**

- support the decision which can then be acted on immediately, or
- send the decision back with its comments to the decision maker (ie Cabinet), who will then take a final decision

**If the decision is outside the budget, it will go as a recommendation to the next ordinary meeting of the Council, along with any comments from the Board.**

- 6.3 If Members vote in favour of referring the matter for reconsideration, they must vote on the following matters –

**Where to refer the matter –**

Members must decide whether the decision should be referred back for reconsideration directly to the original decision maker (ie Cabinet), or to refer the matter to City Council to consider the call in.

The Chair will ask Members to vote in favour of either –

- **Refer the matter directly back to the original decision maker (Cabinet)**

**OR**

- **Refer to the City Council to consider the call-in**

If referred back to the decision maker(s), the Chair will confirm the Board's comments for the referral back to Cabinet.

# CALL-IN REQUEST FORM



**PLYMOUTH**  
CITY COUNCIL

<b>Decision to be called in</b>	THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT No. 2014.1636344 – CENTRAL PARK AVENUE) ORDER 2014 & THE CITY OF PLYMOUTH (MOVING TRAFFIC REGULATION ORDERS) (AMENDMENT No. 2014.1636344 – SUTHERLAND ROAD, RESTORMEL ROAD) ORDER 2014
<b>Decision made by:</b>	Councillor Brian Vincent, Cabinet Member for Street Scene
<b>Date decision was made</b>	30.11.15
<b>Are you calling the decision in because you believe it to be outside of the Budget or Policy Framework</b>	No
<b>Reasons for the Call-In</b>	<p><input type="checkbox"/> The decision maker failed to consider alternative courses of action The action should be no action.</p> <p><input type="checkbox"/> The decision taker failed to take into account relevant factors This call in is in relation to the no- turn sign into Restormel road on Sutherland road.</p> <p>The cost estimates of the works on Restormel Road, Sutherland Road and Maple Grove for the cost of the footway widenings, dropped kerbs, related resurfacing and tactiles and so on is approximately £73,000.</p> <p>The cost of the necessary resurfacing works in this area is expected to be approximately £23,000.</p> <p>This no-turn will cause gridlock on the Houndiscombe rd/North Road East traffic lights. The junction is already gridlocked at various points in the day and this will only make it worse. The extra University outlets on the campus have caused extra pressure on the road junction. People could also use the back road of Sutherland road and Restormel road and this will create many traffic/safety issues.</p> <p>This proposal needs to be removed from this decision notice.</p> <p>-----</p> <p>There is confusion as to whether this is an approval of the overall proposed cycle scheme in relation to East Park Avenue and the 'give way' system on central park avenue near Holdsworth street.</p> <p>See example emails below from local residents</p> <p>Hi Steve</p>

I have no problems with speed humps in Central Park Avenue, however, I cannot see the reason for them as, to my knowledge, there is no problem with speeding and very few accidents for such a busy road, especially at commuter time.

It would be an expense that would be better spent elsewhere.

The concern I do have is the proposal of a 'Give Way' system between the bottom of Holdsworth Street and the roundabout.

Resident on Central Park Avenue

Hi Steve,

Is it still possible to register a protest regarding the one way system proposed for Restormal Road...if not would you be so kind and pass on this mail to the relevant authority I really am not happy with a one way sysmtem.

Many thanks

Resident on central park avenue

Dear Cllr. Rickets

Regarding the cycle paths being considered for this area decision no.1 is not clear. Surely it does not mean what it says----only cycles on Restormal Rd. I suppose they are referring to the short stretch of road running parallel to the railway lines between Restormal Road and Sutherland Road. Considering the large number of cars using that way and the small number of bicycles it seems a terrible waste of money and a total inconvenience to the public. Why Oh why when money is in such short supply does it have to be wasted in this way?????

Thank you for keeping us informed.



Sincerely,

Resident in Derry Avenue

**Signatures** To be valid **THREE** Members must support the request. All three Members should sign the form *OR* all three Members should email the Democratic Support Section ([democratic.support@plymouth.gov.uk](mailto:democratic.support@plymouth.gov.uk)) expressing their support for the call-in. In this case, the form should be completed and attached to all of the e-mails.

**Signatures of THREE Members**



Name	Signature
1. Cllr Steven Ricketts	
2. Cllr Mrs Pengelly	Diana Pengelly
3. Cllr Richard Ball	

Contact Details:	
Name of councillor to be contacted if there are any difficulties or questions.	Cllr Steven Ricketts

**Notice of call-in for non-urgent decisions –**

**(i) must be received in the Democratic Support Section by 4.30 p.m. on the fifth working day after Members have been notified that the decision has been made;**

**(ii) can be submitted to the Democratic Support Section or by using the on-line form which should be emailed to [democratic.support@plymouth.gov.uk](mailto:democratic.support@plymouth.gov.uk)**

**Notes**

**1. Timescale for Call-in**

The call-in must be made by 4.30 p.m. on the 5<sup>th</sup> working day after Members have been notified that the decision has been made. In the case of Cabinet decisions the decision list, which is circulated on the Friday after Cabinet meetings, will say when the period for calling in those decisions expires.

**2. Which decisions can be called in?**

Only executive decisions can be called in. In practice this means:

- Decisions taken by the Cabinet
- Decisions taken by Cabinet Members
- Executive decisions made under joint arrangements, for example Tamar Bridge and Torpoint Ferry Joint Committee

If you are unsure about whether a decision can be called in you should seek advice from the Head of Legal Services or the Democratic and Member Support Manager.

**3. Are there decisions that cannot be called In?**

Yes. There are some decisions that cannot be called in. These include:

- Decisions made by the City Council

- Decisions made by non-executive committees such as the Planning Committee, Licensing Committee etc.
- Executive, non key decisions made by officers
- Decisions made by officers acting under delegation from a non-executive committee e.g. planning decisions made by officers.
- Appeals Panel decisions
- Decisions which have already been called in once

*(Note: A decision modified becomes a new decision and, therefore, available for possible call-in).*

- Urgent decisions (except that a request can be made to the Co-operative Scrutiny Board for 'post decision' scrutiny).
- Officer decisions

#### 4. **How do I make a Call-In request?**

Use the call-in request form. You must ensure that you complete the form.

- Be clear about which decision you wish to call-in
- Give as much information as possible about your reasons for calling the decision in. This will ensure that when the call-in is considered your concerns will be discussed.
- Once you have filled in the form you must have the necessary support from two other Members.
- The Members supporting the request must either:
  - sign the form or
  - send an e mail supporting the request to the Democratic Support Section ([democratic.support@plymouth.gov.uk](mailto:democratic.support@plymouth.gov.uk))
- This must be done before the end of the call-in period.
- If you are using email, complete the form and email it to the Members you are asking for support. Ask them to send an e mail to the Democratic Support Section ([democratic.support@plymouth.gov.uk](mailto:democratic.support@plymouth.gov.uk)) with a copy of the form attached and confirm that they are supporting the call-in request.

#### 5. **Call-in of decisions outside the budget or the policy framework**

This is a slightly different procedure. If you believe that a particular executive decision is outside of the Budget or Policy Framework, which has been agreed by Council, you can call it in. The procedure for making the call-in is the same but you must state on the form that it is being called in because you believe it to be outside the budget or the policy framework. You should state the reasons why you believe this to be the case in the reasons for making the call-in. Although the procedure for making the call-in request is similar, this is a different type of call-in and the procedure once the call-in has been made is different.

# EXECUTIVE DECISION

made by a **Cabinet Member**



**PLYMOUTH**  
CITY COUNCIL

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

Executive Decision Reference Number – S25 15/16

Decision	
1	<b>Title of decision:</b> THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT No. 2014.1636344 – CENTRAL PARK AVENUE) ORDER 2014 & THE CITY OF PLYMOUTH (MOVING TRAFFIC REGULATION ORDERS) (AMENDMENT No. 2014.1636344 – SUTHERLAND ROAD, RESTORMEL ROAD) ORDER 2014
2	<b>Decision maker (Cabinet Member):</b> Councillor Brian Vincent, Cabinet Member for Street Scene
3	<b>Report author and contact details:</b> Jim Woffenden, Transport Planning Officer Tel: 01752 307712 Email: jim.woffenden@plymouth.gov.uk
4	<b>Decision to be taken:</b> To approve the introduction of:- 1. 'No entry except cycles' on Restormel Road. 2. 'No Waiting at Any Time' restrictions on a length of Central Park Avenue of approximately 27 m. 3. Three new road humps on Central Park Avenue outside house numbers 22 and 23; 10 and 11; and at the entrance to the Creative Court depot.
5	<b>Reasons for decision:</b> Please refer to background paper for reasons for the decision, including details of consultation that has been carried out.
6	<b>Alternative options considered and rejected:</b> The Local Transport Plan, unanimously adopted by Full Council in April 2011, commits Plymouth City Council to developing Plymouth's cycle network as well as improving facilities for pedestrians and those with mobility impairments.  Other options have been considered to improve connectivity for pedestrians and cyclists between the north of Plymouth and Plymouth Rail Station. These include a pedestrian and cycle bridge from Plymouth Rail Station to Central Park which is indicated on Plymouth's strategic cycle network but is not feasible within the budgets and timescales of this project. The longer term feasibility of a pedestrian and cycle bridge is not yet clear. Similarly, improvements for pedestrians and cyclists to Saltash Road and Pennycomequick roundabout have been considered, but again are not feasible within the budgets available, nor would these works deliver a scheme which is suitable for less confident cyclists, in contrast to the proposed Access to Stations scheme, which the three elements described above are a key part of.

	Consideration has been given to implementing the Access to Stations scheme without the three measures outlined above. However, this would reduce the effectiveness of the scheme in improving the route for pedestrians and cyclists, thus reducing the number of expected additional walking and cycling trips.		
7	<b>Financial implications:</b> The cost of implementing these proposals is contained within the capital budget for the Local Sustainable Transport Fund 2 Access to Stations scheme; and the DfT Maintenance Challenge Fund programme. Both of these projects are part of the approved capital programme.		
8	<b>Is the decision a Key Decision?</b> <b>(Contact Gemma Pearce, Democratic Support, 398443 for further advice)</b>	<b>Yes</b>	
		<b>No</b>	
		X	results in the Council spending or raising annual income by more than £500,000 (or more than £2,000,000 if that is the total cost of a contract award)?
		X	results in the Council saving more than £1,000,000?
		X	results in the Council saving less than £1,000,000 and the saving will have a material impact upon service provision such as a significant change or a cessation of service delivery and associated staff redundancies or a significant impact on customers?
		X	has a significant impact on communities living or working in two or more wards?
<b>If yes, date of publication of the notice in the Forward Plan</b>			
9	<b>Please specify how this decision is linked to the Council's corporate plan 2013/14 to 2016/17 and/or the policy framework and/or the revenue/capital budget:</b>	<p>This project will help deliver a north-south link which is largely identified within the strategic cycle network <a href="http://www.plymouth.gov.uk/strategiccyclenetwork.pdf">www.plymouth.gov.uk/strategiccyclenetwork.pdf</a> which was adopted by Full Council as part of the Local Transport Plan. By increasing levels of cycling this scheme can be expected to contribute significantly to the LTP and Corporate Plan objectives by increasing physical activity; improving equality of access; helping to address congestion; and reducing transport related carbon emissions.</p> <p>With respect to the Corporate Plan this project supports Plymouth's efforts to reduce the City's carbon footprint through encouraging and enabling more trips to be made by bike and on foot. In doing so the scheme also helps children, young people and adults feel safe and confident in their communities through providing facilities for less confident cyclists.</p>	

<b>Urgent decisions</b>			
<b>10</b>	<b>Is the decision urgent and to be implemented immediately in the interests of the Council or the public?</b>	<b>Yes</b>	(If yes, the Lead Scrutiny Officer must be consulted before approaching the Chair of the Cooperative Scrutiny Board. Ensure that the Chair signs the report at section 11a and that section 11b is completed <u>after</u> the sign off codes in Section 17 are completed)
		<b>No</b>	✓ (If no, go to section 12)
<b>11a</b>	<b>Signature</b>		<b>Date</b>
	<b>Print Name</b>		
<b>11b</b>	<b>Reason for urgency:</b>		
<b>Consultation</b>			
<b>12</b>	<b>Are any other Cabinet members' portfolios affected by the decision?</b>	<b>Yes</b>	(If yes, go to sections 13 and 14)
		<b>No</b>	✓ (If no, go to section 15)
<b>13</b>	<b>Which other Cabinet member's portfolio is affected by the decision?</b>	N/A	
<b>14</b>	<b>Please confirm that you have consulted this Cabinet member</b>	<b>Yes</b>	(No is not an option)
<b>15</b>	<b>Has this Cabinet member declared a conflict of interest?</b>	<b>Yes</b>	N/A
		<b>No</b>	
<b>16</b>	<b>Which Corporate Management Team member has been consulted?</b>	<b>Name and title</b>	Anthony Payne, Strategic Director for Place
<b>17</b>	<b>Please include the sign off codes from the relevant departments consulted:</b>	<b>Democratic Support (mandatory)</b>	DSO69 15/16
		<b>Finance (mandatory)</b>	SGPlace1516010.27115
		<b>Legal (mandatory)</b>	JAR/22084/Feb15
		<b>Human Resources</b>	
		<b>Assets</b>	
		<b>IT</b>	
		<b>Procurement</b>	

**Other Information**

**18** An Equalities Impact Assessment should be attached to the report **(Please attach the EIA to this report)**

**Briefing report**

**19** Is the briefing report attached? **Yes**  **(No is not an option)**

List (and include a hyper link to) published work/information used to prepare the report.

The scheme webpage: [www.plymouth.gov.uk/stationtocentralpark](http://www.plymouth.gov.uk/stationtocentralpark) includes background information on the project and the 'Plymouth Rail Station to Central Park Walking and Cycling Improvements, Consultation Report' Local Transport Plan 2011-2026 [www.plymouth.gov.uk/ltp](http://www.plymouth.gov.uk/ltp)

Do you need to include any confidential/exempt information?

No

**Exemption Paragraph Number**

1	2	3	4	5	6	7

**Confidential/exempt briefing report title**


**Background Papers**

**20** Please list all background papers relevant to the decision in the table below.  
Background papers are unpublished 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. A folder or a file should not be cited as a background paper, though individual items within the folder or file may be. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.

Title	Part I	Part II	Exemption Paragraph Number							
			1	2	3	4	5	6	7	
20140625 – Stn to Ctrl Pk TRO Request Form v1 complete.pdf 28TH JULY 2014	<input checked="" type="checkbox"/>									

**Cabinet Member Signature**

21 I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan and Medium Term Financial Plan.

<b>Signature</b>		<b>Date of decision</b>	30/11/15
<b>Print Name</b>	B. VINCENT		

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# PLYMOUTH RAIL STATION TO CENTRAL PARK

Background paper accompanying the delegation report



## 1. INTRODUCTION

This report seeks delegated authority to implement amendments to The City of Plymouth (Moving Traffic Regulation Orders) (Consolidation) Order 2014 and The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2014 in association with the Plymouth Station to Central Park scheme largely identified as part of the Strategic Cycle Network [www.plymouth.gov.uk/strategiccyclenetwork.pdf](http://www.plymouth.gov.uk/strategiccyclenetwork.pdf)

The statutory consultation period ran from August 18, 2014 to September 9, 2014. Substantial wider consultation on the overall scheme was also carried out from August 4, 2014 to September 9, 2014. Full details of the statutory and wider consultation can be found in 'Plymouth Rail Station to Central Park walking and cycling improvements Consultation Report, November 2015'. The consultation report also contains details of the scheme that was consulted on. Following the public consultation, there has been a careful consideration of the scheme proposals.

## 2. TRAFFIC REGULATION ORDERS REQUIRED

The elements of the scheme requiring Traffic Regulation Orders are as follows:

- To add 'no entry except cycles' on Restormel Road
- To add 'no waiting at any time' restrictions on parts of Central Park Avenue

The scheme also includes:

- A raised plateau junction with crossing facilities on Central Park Avenue at the junction with Dale Road to slow traffic and help pedestrians and cyclists cross the road and improve safety; and
- Two flattop road humps to reduce speeds on Central Park Avenue.

## 3. REASONS FOR THE REQUIRED TRAFFIC REGULATION ORDERS

### 3.1 'No Entry except Cycles' prohibiting vehicles travelling from Sutherland Road into Restormel Road

On-site assessments have identified that the number of motor vehicles travelling from Sutherland Road into Restormel Road are likely to discourage cyclists on this route which is identified as part of the strategic cycle network, adopted by Full Council as part of the Local Transport Plan in 2011. In addition, the numbers of vehicles are likely to make this route less attractive for pedestrians. Counts carried out between 8 AM and 9 AM on April 29, 2014 indicate that numbers of pedestrians and cyclists using Restormel Road, and therefore benefiting from this proposal, are comparable with the numbers of motor vehicle drivers and passengers which will be diverted by this prohibition. In addition, it is expected that these proposals, as part of a wider programme of measures to enable increased numbers of walking

and cycling trips, will lead to additional cyclists in particular, but also pedestrians, on this route. Further counts carried out on September 30 2014 indicate that between 7 AM and 7 PM there are substantially more pedestrians and cyclists on this route that will benefit from this element of the proposals than car drivers and passengers that will be diverted. The safety and suitability of the possible alternative routes for motor vehicles have been considered by the scheme designer, and are viewed as acceptable. Impacts on the wider network have also carefully been considered.

### **3.2 No Waiting at Any Time on a length of Central Park Avenue**

Additional parking restrictions removing approximately six informal parking spaces are required on Central Park Avenue to enable an island to be installed with a give way feature for northbound vehicles, and keep clear markings. The parking restrictions apply to a length of Central Park Avenue of approximately 27 m. The island is intended to reduce the speeds of vehicles approaching the raised table crossing point at the junction with Dale Road, and so improve safety. The provision of features to reduce speeds on the approach to the raised table crossing point is in line with Department for Transport design guidance.

### **3.3 Road humps**

The cycle route which has been consulted on is routed along Central Park Avenue and current traffic speeds make this route inappropriate for less confident cyclists; speeds exceeding 30 mph have been recorded. Less confident cyclists are expected to use the proposed off road facility on the west side of Central Park Avenue but will need to cross Central Park Avenue to reach this facility. It is anticipated that a proportion of more confident cyclists will continue to use the road.

Through reducing vehicle speeds, road humps can be expected to improve actual and perceived safety for pedestrians and cyclists crossing Central Park Avenue and cyclists using the carriageway. The proposed raised table at the junction with Dale Road, also classified as a road hump and so covered by this decision, is likely to be a key crossing point for cyclists in particular, but the measures can be expected to make crossing Central Park Avenue generally safer and easier along the affected stretch of road. Younger and older residents and visitors and those with mobility and other impairments will especially benefit in this respect.

## **4. CONSULTATION**

Statutory and extensive additional non-statutory consultation, including the delivery of 1500 leaflets to households in the area, has been carried out. The non-statutory consultation on the wider scheme, but including the required Traffic Regulation Orders, ran between August 18 and September 9. The statutory consultation for the required traffic regulation orders ran between August 18 and September 9. Full details of the consultation process that was followed are included in the 'Plymouth Rail Station to Central Park Walking and Cycling improvements Consultation Report, November 2015'. All responses received have been in response to the wider consultation rather than the statutory consultation.

### **4.1 'No Entry except cycles'**

The 'No Entry except cycles' was advertised on street, in the Herald and on the Plymouth City Council website on 18<sup>th</sup> of August, 2014. It was sent to the Councillors of the affected ward and statutory consultees on 14<sup>th</sup> August 2014.

All responses received were in response to the non-statutory wider consultation. The responses to this element of the proposals in the wider public consultation are summarised below:

Scheme element	<u>Support</u>	<u>Support with amendments</u>	<u>Oppose</u>	<u>No clear view expressed</u>
No entry sign from Sutherland Road onto Restormel Road (except for cyclists), which will give more space to pedestrians and cyclists, reducing conflict with motor vehicles	<b>49</b> <b>(56%)</b>	<b>5</b> <b>(6%)</b>	<b>33</b> <b>(38%)</b>	<b>24</b>

#### **4.2 No Waiting at Any Time**

The ‘No Waiting at Any Time’ restrictions on a length of Central Park Avenue proposal was advertised on street, in the Herald and on the PCC website on 18<sup>th</sup> of August, 2014. It was sent to the Councillors of the affected wards and statutory consultees on 14<sup>th</sup> August 2014.

All responses received were in response to the non-statutory wider consultation. The responses to the element of the proposals in the wider public consultation are summarised below:

Scheme element	<u>Support</u>	<u>Support with amendments</u>	<u>Oppose</u>	<u>No clear view expressed</u>
Flat-top road humps and a priority give-way feature on Central Park Avenue. The give-way feature will require a short length of double-yellow lines outside Central Park Towers but residents permit parking will not be affected.	<b>42</b> <b>(49%)</b>	<b>12</b> <b>(14%)</b>	<b>32</b> <b>(37%)</b>	<b>25</b>

#### **4.3 Road humps**

The road hump proposals were advertised on street, in the Herald and on the PCC website on 18<sup>th</sup> of August 2014. It was sent to the Councillors of the affected ward and statutory consultees on 14<sup>th</sup> August 2014.

All responses received were in response to the non-statutory wider consultation. The road humps were included within two elements of the wider public consultation. The responses to these two elements are summarised below:

Scheme element	<u>Support</u>	<u>Support with amendments</u>	<u>Oppose</u>	<u>No clear view expressed</u>
<b>Safer and easier crossings for pedestrians and cyclists with a raised plateau at the junction of Dale Road and Central Park Avenue to slow traffic speed.</b>	<b>50</b> (62%)	<b>7</b> (9%)	<b>24</b> (30%)	<b>30</b>
<b>Flat-top road humps and a priority give-way feature on Central Park Avenue. The give-way feature will require a short length of double-yellow lines outside Central Park Towers but residents permit parking will not be affected.</b>	<b>42</b> (49%)	<b>12</b> (14%)	<b>32</b> (37%)	<b>25</b>

## 5. RECOMMENDATION

Following consideration of the comments summarised in the consultation report, it is recommended to implement:-

1. 'No entry except cycles' on Restormel Road.
2. 'No Waiting at Any Time' restrictions on a length of Central Park Avenue of approximately 27 m.
3. Three new road humps on Central Park Avenue outside house numbers 22 and 23; 10 and 11; and at the entrance to the Creative Court depot.

# EQUALITY IMPACT ASSESSMENT

Plymouth City Council – Strategic Cycle Network



## STAGE I: What is being assessed and by whom?

What is being assessed - including a brief description of aims and objectives?

This assessment is for the Strategic Cycle Network (SCN).

Plymouth City Council has an aspiration to create on the ground a strategic cycle network linking each of the neighbourhoods in Plymouth. This network will allow cyclists to travel conveniently and more safely across the city. The works on the ground will also seek to make improvements for pedestrians and people with mobility impairments.

Plymouth adopted the SCN in December 2009. It was developed by Council officers working closely with the Cycle Touring Club, the University of Plymouth, Plymouth Cycle Forum and Velo Club Plymouth. The SCN was then incorporated into the Local Transport Plan, adopted unanimously by Full Council in April 2011.

It is a city plan detailing the network of routes, cycle paths and lanes that we aim to create within the city with a focus on key routes within Plymouth. This will enable us to concentrate its investment on encouraging cycling and improving safety.

The network is designed for both experienced and non-experienced cyclists. It does this through colour coded routes as follows:

**Purple network:** The purple network is the suggested route for experienced cyclists. Experienced cyclists are generally more able and confident when dealing with traffic. The purple

STAGE 1: What is being assessed and by whom?	
	<p>route is faster and more direct, however in places it will require a higher level of skill to ride safely. The route will be developed using mostly on-road cycle provision (e.g. cycle lanes, advanced stop lines), although off-road provision may be considered where the time delay is small.</p> <p><b>Green network:</b> The green network is for less experienced and leisure cyclists as well as children. The main focus is on safety, allowing for a more leisurely ride and where possible away from traffic, apart from on lower speed and quieter roads.</p> <p><b>Combined network:</b> Where the purple and green networks meet the route will be developed so that it is suitable for all cyclists.</p> <p>A copy of the strategic cycle network is available at:- <a href="http://www.plymouth.gov.uk/strategiccyclenetwork">www.plymouth.gov.uk/strategiccyclenetwork</a></p>
Responsible Officer	Rosemary Starr, Smarter Choices Manager
Department and Service	Strategic Planning and Infrastructure – Place
Date of Assessment	08.01.15

STAGE 2: Evidence and Impact				
Protected Characteristics (Equality Act)	Evidence and information (e.g. data and feedback)	Any adverse impact?	Actions	Timescale and who is responsible?
Age	Plymouth's SCN and wider cycling programme is designed to encourage greater levels of cycling amongst both experienced and less experienced cyclists, regardless of age.	There is a potential conflict between pedestrians and cyclists, especially elderly pedestrians on shared use paths due to the difference in speed between cyclists and pedestrian.	Cycle training which teaches appropriate behaviour towards other users is now delivered to 80% of Plymouth schoolchildren through Bikeability which in some schools is complemented by Bike It Plus. Adult cycle	Jim Woffenden ongoing


<b>STAGE 2: Evidence and Impact</b>				
<b>Protected Characteristics (Equality Act)</b>	<b>Evidence and information (e.g. data and feedback)</b>	<b>Any adverse impact?</b>	<b>Actions</b>	<b>Timescale and who is responsible?</b>
			training is also available.	
Disability	<p>The 2011 census reports that 10,042 people are listed as disabled or long-term sick.</p> <p>People with disabilities experience may transport barriers. For example, some streetscapes present obstacles for wheelchairs, and indirect pedestrian routes can make journeys on foot longer than they might otherwise be.</p> <p>Through the delivery of the SCN opportunities are taken to enhance the facilities for pedestrian, cyclists and people with mobility impairments.</p> <p>Delivery of the SCN also supports several LTP 3 objectives including:-</p> <p>“Make walking, cycling and public transport the desirable choice”</p> <p>(2) Improve the quality, extent,</p>	There is a potential conflict between cyclists and people with disabilities on shared use paths due to the difference in speed between cyclists and pedestrian.	<p>Our adult cycle training is available to members of the public including those with disabilities, with adaptive bikes being available for use within Plymouth thus allowing cycling to be an inclusive activity.</p> <p>Furthermore Plymouth City Council is developing a cycling code of conduct with the cycling community.</p> <p>In addition each individual scheme on the ground includes consideration of these conflicts as part of the design process and safety audit. Public consultation will also be undertaken to help identify issues.</p>	<p>Continuation of programme confirmed until March 2016, Smarter Choices Team</p> <p>Summer 2015, Jim Woffenden</p> <p>Responsibility of individual scheme designer</p>

<b>STAGE 2: Evidence and Impact</b>				
<b>Protected Characteristics (Equality Act)</b>	<b>Evidence and information (e.g. data and feedback)</b>	<b>Any adverse impact?</b>	<b>Actions</b>	<b>Timescale and who is responsible?</b>
	<p>availability of information and physical access of our bus, rail, walking and cycling networks so they are easy to use.</p> <p>“Link communities together”</p> <p>(I) Improve access to community amenities, leisure opportunities and our high quality natural environment.</p> <p>All of which will benefit people with disabilities.</p>			
Faith, Religion or Belief	<p>The 2011 census reports that:- 148,917 people in Plymouth are Christian, 881 are Buddhist, 567 are Hindu, 168 are Jewish, 2,078 are Muslim, 89 are Sikh, 1,198 are listed as ‘other religion’, 84,295 have no religion and 18,191 did not state a religion. (Plymouth’s population is 256,384).</p>	No negative impact	None	
Gender - including marriage, pregnancy and maternity	<p>The delivery of the SCN is in accordance with PCC’s values i.e. that we are democratic, responsible, fair and partners and in accordance with our equality and diversity commitment. The network is designed to be accessible to</p>	No negative impact	None	



<b>STAGE 2: Evidence and Impact</b>				
<b>Protected Characteristics (Equality Act)</b>	<b>Evidence and information (e.g. data and feedback)</b>	<b>Any adverse impact?</b>	<b>Actions</b>	<b>Timescale and who is responsible?</b>
	everyone regardless of gender.			
Gender Reassignment	The delivery of the SCN will provide routes which are accessible to everyone, regardless of gender.	No negative impact	None	
Race	<p>The 2011 census reports that:- 238,263 people in Plymouth are white British, 153 are Gypsies or Travellers, 875 are British Indian, 202 British Pakistani, 359 British Bangladeshi, 1,251 British Chinese and 1,219 British Other Asian. 1,106 people are defined as Black British African, 343 Caribbean, 229 as other Black. The census lists 399 people in Plymouth as Arab and 605 as 'other'.</p> <p>The delivery of the SCN will provide routes which are accessible to everyone, regardless of race.</p>	No negative impact	None	
Sexual Orientation -including Civil Partnership	The delivery of the SCN will provide routes which are accessible to everyone, regardless of sexual orientation.	No negative impact	None	

STAGE 3: Are there any implications for the following? If so, please record 'Actions' to be taken		
Local Priorities	Implications	Timescale and who is responsible?
Reduce the inequality gap, particularly in health between communities.	<p>One of the drivers of the health inequality gap is lower levels of physical activity. Improving opportunities for cycling whilst making pedestrian improvements will increase physical activity so helping to improve health.</p> <p>Only 18.6% of the adult population of Plymouth exercises for 30 minutes three times a week making the city one of the lowest exercising areas in the South West. The Chief Medical Officer identifies walking and cycling as easy ways to increase exercise.<sup>1</sup></p>	<p>Ongoing during the delivery of the Strategic Cycle Network.</p> <p>This action is the responsibility of the Smarter Choices Team and the scheme designer</p>
Good relations between different communities (community cohesion).	<p>Delivery of the SCN routes will physically improve the connections between communities. In addition, as part of the delivery of the SCN consultation will be undertaken on the routes proposed thus actively engaging the community.</p>	<p>Ongoing during the delivery of the Strategic Cycle Network.</p> <p>This action is the responsibility of the Smarter Choices Team and the scheme designer</p>
Human Rights	<p>No negative implications are expected from the delivery of the SCN, alongside the wider cycling programme which is designed to give people the skills and confidence to make more trips by bike.</p>	

STAGE 4: Publication			
Assistant Director approving EIA.		Date	08.01.15

<sup>1</sup> Local Transport Plan 2011–26, Plymouth City Council, April 2011