



**Oversight and Governance**

Chief Executive's Department

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## Delegated Decisions

### Delegated Executive/Officer Decisions

Delegated Executive and Officer decisions are published every Wednesday and are available at the following link - <https://tinyurl.com/ms6umor>

Cabinet decisions subject to call-in are published at the following link - <http://tinyurl.com/yddrql6>

Notice of call-in for non-urgent decisions must be given to the Democratic Support Unit by 4.30pm on Wednesday 7 October 2020. 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/jhnax4e>

The decisions detailed below may be implemented on Thursday 8 October 2020 if they are not called-in.

## **Delegated Decisions**

**1. Councillor Tudor Evans OBE - Leader:**

1a. Integrated Health Hub at Colin Campbell Court **(Pages 1 - 32)**

**2. Councillor Coker - Cabinet Member for Strategic Planning and Infrastructure:**

2a. City of Plymouth (Traffic Regulation Order) (Amendment Order No.2020.2137242 Marsh Close, Longbridge Road, Longbridge Close & Coypool Road) Order **(Pages 33 - 42)**

2b. The City of Plymouth (Moving Traffic Regulation Orders) (Amendment Order No.2020.2137241 - The Barbican) Order **(Pages 43 - 54)**

2c. The City of Plymouth (Traffic Regulation Order) (Amendment Order No.2020.2137243 Hope Close & Ham Drive) Order **(Pages 55 - 62)**

**3. Council Officer Decision - David Draffan (Service Director for Economic Development):**

3a. Smart Sound Connect Contract Award **(Pages 63 - 94)**

# EXECUTIVE DECISION

## made by a Cabinet Member



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


Executive Decision Reference Number – L38 19/20

Decision	
1	<b>Title of decision:</b> Integrated Health Hub at Colin Campbell Court
2	<b>Decision maker (Cabinet member name and portfolio title):</b> Tudor Evans OBE (Leader of the Council)
3	<b>Report author and contact details:</b> Chris Duggan (Principal Surveyor) 01752304482 chris.duggan@plymouth.gov.uk
4	<b>Decision to be taken:</b> <ul style="list-style-type: none"> <li>• Approves the business case</li> <li>• Allocate £1,500,000 for project development costs within the Capital Programme funded by Corporate Borrowing.</li> </ul>
5	<b>Reasons for decision:</b> To enable the feasibility of a Health Hub scheme to be worked up so the Council can better understand the viability of this development before consideration of a full business case. Objectives of providing a Health Hub in the City Centre include; <ul style="list-style-type: none"> <li>• To improve health and wellbeing outcomes for the local population</li> <li>• To reduce inequalities in health and wellbeing of the local population</li> <li>• To improve people's experience of care</li> <li>• To improve sustainability of the health and wellbeing system</li> <li>• To act as a catalyst for the wider redevelopment of Colin Campbell Court.</li> <li>• To increase business rates and footfall in the west end of the city centre.</li> </ul>
6	<b>Alternative options considered and rejected:</b> Option 1: Do Nothing If the Council decides to do nothing than it is unlikely that the provision of a health hub would be delivered by the private sector. Fundamentally this would mean that the existing health inequalities would not be addressed and no benefits will be realised. Option 2: Identify alternative models of funding If the Council does not undertake to apply for loan funding or identify alternative funding sources it is unlikely that this type of health hub provision would be picked up by the Private Sector as initial investigations show that it is unlikely to be commercially viable unless preferential borrowing rates are

	<p>accessed. Sources of funding including Future High Street Fund and Heart of the South West LEP have been considered and disregarded for the time being.</p> <p>Option 3: Identify an alternative location for the Health Hub</p> <p>Other sites could be considered for the location of the central Health Hub however this option is discounted due to them not being as well located for customers' accessibility. An alternative location would not encourage footfall in the West End of the city and is unlikely to have the same regenerative effect.</p>			
<b>7</b>	<p><b>Financial implications:</b></p> <p>Allocation of £1,500,000 for project development costs within the Capital Programme funded by Corporate Borrowing.</p>			
<b>8</b>	<p><b>Is the decision a Key Decision?</b> (please contact <a href="#">Democratic Support</a> for further advice)</p>	<p><b>Yes</b></p>	<p><b>No</b></p>	<p><b>Per the Constitution, a key decision is one which:</b></p>
			X	<p>in the case of <b>capital</b> projects and contract awards, results in a new commitment to spend and/or save in excess of <b>£3million</b> in total</p>
			X	<p>in the case of <b>revenue</b> projects when the decision involves entering into new commitments and/or making new savings in excess of <b>£1 million</b></p>
			X	<p>is <b>significant</b> in terms of its effect on communities living or working in an area comprising <b>two or more</b> wards in the area of the local authority.</p>
	<p><b>If yes, date of publication of the notice in the <a href="#">Forward Plan of Key Decisions</a></b></p>			
<b>9</b>	<p><b>Please specify how this decision is linked to the Council's corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget:</b></p>	<p>Corporate Plan Growing Plymouth The construction of the health hub will provide;</p> <ul style="list-style-type: none"> <li>Economic growth that benefits as many people as possible through investment in commercial property in the City Centre</li> <li>Quality jobs and valuable skills both through the construction phase and through the ongoing provision of various health care services.</li> </ul> <p>Caring Plymouth The provision of a modern integrated health hub will:</p> <ul style="list-style-type: none"> <li>Keep children, young people and adults protected by offering a range of services that could include counselling and mental health support</li> <li>Focus on prevention and early intervention through the provision of Primary Care services</li> <li>Reduce health inequalities by creating additional access to services in an accessible location</li> </ul>		

		The project delivers aspirations in the Joint Local Plan including: SO11 - Delivering high quality development To deliver development which is sustainable and of the right type for its location and of good quality, which: Supports healthy communities that enjoy good quality and clean environments and where healthy lifestyles are positively encouraged through the developments and services that are provided.		
<b>10</b>	<b>Please specify any direct environmental implications of the decision (carbon impact)</b>	The proposal will support the Climate Emergency Action Plan including ensuring that any development will meet and exceed where possible the energy efficiency requirements of Building Regulations.		
<b>Urgent decisions</b>				
<b>11</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, please contact Democratic Support ( <a href="mailto:democraticsupport@plymouth.gov.uk">democraticsupport@plymouth.gov.uk</a> ) for advice)
		<b>No</b>	X	<b>(If no, go to section 13a)</b>
<b>12a</b>	<b>Reason for urgency:</b>			
<b>12b</b>	<b>Scrutiny Chair Signature:</b>		<b>Date</b>	
	<b>Scrutiny Committee name:</b>			
	<b>Print Name:</b>			
<b>Consultation</b>				
<b>13a</b>	<b>Are any other Cabinet members' portfolios affected by the decision?</b>	<b>Yes</b>	X	
		<b>No</b>		<b>(If no go to section 14)</b>
<b>13b</b>	<b>Which other Cabinet member's portfolio is affected by the decision?</b>	Cllr Mark Lowry Portfolio Holder for Finance Cllr Kate Taylor Portfolio Holder for Health and Adult Social Care		
<b>13c</b>	<b>Date Cabinet member consulted</b>	5 <sup>th</sup> December 2019		
<b>14</b>	<b>Has any Cabinet member declared a conflict of interest in relation to the decision?</b>	<b>Yes</b>		If yes, please discuss with the Monitoring Officer
		<b>No</b>	X	
<b>15</b>	<b>Which Corporate Management</b>	<b>Name</b>	Anthony Payne	

	<b>Team member has been consulted?</b>	<b>Job title</b>	Director for Place					
		<b>Date consulted</b>	3 <sup>rd</sup> December 2019					
<b>Sign-off</b>								
16	<b>Sign off codes from the relevant departments consulted:</b>	<b>Democratic Support (mandatory)</b>	DS95 19/20					
		<b>Finance (mandatory)</b>	pl.19.20.259					
		<b>Legal (mandatory)</b>	34389/AC/5/3/20					
		<b>Human Resources (if applicable)</b>						
		<b>Corporate property (if applicable)</b>						
		<b>Procurement (if applicable)</b>						
<b>Appendices</b>								
17	<b>Ref.</b>	<b>Title of appendix</b>						
	A	Part One Briefing report for publication						
	B	Equalities Impact Assessment						
<b>Confidential/exempt information</b>								
18a	<b>Do you need to include any confidential/exempt information?</b>	<b>Yes</b>	<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 I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in <b>18b</b> below.  (Keep as much information as possible in the briefing report that will be in the public domain)				
		<b>No</b>	<input type="checkbox"/>					
		<b>Exemption Paragraph Number</b>						
		<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>
18b	<b>Confidential/exempt briefing report title:</b>  Business Case - Integrated Health Hub at Colin Campbell Court			X				
<b>Background Papers</b>								
19	Please list all unpublished, background papers relevant to the decision in the table below.  Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.							

Title of background paper(s)	Exemption Paragraph Number						
	1	2	3	4	5	6	7
<b>Cabinet Member Signature</b>							
<b>20</b>	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.						
<b>Signature</b>			<b>Date of decision</b>		28/09/2020		
<b>Print Name</b>	Councillor Tudor Evans OBE (Leader of the Council)						

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## Part I Briefing Report

Integrated Health Hub at Colin Campbell Court



### Background

The proposal is to create an integrated Healthcare Building (a Health Hub) in the City Centre.

The Health Hub would be a place where Primary Care services can be brought together providing a comprehensive offer of health and wellbeing.

Following an initial high level discussion with key healthcare stakeholders a specialist consultant was commissioned to undertake a first stage feasibility study into the development of a Health Hub within the City Centre, potentially on land at Colin Campbell Court.

The feasibility study relies on assumptions which will need to be tested before any firm certainty of delivery can be ascertained however the conclusion at this time is that it is unlikely, given the relatively low levels of rental values across Plymouth, development of new medical facilities on a strictly commercial basis is achievable without public sector intervention.

Therefore a first stage financial analysis has been undertaken using the consultants assumptions and the Council's own Discounted Cashflow model applying current Council borrowing rates over a 50 year term. The analysis demonstrates that it may be possible, subject to firming the various assumptions, for the project to create a positive Net Present Value over 50 years utilising preferential borrowing rates available to the Council.

The proposal is therefore that the health hub building will be developed by the Council using borrowing. The loan will be serviced by rental income received from the healthcare providers tenating the building. However in order to progress with this potential development the Council will need to begin to incur costs at risk to firm up the assumptions contained in the first stage feasibility study.

This decision requests funds are made available for project development costs to work up the scheme providing further certainty on design, costs and income prior to a full business case being presented for decision.

### Objectives, outcomes and benefits of providing a city centre health hub

Objectives and outcomes of developing a Health Hub could include;

- Provision of a modern healthcare facility
- To improve health and wellbeing outcomes for the local population
- To reduce inequalities in health and wellbeing of the local population
- To improve people's experience of care
- To improve sustainability of the health and wellbeing system

- To act as a catalyst for the wider redevelopment of Colin Campbell Court.
- To increase business rates and footfall in the west end of the city centre.

**Recommended Decision**

It is recommended that the Leader of the Council:

- Approves the Business Case
- Allocates £1,500,000 for project development costs within the Capital Programme funded by Corporate Borrowing.

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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# EQUALITY IMPACT ASSESSMENT

Economic Development



## STAGE 1: WHAT IS BEING ASSESSED AND BY WHOM?

<p><b>What is being assessed - including a brief description of aims and objectives?</b></p>	<p>A Business Case recommending that funding be made available to ascertain the feasibility of an Integrated Health Hub at Colin Campbell Court</p> <p>Objectives and outcomes of developing a Health Hub could include;</p> <ul style="list-style-type: none"> <li>• Provision of a modern healthcare facility</li> <li>• To improve health and wellbeing outcomes for the local population</li> <li>• To reduce inequalities in health and wellbeing of the local population</li> <li>• To improve people's experience of care</li> <li>• To improve sustainability of the health and wellbeing system</li> <li>• To act as a catalyst for the wider redevelopment of Colin Campbell Court.</li> <li>• To increase business rates and footfall in the west end of the city centre.</li> </ul> <p>The scope of this Equality Impact Assessment is for the delivery of the building and not the services contained within.</p>
<p><b>Author</b></p>	<p>Chris Duggan (Principal Surveyor)</p>
<p><b>Department and service</b></p>	<p>Economic Development, Strategic Projects</p>
<p><b>Date of assessment</b></p>	<p>26/11/19</p>

## STAGE 2: EVIDENCE AND IMPACT

Protected characteristics (Equality Act)	Evidence and information (eg data and feedback)	Any adverse impact <i>See guidance on how to make judgement</i>	Actions	Timescale and who is responsible
<p><b>Age</b></p>	<p>Between 2017 and 2035, it is expected that the number of people aged over 65 with a limiting</p>	<p>The scheme is not anticipated to have any adverse impact on any age group.</p>	<p>The project is at feasibility stage at this time. The design team will consider persons of various age groups. The</p>	<p>The Design Team and Project Manager through the design stage and procurement stage.</p>

	<p>long- term illness will rise from 12,600 to 18,000.</p> <p>Nationally more than 70 per cent of over 70 year-olds and 40 per cent of over 50 year-olds have some form of hearing loss. There are an estimated 1.6 million people aged 65 and over living with sight loss in the UK (RNIB). Of these, one in five is aged 75 and over and one in two aged 90 and over.</p> <p>Falls are the most common cause of hospitalisation for people over 65 and the leading cause of death from injury among people aged over 75yrs (NHS). In Plymouth, 12,600 people over 65 were estimated to have had a fall in 2017 with 980 admitted to hospital as a result of a fall. The majority of these (795) were over 75yrs. This is estimated to increase to 1,466 by 2035 (POPPI).</p> <p>In 2017, 3,319 people over the age of 65yrs were estimated to be living with dementia in Plymouth. By 2035 it is estimated that this number will have risen to 5,373.</p>	<p>The health hub will have positive impacts on age groups with improved access to various health care facilities in one centralised and accessible location.</p>	<p>design and consideration of end users is critical as the scheme will be a health centre.</p>	
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<b>Disability</b>	<p>A total of 31,164 people (from 28.5 per cent of households) declared themselves as having a long-term health problem or disability (national figure 25.7 per cent of households), compared with the total number of people with disabilities in UK (11,600,000).</p> <p>1,297 adults registered with a GP in Plymouth have some form of learning disability (2013/14).</p> <p>The proportion of respondents with no health problem/disability agreeing that Plymouth is a great place to live was significantly higher than those who were limited a lot through a health problem/disability (78% compared with 64%).</p>	The scheme is not anticipated to have any adverse impact on persons with a disability.	The project is at feasibility stage at this time. The design team will consider persons with disabilities. The design and consideration of the requirements of end users is critical as the scheme will be a health centre.	The Design Team and Project Manager through the design stage and procurement stage
<b>Faith/religion or belief</b>	<p>Demographic</p> <p>Christianity is the biggest faith in the city with more than 58 per cent of the population (148,917 people). 32.9 per cent (84,326) of the Plymouth population stated they had no religion. Those with a Hindu, Buddhist, Jewish or Sikh</p>	The scheme is not anticipated to have any adverse impact on persons with specific, faiths religions or belief	The project is at feasibility stage at this time.	The Design Team and Project Manager through the design stage and procurement stage

	<p>religion combined totalled less than 1 per cent.                  Islam: 0.8 per cent, (2,078 people) doubled from 0.4 per cent since 2001.                  Buddhism: 0.3 per cent, (881 people) increased from 0.2 per cent since 2001.                  Hinduism: 0.2 per cent, 567 people described their religion as Hindu,                  Judaism: 0.1 per cent, 168 people                  Sikhism: 89 people (less than 0.1 per cent), increased from 56 people since 2001.                  0.5 per cent of the population had a current religion that was not Christianity, Islam, Buddhism, Hinduism, Judaism or Sikh, such as Paganism or Spiritualism.</p> <p>In Plymouth there has been a decrease in the number of reported faith/religion related hate crimes from 33 in 2016/17 down to 20 in 2017/18.</p>			
<p><b>Gender - including marriage, pregnancy and maternity</b></p>	<p>Overall 50.2 per cent of our population are women and 49.8 per cent are men: this reflects the national figure of 50.7 per cent women and 49.3 per cent men.</p> <p>There were 2,815 births in 2016. Birth rate trends were</p>	<p>The scheme is not anticipated to have any adverse impact on gender, including marriage, pregnancy and maternity</p>	<p>The design of the building and will need to consider persons of different genders. As the project is a health hub it is critical to ensure that pregnancy and maternity is considered.</p>	<p>The Design Team and Project Manager through the design stage and procurement stage</p>



	<p>stable between 2013 and 2016 but have started to decline. The wards with the highest numbers of births are Devonport (268), St Peter and the Waterfront (219).</p>			
<p><b>Gender reassignment</b></p>	<p>There are no official estimates for gender reassignment at either national or local level. However, in a study funded by the Home Office, the Gender Identity Research and Education Society (GIREs) estimate that between 300,000 and 500,000 people aged 16 or over in the UK are experiencing some degree of gender variance.</p> <p>By applying this to Plymouth's 16+ population, it is estimated that there may be somewhere between 1,287 and 2,146 adults in the city that are experiencing some degree of gender variance.</p> <p>The Tavistock and Portman NHS Foundation Trust has seen an increase in the number of young people referred to our Gender Identity Development Service in 2017/18, compared to the previous year. In 2017/18 there were 2,519 referrals received at the clinic. This represents a 25 per cent increase compared to the previous year which had 2,016</p>	<p>The scheme is not anticipated to have any adverse impact on Gender Reassignment.</p>	<p>This will be monitored throughout the design of the buildings and services</p>	<p>The Design Team and Project Manager during the design and procurement stage</p>

	<p>referrals. While this is an increase in referrals, the rate of increase has decreased compared to the previous year from 2016/2017, which itself was a reduced rate from the year before.</p>			
<p><b>Race</b></p>	<p>92.9 per cent of Plymouth's population identify themselves as White British.</p> <p>7.1 per cent identify themselves as Black and Minority Ethnic (BME) with White Other (2.7 per cent), Chinese (0.5 per cent) and Other Asian (0.5 per cent) the most common ethnic groups.</p> <p>Our recorded BME population rose from 3 per cent in 2001 to 6.7 per cent in 2011, and therefore has more than doubled since the 2001 census.</p> <p>Recent census data suggests we have at least 43 main languages spoken in the city, showing Polish, Chinese and Kurdish as the top three. Based on full year data for 2012-13, our Translate Plymouth services recorded that the most requested languages are Polish, British Sign Language (BSL) and Chinese Mandarin.</p> <p>Nearly 100 different languages are spoken in schools by children of different</p>	<p>The scheme is not anticipated to have any adverse impact on Race.</p>	<p>This will be monitored throughout the design of the buildings and services</p>	<p>The Design Team and Project Manager during the design and procurement stage</p>

	<p>backgrounds. Polish and Arabic are the most common, spoken by 385 and 143 children respectively.</p> <p>Four neighbourhoods have a population of school age children where 20 per cent or more are from a BME background. They are City Centre (38.0 per cent), Greenbank and University (32.3 per cent), Stonehouse (29.9 per cent) and East End (23.4 per cent). There are 2,204 of compulsory school age children (5 to 16 years old) that speak English as an additional other language (January 2016).</p> <p>The Ride has 13 recently refurbished permanent site pitches. We have three small private sites with a total of 4 pitches. In 2010, which was our peak year, we dealt with 44 unauthorised encampments in the city with over 200 children living on them.</p> <p>The 2011 Census records that there were 4328 people from the A8 and A2 Accession Countries resident in the City. Of these 2332 recorded their country of birth as Poland, with 57 per cent arriving between March 2006 and 2008.</p>			
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<p><b>Sexual orientation - including civil partnership</b></p>	<p>Over the last five years, the proportion of the UK population identifying as lesbian, gay or bisexual (LGB) has increased from 1.5% in 2012 to 2.0% in 2017, although the latest figure is unchanged from 2016. In Plymouth this would mean that around 5,260 residents identify as LGB.</p> <p>In 2017, there were an estimated 1.1 million people aged 16 years and over identifying as LGB out of a UK population aged 16 years and over of 52.8 million.</p> <p>Males (2.3%) were more likely to identify as LGB than females (1.8%) in 2017.</p> <p>People aged 16 to 24 years were most likely to identify as LGB in 2017 (4.2%).</p>	<p>The scheme is not anticipated to have any adverse impact on Sexual orientation including civil partnerships.</p>	<p>This will be monitored throughout the design of the buildings and services</p>	<p>The Design Team and Project Manager during the design and procurement stage</p>
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**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
<p><b>Reduce the gap in average hourly pay between men and women by 2020.</b></p>	<p>No Implications</p>	<p>N/A</p>
<p><b>Increase the number of hate crime incidents reported and maintain good satisfaction rates in dealing with racist, disablist, homophobic, transphobic and faith, religion and belief incidents by 2020.</b></p>	<p>No Implications</p>	<p>N/A</p>

<b>Good relations between different communities (community cohesion)</b>	No implications	N/A
<b>Human rights</b> Please refer to <u>guidance</u>	No Implications	N/A

**STAGE 4: PUBLICATION**

Responsible Officer Matthew Date 4/3/20  
Strategic Director, Service Director or Head of Service

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# EXECUTIVE DECISION

made by a Cabinet Member



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

Executive Decision Reference Number – SPI010 20/21

Decision				
1	<b>Title of decision:</b> <b>THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2020.2137242 MARSH CLOSE, LONGBRIDGE ROAD, LONGBRIDGE CLOSE &amp; COYPOOL ROAD) ORDER</b>			
2	<b>Decision maker (Cabinet member name and portfolio title):</b> Councillor Mark Coker, Cabinet Member for Strategic Planning and Infrastructure			
3	<b>Report author and contact details:</b> Amy Neale, Senior Traffic Management Technician, email: <a href="mailto:amy.neale@plymouth.gov.uk">amy.neale@plymouth.gov.uk</a> Tel: 01752 307472			
4	<b>Decision to be taken:</b> To implement amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004 (as amended). <b>The effect of the order shall be to Add/Amend:</b> No Waiting At Any Time on lengths of the following roads: Coypool Road, Longbridge Close, Longbridge Road & Marsh Close  <b>No changes will take place on street, these restrictions were previously in an Experimental Order, and we are now proposing this becomes permanent</b> <b>As set out in the briefing report.</b>			
5	<b>Reasons for decision:</b> There are currently x2 experimental TRO proposals on Marsh Close, Longbridge Road & Coypool Road. We would now like to proceed and make these permanent.  The restrictions were put in place to prevent obstruction from inappropriate parking.			
6	<b>Alternative options considered and rejected:</b> Removing the experimental order would mean vehicles would be able to park in places that would cause obstruction and therefore this is the only option to be considered.			
7	<b>Financial implications:</b> The Traffic Regulation Order (TRO) and associated works is being funded via The TRO Review Budget within the Traffic Management Team.			
8	<b>Is the decision a Key Decision?</b>	<b>Yes</b>	<b>No</b>	<b>Per the Constitution, a key decision is one which:</b>

	(please contact <b>Democratic Support</b> for further advice)		x	in the case of <b>capital</b> projects and contract awards, results in a new commitment to spend and/or save in excess of <b>£3million</b> in total
			x	in the case of <b>revenue</b> projects when the decision involves entering into new commitments and/or making new savings in excess of <b>£1 million</b>
			x	is <b>significant</b> in terms of its effect on communities living or working in an area comprising <b>two or more</b> wards in the area of the local authority.
	If yes, date of publication of the notice in the <b>Forward Plan of Key Decisions</b>			
9	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.		
10	Please specify any direct environmental implications of the decision (carbon impact)	n/a		
<b>Urgent decisions</b>				
11	Is the decision urgent and to be implemented immediately in the interests of the Council or the public?	Yes		(If yes, please contact Democratic Support ( <a href="mailto:democraticsupport@plymouth.gov.uk">democraticsupport@plymouth.gov.uk</a> ) for advice)
		No	x	(If no, go to section 13a)
12a	Reason for urgency:			
12b	Scrutiny Chair Signature:		Date	
	Scrutiny Committee name:			
	Print Name:			
<b>Consultation</b>				
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?			



<b>13c</b>	<b>Date Cabinet member consulted</b>	Councillor Mark Coker – 07/07/2020						
<b>14</b>	<b>Has any Cabinet member declared a conflict of interest in relation to the decision?</b>	<b>Yes</b>		If yes, please discuss with the Monitoring Officer				
		<b>No</b>	x					
<b>15</b>	<b>Which Corporate Management Team member has been consulted?</b>	<b>Name</b>	Anthony Payne					
		<b>Job title</b>	Strategic Director for Place					
		<b>Date consulted</b>	13/08/2020					
<b>Sign-off</b>								
<b>16</b>	<b>Sign off codes from the relevant departments consulted:</b>	<b>Democratic Support (mandatory)</b>	DS36 20/21					
		<b>Finance (mandatory)</b>	pl.20.21.64.					
		<b>Legal (mandatory)</b>	LS/35196/JP/190820					
		<b>Human Resources (if applicable)</b>						
		<b>Corporate property (if applicable)</b>						
		<b>Procurement (if applicable)</b>						
<b>Appendices</b>								
<b>17</b>	<b>Ref.</b>	<b>Title of appendix</b>						
	A	Briefing report						
	B	Equalities Impact Assessment						
<b>Confidential/exempt information</b>								
<b>18a</b>	<b>Do you need to include any confidential/exempt information?</b>	<b>Yes</b>		If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in <b>18b</b> below.  (Keep as much information as possible in the briefing report that will be in the public domain)				
		<b>No</b>	x					
		<b>Exemption Paragraph Number</b>						
		<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>

<b>18b</b>	<b>Confidential/exempt briefing report title:</b>						
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**Background Papers**

**19** Please list all unpublished, 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. 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

**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.

<b>Signature</b>		<b>Date of decision</b>	30 September 2020
<b>Print Name</b>	Councillor Mark Coker		



## **MARSH CLOSE, LONGBRIDGE ROAD, LONGBRIDGE CLOSE & COYPOOL ROAD**

### **1. INTRODUCTION**

This report seeks delegated authority to implement amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004 (as amended) in association with the double yellow lines on Marsh Close, Longbridge Road, Longbridge Close & Coypool Road.

### **TRAFFIC REGULATION ORDERS REQUIRED**

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

#### **To Add;**

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

- (i) Coypool Road (eastern Arm), the east side from its junction with Coypool Road Retail Park for a distance of 20 metres in a southerly direction
- (ii) Coypool Road (eastern Arm), the south & west side from a point 10 metres east of its junction with Coypool Road Western Arm for a distance of 110 metres in a southerly direction
- (iii) Coypool Road (link Road), the north side from a point 10 metres east of its junction with Coypool Road Western Arm for a distance of 36 metres in an easterly direction
- (iv) Longbridge Close, the east side from its junction with Marsh Close for a distance of 10 metres in a northerly direction
- (v) Longbridge Close, the west side from its junction with Longbridge Road for a distance of 8 metres in a southerly direction
- (vi) Longbridge Road, the south side from its junction with Longbridge Close for a distance of 9.5 metres in a westerly direction
- (vii) Longbridge Road, the south side from a point 68.5 metres west from its junction with Longbridge Close for a distance of 10 metres in a westerly direction
- (viii) Longbridge Road, the south side from a point 37 metres west from its junction with Longbridge Close for a distance of 10 metres in a westerly direction
- (ix) Marsh Close, the north side from its junction with Longbridge Close for a distance of 8 metres in an easterly direction
- (x) Marsh Close, the north side from a point 33.8 metres east from its junction with Longbridge Close for a distance of 10 metres in a westerly direction
- (xi) Marsh Close, the north side from a point 33.8 metres east from its junction with Longbridge Close for a distance of 7 metres in a northerly direction
- (xii) Marsh Close, the north side from a point 40 metres east from its junction with Longbridge Close for a distance of 10 metres in an easterly direction
- (xiii) Marsh Close, the north side from a point 40 metres east from its junction with Longbridge Close for a distance of 7 metres in a northerly direction
- (xiv) Marsh Close, the north side from a point 94.3 metres east from its junction with Longbridge Close for a distance of 10 metres in a westerly direction
- (xv) Marsh Close, the north side from a point 94.3 metres east from its junction with Longbridge Close for a distance of 7.5 metres in a northerly direction

- (xvi) Marsh Close, the north side from a point 100 metres east from its junction with Longbridge Close for a distance of 10 metres in an easterly direction
- (xvii) Marsh Close, the north side from a point 100 metres east from its junction with Longbridge Close for a distance of 7.7 metres in a northerly direction
- (xviii) Marsh Close, the north side from its junction with Marsh Close (Access road to houses 34-56) for a distance of 8 metres in a westerly direction and 9 metres in a easterly direction
- (xix) Marsh Close (access road to houses 34-56), both sides from its junction with Marsh Close for a distance of 4 metres in a north easterly direction

## **2. STATUTORY CONSULTATION**

### **Proposals**

The proposals for Marsh Close, Longbridge Road, Longbridge Close & Coypool Road were advertised on street, in the Herald and on the Plymouth City Council website on 22<sup>nd</sup> July 2020. Details were sent to the Councillors representing the affected ward and statutory consultees on 15<sup>th</sup> July 2020.

**There have been no representations received relating to the Traffic Regulation Order proposals.**

## **4. RECOMMENDATION**

It is recommended to proceed with original proposals as advertised and make the Traffic Regulation Order.

## **5. LEGAL CONSIDERATIONS**

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

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

# EQUALITY IMPACT ASSESSMENT

Marsh Close, Longbridge Road, Longbridge Close & Coypool Road



## STAGE 1: WHAT IS BEING ASSESSED AND BY WHOM?

<b>What is being assessed - including a brief description of aims and objectives?</b>	To implement amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004 (as amended).  <b>The effect of the order shall be to Add/Amend:</b> No Waiting At Any Time on lengths of the following roads: Coypool Road, Longbridge Close, Longbridge Road & Marsh Close  <b>No changes will take place on street, these restrictions were previously in an Experimental Order, and we are now proposing this becomes permanent</b>
<b>Author</b>	Amy Neale
<b>Department and service</b>	Plymouth Highways, Senior Traffic Management Technician
<b>Date of assessment</b>	13/08/2020

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## STAGE 2: EVIDENCE AND IMPACT

Protected characteristics (Equality Act)	Evidence and information (eg data and feedback)	Any adverse impact See <a href="#">guidance</a> on how to make judgement	Actions	Timescale and who is responsible
<b>Age</b>	No issues raised in consultation	No adverse impact anticipated		
<b>Disability</b>	No issues raised in consultation	No adverse impact anticipated		
<b>Faith/religion or belief</b>	No issues raised in consultation	No adverse impact anticipated		

<b>Gender - including marriage, pregnancy and maternity</b>	No issues raised in consultation	No adverse impact anticipated		
<b>Gender reassignment</b>	No issues raised in consultation	No adverse impact anticipated		
<b>Race</b>	No issues raised in consultation	No adverse impact anticipated		
<b>Sexual orientation - including civil partnership</b>	No issues raised in consultation	No adverse impact anticipated		

### 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
<b>Reduce the gap in average hourly pay between men and women by 2020.</b>	No adverse impact has been identified.	
<b>Increase the number of hate crime incidents reported and maintain good satisfaction rates in dealing with racist, disablist, homophobic, transphobic and faith, religion and belief incidents by 2020.</b>	No adverse impact has been identified.	
<b>Good relations between different communities (community cohesion)</b>	No adverse impact has been identified.	
<b>Human rights</b> Please refer to <a href="#">guidance</a>	No adverse impact has been identified.	

### STAGE 4: PUBLICATION

Responsible Officer: Chris Watkins

Date: 02/09/2020

Strategic Director, Service Director, Head of Service or Group Manager

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# EXECUTIVE DECISION

made by a Cabinet Member



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

Executive Decision Reference Number – SPI08 20/21

Decision				
1	<b>Title of decision:</b> <b>THE CITY OF PLYMOUTH (MOVING TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER No. 2020.2137241 – THE BARBICAN) ORDER</b>			
2	<b>Decision maker (Cabinet member name and portfolio title):</b> Councillor Mark Coker, Cabinet Member for Strategic Planning and Infrastructure			
3	<b>Report author and contact details:</b> Amy Neale, Senior Traffic Management Technician, email: <a href="mailto:amy.neale@plymouth.gov.uk">amy.neale@plymouth.gov.uk</a> Tel: 01752 307472			
4	<b>Decision to be taken:</b> To implement amendments to The City of Plymouth (Moving Traffic Regulation Orders) (Consolidation) Order 2014 (as amended). <b>The effect of the order shall be to Add/Amend:</b> <b>One Way:</b> The Barbican - between its junction with Southside Street and West Pier in a southerly direction  <b>One Way Except Pedal Cycles on:</b> The Barbican - between its junction with West Pier and its junction with Commercial Wharf (car park) in a southerly direction  <b>As set out in the briefing report.</b>			
5	<b>Reasons for decision:</b> One way except pedal cycles, to allow cyclists to use the national cycle route.			
6	<b>Alternative options considered and rejected:</b> If we don't change the restriction currently on site, this means the national cycle route won't be complete. Therefore this is the only option.			
7	<b>Financial implications:</b> The Traffic Regulation Order (TRO) and associated works is being funded via The TRO Review Budget within the Traffic Management Team.			
8	<b>Is the decision a Key Decision?</b> <b>(please contact <a href="#">Democratic Support</a> for further advice)</b>	<b>Yes</b>	<b>No</b>	<b>Per the Constitution, a key decision is one which:</b>  in the case of <b>capital</b> projects and
			x	

				contract awards, results in a new commitment to spend and/or save in excess of <b>£3million</b> in total
			x	in the case of <b>revenue</b> projects when the decision involves entering into new commitments and/or making new savings in excess of <b>£1 million</b>
			x	is <b>significant</b> in terms of its effect on communities living or working in an area comprising <b>two or more</b> wards in the area of the local authority.
	<b>If yes, date of publication of the notice in the <a href="#">Forward Plan of Key Decisions</a></b>			
<b>9</b>	<b>Please specify how this decision is linked to the Council's corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget:</b>		The Local Transport Plan (LTP) details the transport strategies and policies that the City Council has adopted and will be key in helping the city meet its Corporate Plan priorities, and growth agenda.	
<b>10</b>	<b>Please specify any direct environmental implications of the decision (carbon impact)</b>		n/a	
<b>Urgent decisions</b>				
<b>11</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, please contact Democratic Support ( <a href="mailto:democraticsupport@plymouth.gov.uk">democraticsupport@plymouth.gov.uk</a> ) for advice)
			<b>No</b>	x
<b>12a</b>	<b>Reason for urgency:</b>			
<b>12b</b>	<b>Scrutiny Chair Signature:</b>		<b>Date</b>	
	<b>Scrutiny Committee name:</b>			
	<b>Print Name:</b>			
<b>Consultation</b>				
<b>13a</b>	<b>Are any other Cabinet members' portfolios affected by the decision?</b>		<b>Yes</b>	
			<b>No</b>	x
<b>13b</b>	<b>Which other Cabinet member's portfolio is affected by the decision?</b>			

<b>13c</b>	<b>Date Cabinet member consulted</b>	Councillor Mark Coker – 07/07/2020						
<b>14</b>	<b>Has any Cabinet member declared a conflict of interest in relation to the decision?</b>	<b>Yes</b>		If yes, please discuss with the Monitoring Officer				
		<b>No</b>	x					
<b>15</b>	<b>Which Corporate Management Team member has been consulted?</b>	<b>Name</b>	Anthony Payne					
		<b>Job title</b>	Strategic Director for Place					
		<b>Date consulted</b>	13/08/2020					
<b>Sign-off</b>								
<b>16</b>	<b>Sign off codes from the relevant departments consulted:</b>	<b>Democratic Support (mandatory)</b>	DS34 20/21					
		<b>Finance (mandatory)</b>	pl.20.21.63.					
		<b>Legal (mandatory)</b>	LS/35195/JP/190820					
		<b>Human Resources (if applicable)</b>						
		<b>Corporate property (if applicable)</b>						
		<b>Procurement (if applicable)</b>						
<b>Appendices</b>								
<b>17</b>	<b>Ref.</b>	<b>Title of appendix</b>						
	A	Briefing report						
	B	Equalities Impact Assessment						
<b>Confidential/exempt information</b>								
<b>18a</b>	<b>Do you need to include any confidential/exempt information?</b>	<b>Yes</b>		If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in <b>18b</b> below.  (Keep as much information as possible in the briefing report that will be in the public domain)				
		<b>No</b>	x					
		<b>Exemption Paragraph Number</b>						
		<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>

<b>18b</b>	<b>Confidential/exempt briefing report title:</b>						
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**Background Papers**

**19** Please list all unpublished, 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. 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

**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.

<b>Signature</b>		<b>Date of decision</b>	30 September 2020
<b>Print Name</b>	Councillor Mark Coker		



## THE BARBICAN

### 1. INTRODUCTION

This report seeks delegated authority to implement amendments to The City of Plymouth (Moving traffic Regulation Orders) (Consolidation) Order 2014 (as amended) in association with The Barbican scheme.

### TRAFFIC REGULATION ORDERS REQUIRED

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

#### To Add;

##### One Way

- i. The Barbican - between its junction with Southside Street and West Pier in a southerly direction

##### One Way Except Pedal Cycles

- i. The Barbican - between its junction with West Pier and its junction with Commercial Wharf (car park) in a southerly direction

#### Revocations:

##### One Way

- i. The Barbican - between its junction with Southside Street and Commercial Wharf (car park) in a southerly direction

### 2. STATUTORY CONSULTATION

#### Proposals

The proposals for The Barbican were advertised on street, in the Herald and on the Plymouth City Council website on 22<sup>nd</sup> July 2020. Details were sent to the Councillors representing the affected ward and statutory consultees on 15<sup>th</sup> July 2020.

**There have been three representations received relating to the Traffic Regulation Order proposals.**

Comments	Response
<p>I fully support this amendment to re-enable the two way pedal cycle traffic.</p> <p>It is very disappointing that this amendment is required as pedal cycles should have been considered with the recent change.</p>	<p>Thank you for your recent comments towards the proposals – 2020. 2137241.</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>I would like to support the cycle contraflow northwards along Commercial Road to the Mayflower Quay. This is part of NCN27/European Vélodyyssey cycle route and needs urgent action as the current layout severs this route.</p> <p>Please use the red road surface (as on Madeira Road) to make the contraflow clear to other road users, and add arrows in a northward direction. Please supplement this with arrows on the southward road surface to indicate to other users that the cycle contraflow is one way and that cyclists should use the road in a southward direction.</p> <p>Please also ensure that adequate signage shows the right turns required from the contraflow in Madeira Road onto Commercial Road and from Commercial Road onto Mayflower Quay, and that traffic calming measures are provided to keep cyclists safe when making these potentially dangerous turns.</p>	<p>Thank you for your recent comments towards the proposals – 2020. 2137241.</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>I would like to express my support for the instatement of a cycling contraflow against the new one-way system on this road, allowing cyclists to ride along NCN27 without hindrance.</p> <p>Ideally it would continue in red tarmac as on Madeira Road to make it very clear to car-drivers. Also signage should make clear (to both cars and cyclists) that cycles travelling south/westbound will be expected to use the road, as there is some confusion on Madeira Road with some drivers thinking the cycle path is two-way.</p>	<p>Thank you for your recent comments towards the proposals – 2020. 2137241.</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 to proceed with original proposals as advertised and make the Traffic Regulation Order.

#### 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

The Barbican



## STAGE 1: WHAT IS BEING ASSESSED AND BY WHOM?

<b>What is being assessed - including a brief description of aims and objectives?</b>	To implement amendments to The City of Plymouth (Moving Traffic Regulation Orders) (Consolidation) Order 2014 (as amended). <b>The effect of the order shall be to Add/Amend:</b> <b>One Way:</b> The Barbican - between its junction with Southside Street and West Pier in a southerly direction  <b>One Way Except Pedal Cycles on:</b> The Barbican - between its junction with West Pier and its junction with Commercial Wharf (car park) in a southerly direction
<b>Author</b>	Amy Neale
<b>Department and service</b>	Plymouth Highways, Senior Traffic Management Technician
<b>Date of assessment</b>	13/08/2020

## STAGE 2: EVIDENCE AND IMPACT

Protected characteristics (Equality Act)	Evidence and information (eg data and feedback)	Any adverse impact See <a href="#">guidance</a> on how to make judgement	Actions	Timescale and who is responsible
<b>Age</b>	No issues raised in consultation	No adverse impact anticipated		
<b>Disability</b>	No issues raised in consultation	No adverse impact anticipated		
<b>Faith/religion or belief</b>	No issues raised in consultation	No adverse impact anticipated		

<b>Gender - including marriage, pregnancy and maternity</b>	No issues raised in consultation	No adverse impact anticipated		
<b>Gender reassignment</b>	No issues raised in consultation	No adverse impact anticipated		
<b>Race</b>	No issues raised in consultation	No adverse impact anticipated		
<b>Sexual orientation - including civil partnership</b>	No issues raised in consultation	No adverse impact anticipated		

### 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
<b>Reduce the gap in average hourly pay between men and women by 2020.</b>	No adverse impact has been identified.	
<b>Increase the number of hate crime incidents reported and maintain good satisfaction rates in dealing with racist, disablist, homophobic, transphobic and faith, religion and belief incidents by 2020.</b>	No adverse impact has been identified.	
<b>Good relations between different communities (community cohesion)</b>	No adverse impact has been identified.	
<b>Human rights</b> Please refer to <a href="#">guidance</a>	No adverse impact has been identified.	

### STAGE 4: PUBLICATION

Responsible Officer: Chris Watkins

Date: 02/09/2020

Strategic Director, Service Director, Head of Service or Group Manager

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# EXECUTIVE DECISION

made by a Cabinet Member




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

Executive Decision Reference Number – SPI09 20/21

Decision				
1	<p><b>Title of decision:</b>  <b>THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2020.2137243 HOPE CLOSE &amp; HAM DRIVE) ORDER</b></p>			
2	<p><b>Decision maker (Cabinet member name and portfolio title):</b> Councillor Mark Coker, Cabinet Member for Strategic Planning and Infrastructure</p>			
3	<p><b>Report author and contact details:</b> Amy Neale, Senior Traffic Management Technician, email: <a href="mailto:amy.neale@plymouth.gov.uk">amy.neale@plymouth.gov.uk</a> Tel: 01752 307472</p>			
4	<p><b>Decision to be taken:</b>            To implement amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004 (as amended).  <b>The effect of the order shall be to Add/Amend:</b>  <b>No Waiting At Any Time on lengths of the following roads:</b>            Ham Drive &amp; Hope Close  <b>As set out in the briefing report.</b></p>			
5	<p><b>Reasons for decision:</b>            Following the redevelopment of the Former Community Centre at Ham Drive to provide 17 affordable dwellings, double yellow lines will be implemented around the bellmouth of the junction of Hope Close and Ham Drive to ensure visibility sight lines are maintained for vehicles exiting the new residential streets/development and in addition, will allow safe crossing points for pedestrians free of any obstruction by vehicles.</p>			
6	<p><b>Alternative options considered and rejected:</b>            Not adding these restriction will cause visibility and obstruction issues and therefore no other options were considered.</p>			
7	<p><b>Financial implications:</b>            The Traffic Regulation Order (TRO) and associated works is being funded via Planning budget - s38 income/advertising &amp; publicity.</p>			
8	<p><b>Is the decision a Key Decision?</b>            (please contact <a href="#">Democratic Support</a> for further advice)</p>	<p><b>Yes</b></p>	<p><b>No</b></p>	<p><b>Per the Constitution, a key decision is one which:</b>             in the case of <b>capital</b> projects and contract awards, results in a new</p>
			x	

				commitment to spend and/or save in excess of <b>£3million</b> in total
			x	in the case of <b>revenue</b> projects when the decision involves entering into new commitments and/or making new savings in excess of <b>£1 million</b>
			x	is <b>significant</b> in terms of its effect on communities living or working in an area comprising <b>two or more</b> wards in the area of the local authority.
	If yes, date of publication of the notice in the <b>Forward Plan of Key Decisions</b>			
9	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.	
10	Please specify any direct environmental implications of the decision (carbon impact)		n/a	
<b>Urgent decisions</b>				
11	Is the decision urgent and to be implemented immediately in the interests of the Council or the public?		Yes	(If yes, please contact Democratic Support ( <a href="mailto:democraticsupport@plymouth.gov.uk">democraticsupport@plymouth.gov.uk</a> ) for advice)
			No	x (If no, go to section 13a)
12a	Reason for urgency:			
12b	Scrutiny Chair Signature:		Date	
	Scrutiny Committee name:			
	Print Name:			
<b>Consultation</b>				
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?			

<b>13c</b>	<b>Date Cabinet member consulted</b>	Councillor Mark Coker – 07/07/2020						
<b>14</b>	<b>Has any Cabinet member declared a conflict of interest in relation to the decision?</b>	<b>Yes</b>		If yes, please discuss with the Monitoring Officer				
		<b>No</b>	x					
<b>15</b>	<b>Which Corporate Management Team member has been consulted?</b>	<b>Name</b>	Anthony Payne					
		<b>Job title</b>	Strategic Director for Place					
		<b>Date consulted</b>	27/08/2020					
<b>Sign-off</b>								
<b>16</b>	<b>Sign off codes from the relevant departments consulted:</b>	<b>Democratic Support (mandatory)</b>	DS35 20/21					
		<b>Finance (mandatory)</b>	pl.20.21.70					
		<b>Legal (mandatory)</b>	LS/35264/JP/030920					
		<b>Human Resources (if applicable)</b>						
		<b>Corporate property (if applicable)</b>						
		<b>Procurement (if applicable)</b>						
<b>Appendices</b>								
<b>17</b>	<b>Ref.</b>	<b>Title of appendix</b>						
	A	Briefing report for publication						
	B	Equalities Impact Assessment						
<b>Confidential/exempt information</b>								
<b>18a</b>	<b>Do you need to include any confidential/exempt information?</b>	<b>Yes</b>		If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in <b>18b</b> below.  (Keep as much information as possible in the briefing report that will be in the public domain)				
		<b>No</b>	x					
		<b>Exemption Paragraph Number</b>						
		<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>

18b	<b>Confidential/exempt briefing report title:</b>							
<b>Background Papers</b>								
19	<p>Please list all unpublished, background papers relevant to the decision in the table below.</p> <p>Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part 1 of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.</p>							
<b>Title of background paper(s)</b>		<b>Exemption Paragraph Number</b>						
		<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>
<b>Cabinet Member Signature</b>								
20	<p>I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act and those who do not. For further details please see the EIA attached.</p>							
<b>Signature</b>				<b>Date of decision</b>	30 September 2020			
<b>Print Name</b>	Councillor Mark Coker							





## HOPE CLOSE & HAM DRIVE

### 1. INTRODUCTION

This report seeks delegated authority to implement amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004 (as amended) in association with the double yellow lines on Hope Close & Ham Drive.

### TRAFFIC REGULATION ORDERS REQUIRED

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

#### To Add;

#### No Waiting at Any Time

- (i) Ham Drive – south side, from its junction with Hope Close for a distance of 30 metres in an easterly direction
- (ii) Ham Drive – south side, from its junction with Hope Close for a distance of 14.5 metres in a westerly direction
- (iii) Hope Close – both sides, from its junction with Ham Drive for a distance of 7 metres in a southerly direction

### 2. STATUTORY CONSULTATION

#### Proposals

The proposals for Hope Close & Ham Drive were advertised on street, in the Herald and on the Plymouth City Council website on 22<sup>nd</sup> July 2020. Details were sent to the Councillors representing the affected ward and statutory consultees on 15<sup>th</sup> July 2020.

**There have been no representations received relating to the Traffic Regulation Order proposals.**

### 4. RECOMMENDATION

It is recommended to proceed with original proposals as advertised and make the Traffic Regulation Order.

### 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

Hope Close & Ham Drive



## STAGE 1: WHAT IS BEING ASSESSED AND BY WHOM?

<b>What is being assessed - including a brief description of aims and objectives?</b>	To implement amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004 (as amended). <b>The effect of the order shall be to Add/Amend: No Waiting At Any Time on lengths of the following roads: Ham Drive &amp; Hope Close</b>  As set out in the briefing report.
<b>Author</b>	Abbie Perry
<b>Department and service</b>	Transport Planning, Transport Planning Officer
<b>Date of assessment</b>	26/08/2020

## STAGE 2: EVIDENCE AND IMPACT

Protected characteristics (Equality Act)	Evidence and information (eg data and feedback)	Any adverse impact See <a href="#">guidance</a> on how to make judgement	Actions	Timescale and who is responsible
<b>Age</b>	No issues raised in consultation	No adverse impact anticipated		
<b>Disability</b>	No issues raised in consultation	No adverse impact anticipated		
<b>Faith/religion or belief</b>	No issues raised in consultation	No adverse impact anticipated		
<b>Gender - including marriage, pregnancy and maternity</b>	No issues raised in consultation	No adverse impact anticipated		
<b>Gender reassignment</b>	No issues raised in consultation	No adverse impact anticipated		

<b>Race</b>	No issues raised in consultation	No adverse impact anticipated		
<b>Sexual orientation - including civil partnership</b>	No issues raised in consultation	No adverse impact anticipated		

### 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
<b>Reduce the gap in average hourly pay between men and women by 2020.</b>	No adverse impact has been identified	
<b>Increase the number of hate crime incidents reported and maintain good satisfaction rates in dealing with racist, disablist, homophobic, transphobic and faith, religion and belief incidents by 2020.</b>	No adverse impact has been identified	
<b>Good relations between different communities (community cohesion)</b>	No adverse impact has been identified	
<b>Human rights</b> Please refer to <a href="#">guidance</a>	No adverse impact has been identified	

### STAGE 4: PUBLICATION

Responsible Officer:  Sally Farley, Strategic Transport Manager

Date: 26/08/2020

Strategic Director, Service Director, Head of Service or Group Manager

# EXECUTIVE DECISION

made by a Council Officer



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

Executive Decision Reference Number – COD06 20/21

Decision	
1	<p><b>Title of decision:</b> Smart Sound Connect Contract Award</p>
2	<p><b>Decision maker (Council Officer name and job title):</b> David Draffan- Service Director for Economic Development</p>
3	<p><b>Report author and contact details:</b> Rob Watson, MBTC Director, <a href="mailto:robert.watson@plymouth.gov.uk">robert.watson@plymouth.gov.uk</a>, 01752 304082</p>
4a	<p><b>Decision to be taken:</b> To award the contract for Smart Sound Connect to the engaged supplier.</p> <p>Details of the supplier to whom this contract is to be awarded is set out in the Contract Award Report - Part II paper</p>
4b	<p><b>Reference number of original executive decision or date of original committee meeting where delegation was made:</b> 21<sup>st</sup> July 2020</p>
5	<p><b>Reasons for decision:</b></p> <p>To award a contract to a supplier to enable the delivery the Smart Sound Connect Project using the funding obtained from HoTSW LEP</p> <p>In accordance with the delegated authority granted by the Executive Decision made by the Leader of the Council on 21<sup>st</sup> July 2020 the project undertook a procurement exercise.</p> <p>A procurement was run using the negotiated procedure without prior publication in accordance with Regulation 32(2)(b) (iii) of the Public Contracts Regulations 2015.</p> <p>The use of this procedure is permitted under the regulations where there is an absence of competition for technical reasons.</p>
6	<p><b>Alternative options considered and rejected:</b></p> <p><b>Do Nothing</b> This would mean the Council avoids managing an additional complex project but would also mean forsaking funding provided by the LEP and the opportunity to position Plymouth as the centre for advanced marine testing for the UK.</p> <p><b>Reduced Implementation</b> As above. The opportunity is for the first 5G testing environment focussed on marine innovation development.</p> <p><b>Viable Alternative</b></p>

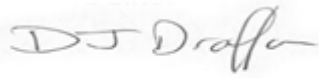
	There are no viable alternatives.		
<b>7</b>	<b>Financial implications:</b> Financial provision has been made for this contract within the project budget using HoTSW LEP funding. A breakdown of the contractual pricing is contained within Contract Award Report- Part II paper.		
<b>8</b>	<b>Is the decision a Key Decision?</b> (please contact <b>Democratic Support</b> for further advice)	<b>Yes</b>	<b>No</b>
			X
		X	
			<b>Per the Constitution, a key decision is one which:</b> in the case of <b>capital</b> projects and contract awards, results in a new commitment to spend and/or save in excess of <b>£3million</b> in total in the case of <b>revenue</b> projects when the decision involves entering into new commitments and/or making new savings in excess of <b>£1 million</b> is <b>significant</b> in terms of its effect on communities living or working in an area comprising <b>two or more</b> wards in the area of the local authority.
<b>8b</b>	<b>If yes, date of publication of the notice in the <u>Forward Plan of Key Decisions</u></b>	N/A	
<b>9</b>	<b>Please specify how this decision is linked to the Council's corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget:</b>	<b>Plymouth Plan</b> The Plymouth Plan is a ground-breaking plan which looks ahead to 2034. It sets a shared direction of travel for the long term future of the city bringing together a number of strategic planning processes into one place. It talks about the future of the city's economy; it plans for the city's transport and housing needs; it looks at how the city can improve the lives of children and young people and address the issues which lead to child poverty and it sets out the aspiration to be a healthy and prosperous city with a rich arts and cultural environment; and it sets out the city's spatial strategy, incorporating the Plymouth-specific elements of the Plymouth and South West Devon Joint Local Plan. The Plan covers all the policies for the city under three strategic themes: <ul style="list-style-type: none"> <li>• Plymouth as a healthy city;</li> <li>• Plymouth as a growing city;</li> <li>• Plymouth as an international city.</li> </ul> Policies are grouped under these themes and <b>SmartSound Connect</b> contributes to a number of these including: Creating the conditions for economic growth – the city's overall goal is to create the conditions for driving productivity and prosperity for all. As part of this goal, there are commitments to: develop a transformational economic	

		<p>infrastructure that includes the city’s world class marine / defence technology assets alongside encouraging business growth and investment that includes improving digital connectivity and cyber security. The Plan specifically identifies the opportunities arising out of marine autonomy alongside the development of technologies in a marine testing ground;</p> <p>Plymouth in the global marketplace – the city is fully committed to promoting Plymouth’s position in the global marketplace building on existing strengths, particularly in relation to defence, marine sciences, high technology manufacturing and maritime location;</p> <p>Supporting world class universities and research institution – the city’s support for the continued growth of the higher education and research institutions includes providing the physical space, networks and facilities to capture the commercialisation of Plymouth’s strong knowledge base into new higher value, exporting businesses.</p> <p><b>Local Economic Strategy</b></p> <p>Plymouth City Council (PCC) is currently updating the Local Economic Strategy as the ‘Delivering Economic Growth’ Plan to cover the period up to 2024. This document aligns with the sub-regional and national strategies below, while integrating the strategy of the Plymouth Plan in to the city’s plans for economic growth.</p> <p>The evolving plan has six flagships to deliver the city’s strategic economic objectives:</p> <ul style="list-style-type: none"> <li>• Ocean City Infrastructure;</li> <li>• Business Growth &amp; Investment;</li> <li>• Defence;</li> <li>• Learning &amp; Talent Development;</li> <li>• Inclusive Growth;</li> <li>• Visitor Economy &amp; Culture.</li> </ul> <p><b>SmartSound Connect</b> makes the most direct contributions to the first three flagships. The creation of high-speed data network will accelerate growth and investment through new digital infrastructure.</p> <p>It will also enable our marine tech businesses to innovate and be productive so that they can excel in global markets, including ‘supporting SMEs and micros to engage with our thriving primes in industries such as marine autonomy, defence manufacturing, health technologies, and other...’</p> <p>The specific focus on marine autonomy and cybersecurity will also play a significant part in Plymouth’s leading role in the Defence sector.</p>
<p><b>10</b></p>	<p><b>Please specify any direct environmental implications of the decision (carbon impact)</b></p>	<p><b>Low Carbon / Clean Growth</b></p> <p>The Government’s ambition for a low carbon economy has been articulated through the development of the Clean Growth Strategy produced by the Department for Business,</p>

		<p>Energy and Industrial Strategy (BEIS). This document addresses the transition to a low carbon economy, prioritised in the Industrial Strategy, that increases national income while cutting greenhouse gas emissions.</p> <p>The strategy has a number of actions towards which <b>SmartSound Connect</b> can contribute, particularly through the business applications and innovations that a high-speed data network in SSP can help accelerate. This includes areas such as marine autonomy and the development of marine science that can help reduce, mitigate / limit the impact of greenhouse gas emissions. Furthermore, the R&amp;D that will emerge from the mobile high-speed data network testbed will help to shape the development of smart shipping and drive the logistical efficiencies reducing fuel consumption and contributing towards clean growth.</p>		
<b>Urgent decisions</b>				
11	Is the decision urgent and to be implemented immediately in the interests of the Council or the public?	Yes		(If yes, please contact <a href="#">Democratic Support</a> for advice)
		No	X	(If no, go to section 13a)
12a	Reason for urgency:			
12b	Scrutiny Chair signature:		Date	
	Scrutiny Committee name:			
	Print Name:			
<b>Consultation</b>				
13a	Are any other Cabinet members' portfolios affected by the decision?	Yes		
		No	No	(If no go to section 14)
13b	Which other Cabinet member's portfolio is affected by the decision?	N/A		
13c	Date Cabinet member consulted	N/A		
14	Has any Cabinet member declared a conflict of interest in relation to the decision?	Yes		If yes, please discuss with the Monitoring Officer
		No	X	
15	Which Corporate Management Team member has been consulted?	Name	Anthony Payne	
		Job title	Strategic Director for Place	



		<b>Date consulted</b>	16.9.20					
<b>Sign-off</b>								
16	<b>Sign off codes from the relevant departments consulted:</b>	<b>Democratic Support (mandatory)</b>	DS37 20/21					
		<b>Finance (mandatory)</b>	pl.20.21.88					
		<b>Legal (mandatory)</b>	MS/34176					
		<b>Human Resources (if applicable)</b>						
		<b>Corporate property (if applicable)</b>						
		<b>Procurement (if applicable)</b>	HG/PS/557/ED/0920					
<b>Appendices</b>								
17	<b>Ref.</b>	<b>Title of appendix</b>						
	A	Briefing report for publication ( <i>mandatory</i> )						
	B	Equalities Impact Assessment ( <i>where required</i> )						
<b>Confidential/exempt information</b>								
18a	<b>Do you need to include any confidential/exempt information?</b>	<b>Yes</b>	<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 I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in <b>18b</b> below.				
		<b>No</b>	<input type="checkbox"/>					
		<b>Exemption Paragraph Number</b>						
		<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>
18b	<b>Confidential/exempt briefing report title:</b>							
	Contract Award Report Part II			X				
	Capital Investment Business Case			X				
<b>Background Papers</b>								
19	Please list all unpublished, background papers relevant to the decision in the table below. Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.							
<b>Title of background paper(s)</b>				<b>Exemption Paragraph Number</b>				

		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.							
<b>Signature</b>				<b>Date of decision</b>	16.9.20			
<b>Print Name</b>	David Draffan							

# **CONTRACT AWARD REPORT**

Smart Sound Connect - 20298 PART I



- 1. INTRODUCTION**
- 2. BACKGROUND**
- 3. PROCUREMENT PROCESS**
- 4. EVALUATION CRITERIA**
- 5. SUMMARY OF EVALUATION**
- 6. FINANCIAL IMPLICATIONS**
- 7. RECOMMENDATIONS**
- 8. APPROVAL**

## **I. INTRODUCTION**

This contract award report is in relation to the procurement of a high throughput, low latency 4/5G Mobile private network to cover Plymouth Sound area, supporting marine trials of multiple use cases across marine autonomous vessels and marine research. The project is fully funded via a capital grant from Heart of the South West LEP.

The procurement process undertaken was the 'negotiated procedure without prior publication'.

The contract is until 31<sup>st</sup> March 2022 with 5 year project legacy requirements.

## **2. BACKGROUND**

The Smart Sound Connect project is a unique and ambitious undertaking, led by Plymouth City Council (PCC).

The proposed project is to provide enhanced connectivity for marine technology development in Plymouth. Comprising a data mesh network and 5G across Plymouth Sound and funded by HoTSW LEP, this proposal will position Plymouth at the forefront of marine technology development, testing and certification. Leveraging Smart Sound Plymouth (SSP) and the Marine Business Technology Centre (MBTC) there will be a specific focus on the areas of applied marine autonomy, clean propulsion, environmental monitoring and measurement, advanced manufacturing and materials all underpinned by cyber security, Big Data and the Internet of Things (IoT). All of these elements are fundamental to the future of the marine sector in the UK.

Underpinned by £1.8 million for LEP funding and leveraging the existing MBTC physical assets, the total project value is £2.822 million. The funding provided will procure and rollout the network elements outlined above. In addition there will be the development of "use cases" for 5G in the marine environment. The targets for the project are the delivery of two comprehensive, cutting edge data networks, 23 businesses supported, two in-depth research projects and the provision of project management from Plymouth City Council (PCC).

This project leverages existing projects and will position Plymouth as the national centre for marine technology development, testing and certification. In addition, it will also leverage the City's fibre network programmes to establish Plymouth at the forefront of the Smart City revolution.

## **3. PROCUREMENT PROCESS**

A procurement was run using the negotiated procedure without prior publication in accordance with Regulation 32(2)(b) (iii) of the Public Contracts Regulations 2015.

The use of this procedure is permitted under the regulations where there is an absence of competition for technical reasons.

To successfully develop and run a solution in this marine and military environment has resulted in a unique and specialised set of technical requirements. The delivery of both a compliant technical solution that fits within the project's commercial budgets limited the supplier options to just one, who could in turn access the only available technical solution based on a secondary supplier's equipment.

The secondary suppliers' technology provides an end to end private mobile network encompassing both the core and edge services in one deployable system. It is the only solution that is both commercially available, and capable of hosting the key customer applications needed for the project's specific objectives. The secondary suppliers' solution is underpinned by a unique Private

Wireless as a service platform (pWaaS), called the Nokia Digital Automation Cloud (NDAC), which enables a truly private network which can support 4G and 5G, both NSA (Non Standalone) and SA (standalone).

The primary supplier is the only Mobile Network Operator (MNO) who was in a position to offer the secondary supplier's solution as a commercially viable service, with the supporting licensed spectrum and the track record required to build and operate in a complex marine and military environment.

#### 4. EVALUATION CRITERIA

Evaluation was undertaken in accordance with the overall evaluation strategy for the project.

The Council evaluated the supplier's submission as a two stage process. The first stage is known as the suitability assessment stage and the second as the award stage.

The first stage consists of an assessment of the Supplier's suitability in principle to deliver the goods, and services and checking that all required documents are completed and submitted. Only if the Supplier passes this first stage will they have their quotation evaluated at the second stage.

The award stage considers the merits of the quotation and only technical, pricing and social value criteria that are linked to the subject matter of the contract are used.

##### Stage I- Suitability Assessment

The suitability assessment criteria is as follows:

- Potential supplier information
- Grounds for mandatory exclusion
- Grounds for discretionary exclusion
- Economic and financial standing
- Insurance
- Health and safety
- Equalities and diversity,
- Environmental management
- Quality management
- Technical ability including: experience, business continuity and meeting the requirements of the Modern Slavery Act.

The scoring methodology used was as follows:

Response	Resulting action
Meets minimum expectations	PASS -proceed with procurement
Some minor concerns	CLARIFY- concerns discussed and response resubmitted
Major/unacceptable concerns	FAIL- end procurement process

Stage 2- Award

The award criteria is as follows:

- The ability of the supplier to supply all requirements and to the standard required
- The capacity of the supplier to fulfil the contract within the required timescales
- Acceptance of a set of mutually agreed Terms and Conditions
- Commitment to deliver Social Value outcomes
- Price ( within Budget)

The scoring methodology used was as follows:

<b>Response</b>	<b>Resulting action</b>
Meets minimum expectations	PASS -proceed with procurement
Some minor concerns	CLARIFY- concerns discussed and response resubmitted
Major/unacceptable concerns	FAIL- end procurement process

## **5. SUMMARY OF EVALUATION**

The Council issued a technical specification to the primary supplier and a formal quotation was requested.

A quotation was submitted by the supplier and independently evaluated by Council Officers and an external consultant, all of whom have the appropriate skills and experience, in order to ensure transparency and robustness in the process.

The outcome of this review is contained within the confidential Part II paper.

## **6. FINANCIAL IMPLICATIONS**

Financial provision has been made for this contract within the project budget.

The project is fully funded by Heart of the South West LEP.


A breakdown of the contractual pricing is contained within the part ii paper.

## **7. RECOMMENDATIONS**

It is recommended that the contract for Smart Sound Connect is awarded to the engaged supplier. Details of the engaged supplier have been set out in the confidential Part II paper.

## **8. APPROVAL**

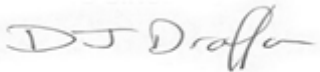
**AUTHOR:**

Signature: 

Print Name: Rob Watson

Date: 16<sup>th</sup> September 2020

**AUTHORISED SIGNATORY:**



**Signature:**

Print Name: David Draffan

Position: Service Director – Economic Development

Date: 16 September 2020



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.

Document is Restricted

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Document is Restricted

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