



Oversight and Governance

Chief Executive's Department

Plymouth City Council

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www.plymouth.gov.uk/democracy

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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 4.30 pm on Wednesday 8 December 2021. 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 9 December 2021 if they are not called-in.

Delegated Decisions

- 1. Councillor Nick Kelly, Leader of the Council:**
 - 1.1. Government Funding Agreement: Community Renewal Fund **(Pages 1 - 10)**
 - 1.1. Safer Streets 3 **(Pages 11 - 36)**
- 2. Councillor Jonathan Drea, Cabinet Member for Transport:**
 - 2.1. THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2021.2137266 DRAINAGE SITES) ORDER **(Pages 37 - 48)**
 - 2.1. THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2021.2137267 POWISLAND DRIVE) ORDER **(Pages 49 - 60)**
- 3. Council Officer Decision - Paul Barnard, Service Director for Strategic Planning and Infrastructure:**
 - 3.1. Contract Award for PCC Part 2 Decarbonisation Project **(Pages 61 - 82)**

EXECUTIVE DECISION

made by a Cabinet Member



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


Executive Decision Reference Number – L22 21/22

Decision	
1	Title of decision: Government Funding Agreement: Community Renewal Fund
2	Decision maker (Cabinet member name and portfolio title): Councillor Nick Kelly, Leader
3	Report author and contact details: Julia Blaschke, Partnerships Manager, Tel 01752 308981.
4	Decision to be taken: Accept the funding offer of up to £1,198,766 from Government by way of a signed funding agreement
5	<p>Reasons for decision:</p> <p>PCC has successfully submitted a bid for Community Renewal Fund, from which Government has decided to fund two projects, for a total of £1,198,766. As part of this funding award, PCC receives £27,978 to cover management costs. PCC will act as Lead Authority and therefore be responsible to programme manage the two projects. In addition, PCC will also deliver one of the projects through another team. The two funded projects are:</p> <ul style="list-style-type: none"> - Plymouth Sound National Marine Park (Lead applicant: Plymouth City Council): <p>This application further enhances Plymouth’s trailblazer National Marine Park designation by delivering a programme of five key elements for the park:</p> <ul style="list-style-type: none"> Access through gateway Hubs SME business and skills support New “blue” businesses/products Net Zero: Innovative waterfront decarbonisation Public engagement and community development. <ul style="list-style-type: none"> - Stonehouse Union (Lead applicant: Nudge Community Builders, Street Factory CIC): <p>This project brings together different but complementary organisations working in a deprived area in Plymouth. It will provide:</p> <ul style="list-style-type: none"> Unique life-skills support and training for unemployed and far from the labour market beneficiaries Work-skills training Start-Up mentoring and support Business support and workspace.

6	<p>Alternative options considered and rejected:</p> <p>(1) Do Nothing</p> <p>Do nothing would mean that these two projects could not be realised and the business support and training opportunities would not be available. In addition, not performing the role of “Lead Authority” for this funding could lead to reputational damage for the council.</p>																				
7	<p>Financial implications and risks:</p> <p>£1,198,766 of ring-fenced revenue grant has been awarded to PCC to meet the revenue grant objectives as described in the project applications. Deliverability of the projects that are being delivered through this grant was assessed as part of the appraisal process. We will maintain robust programme management protocols through regular monitoring and review to ensure that the projects are delivered within the grant terms and conditions. Remedial action will be taken where necessary. There are no expected revenue pressures arising as a result of accepting this grant award.</p>																				
8	<table border="1"> <thead> <tr> <th data-bbox="225 748 759 842">Is the decision a Key Decision? (please contact Democratic Support for further advice)</th> <th data-bbox="759 748 852 842">Yes</th> <th data-bbox="852 748 967 842">No</th> <th data-bbox="967 748 1495 842">Per the Constitution, a key decision is one which:</th> </tr> </thead> <tbody> <tr> <td data-bbox="225 842 759 1010"></td> <td data-bbox="759 842 852 1010"></td> <td data-bbox="852 842 967 1010" style="text-align: center;">x</td> <td data-bbox="967 842 1495 1010">in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total</td> </tr> <tr> <td data-bbox="225 1010 759 1155"></td> <td data-bbox="759 1010 852 1155"></td> <td data-bbox="852 1010 967 1155" style="text-align: center;">x</td> <td data-bbox="967 1010 1495 1155">in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1 million</td> </tr> <tr> <td data-bbox="225 1155 759 1301"></td> <td data-bbox="759 1155 852 1301"></td> <td data-bbox="852 1155 967 1301" style="text-align: center;">x</td> <td data-bbox="967 1155 1495 1301">is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.</td> </tr> <tr> <td data-bbox="225 1301 759 1424">If yes, date of publication of the notice in the Forward Plan of Key Decisions</td> <td colspan="3" data-bbox="759 1301 1495 1424"></td> </tr> </tbody> </table>	Is the decision a Key Decision? (please contact Democratic Support for further advice)	Yes	No	Per the Constitution, a key decision is one which:			x	in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total			x	in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1 million			x	is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.	If yes, date of publication of the notice in the Forward Plan of Key Decisions			
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		x	is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.																		
If yes, date of publication of the notice in the Forward Plan of Key Decisions																					
9	<p>Please specify how this decision is linked to the Council’s corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget:</p>	<p>The decision directly supports the mission to build back better and the priorities in the Corporate Plan, particularly, Unlocking the City’s Potential.</p>																			
10	<p>Please specify any direct environmental implications of the decision (carbon impact)</p>	<p>The projects that will receive funding will support businesses to examine and provide guidance to lower their carbon footprint. In particular, the NMP project has three strands that focus specifically on net zero:</p> <p>Improve environmental impact and support of NMP-related business through benchmarking carbon emissions and other environmental impact, providing actionable specific improvement plans and support to start implementation</p> <p>Create path to a carbon zero and highly usable leisure waterfront, with feasibilities for low-carbon energy source and environment improvement, business cases, funding</p>																			

		<p>strategy and relevant surveys</p> <p>Create deep understanding of the barriers and drivers of carbon/environment positive change within NMP related businesses</p> <p>Therefore overall, the decision is expected to have a positive impact.</p>		
Urgent decisions				
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 (democraticsupport@plymouth.gov.uk) for advice)
		No	x	
12a	Reason for urgency:			
12b	Scrutiny Chair Signature:		Date	
	Scrutiny Committee name:			
	Print Name:			
Consultation				
13a	Are any other Cabinet members' portfolios affected by the decision?	Yes		(If no go to section 14)
		No	x	
13b	Which other Cabinet member's portfolio is affected by the decision?			
13c	Date Cabinet member consulted			
14	Has any Cabinet member declared a conflict of interest in relation to the decision?	Yes		If yes, please discuss with the Monitoring Officer
		No	x	
15	Which Corporate Management Team member has been consulted?	Name		Anthony Payne
		Job title		Strategic Director for Place
		Date consulted		18.11.2021

Sign-off									
16	Sign off codes from the relevant departments consulted:		Democratic Support (mandatory)			DS72 21/22			
			Finance (mandatory)			ba.21.22.184			
			Legal (mandatory)			LS/37705/AC/24/11/2 I			
			Human Resources (if applicable)			N/A			
			Corporate property (if applicable)			N/A			
			Procurement (if applicable)			N/A			
Appendices									
17	Ref.	Title of appendix							
	A	Briefing report for publication							
Confidential/exempt information									
18a	Do you need to include any confidential/exempt information?		Yes		If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in 18b below. (Keep as much information as possible in the briefing report that will be in the public domain)				
			No	x					
			Exemption Paragraph Number						
			1	2	3	4	5	6	7
18b	Confidential/exempt briefing report title: UK Community Renewal Fund								
Background Papers									
19	Please list all unpublished, background papers relevant to the decision in the table below. Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.								

Title of background paper(s)	Exemption Paragraph Number						
	1	2	3	4	5	6	7
Cabinet Member Signature							
20	I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act and those who do not. For further details please see the EIA attached.						
Signature			Date of decision	30 November 2021			
Print Name	Councillor Nick Kelly Leader, Plymouth City Council						

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UK COMMUNITY RENEWAL FUND

Acceptance of funding offer from Government

Part I Briefing Report**1.0 SCHEME SUMMARY**

In March 2021, Government launched the Community Renewal Fund (CRF) as part of the Levelling Up and Community investments. Government identified 100 priority places – Plymouth is not one of them – and invited Lead Authorities to invite, appraise and submit bids on behalf of their “place”. Plymouth City Council has been designated as Lead Authority for CRF. As Lead Authority, PCC has to oversee and manage the funding on behalf of Government.

In June 2021, PCC submitted a shortlist of 5 bids worth £2.9m to UK Government for consideration for the CRF. On the 3rd November 2021, successful bids were announced and two Plymouth bids were successful – Plymouth Sound National Marine Park, and Stonehouse Union, with the overall award being £1,198,766. Projects can start spending from the date of the announcement letter (03 November 2021). The end date for project delivery has been extended from March 2022 to 30 June 2022, by which the projects will need to have finished delivery.

2.0 BUDGET SUMMARY AND BUSINESS CASE

The overall award from Government is £1,198,766. Of this, PCC receives £27,978 to cover management costs.

The successful projects are:

Project Name	Lead Applicant	Short Description	Project Value
Plymouth Sound National Marine Park	Plymouth City Council	<p>This project further enhances Plymouth’s trailblazer National Marine Park designation by delivering a programme of five key elements for the park:</p> <ul style="list-style-type: none"> - Access through gateway Hubs - SME business and skills support - New “blue” businesses/products - Net Zero: Innovative waterfront decarbonisation - Public engagement and community development 	£643,260
Stonehouse Union	Nudge Community Builders and Street Factory CIC	<p>This project brings together different but complementary organisations working in a deprived area in Plymouth.</p> <p>It will provide:</p> <ul style="list-style-type: none"> - Unique life-skills support and training for unemployed and far from the labour market beneficiaries - Work-skills training - Start-Up mentoring and support - Business support and workspace 	£527,528

The Role of PCC as Lead Authority and Project Deliverer

PCC has been designated as a Lead Authority (accountable body) by the UK Government. As a Lead Authority PCC must:

- Be a conduit between Government and the applicants.
- Enter into a funding agreement with the Government to deliver successful bids.
- Issue a funding agreement to Nudge, and enter into an SLA with the NMP delivery team and contract manage the delivery of these projects, including checking and authorizing claims & payments to applicants. Ensure project activities comply with funding agreements, in particular rules on Subsidy Control, procurement and eligible spend. Support applicants with technical guidance as part of the contract management function.
- Monitor the projects' activities and outputs, prepare interim and final reports to Government. Whilst project delivery will end by 30 June 2022, project evaluations, reporting and claims are likely to continue until December 2022.
- Maintain a separation of responsibilities between project delivery team and lead authority team. PCC is one of the successful applicants whose project was also selected by Government. As such, PCC will also be directly responsible for delivering this project. It is important to keep these two roles distinct from each other.
- The Lead Authority is responsible for paying the funding to project deliverers. An initial payment of 50% of project costs will be made to PCC upon execution of the Funding Agreement. The second payment will be paid from July 22, once the Lead Authority has paid the funding for the projects' activities in full. Payments to project deliverers will be quarterly or monthly in arrears. As such, PCC will have to cash flow grant payments to project deliverers.

Milestones

It was originally anticipated that government would announce successful bidders in July for an anticipated start date of August and an end date for all projects of March 2022. This has been delayed and Government have announced the successful projects on 03 November. The delivery window has been extended until 30 June 2022.

1 st April 21	Call for bids published on Invest Plymouth website UK Community Renewal Fund - Invest Plymouth (visitplymouth.co.uk)
28 th April 21	Q&A session with potential bidders
14 th May 21	Deadline for bids to be submitted to PCC
17 th May – 17 th June 21	Assess bids, prioritise & prepare Government submission
18 th June 21	Project shortlist to be submitted to UK Government
03 November 21	Decision on successful projects
Nov 21 – June 22	Programme delivery – develop grant funding agreement, mobilisation, delivery, payments and monitoring
30 June 22	Completion of projects and CRF programme
Dec 22	Monitoring and Reporting finishes

3.0 REVENUE IMPLICATIONS

£1,198,766 of ring-fenced revenue grant has been awarded to PCC. Of this, PCC receives a lump sum to cover management costs of £27,978. The remaining funding is to be further distributed to the applicants to meet 100% of the cost of achieving the revenue grant objectives up to the maximum for each applicant stated above.

As Lead Authority, PCC will oversee that the projects are delivered within the grant terms and conditions. There are no expected revenue pressures arising as a result of accepting this grant award.

4.0 RISKS

Key Risk	Nature of Risk	Mitigation
Generic		
Strategic / Operational		
Projects are not delivering as planned	Projects might have based forecasting on assumptions that are not fully deliverable.	Deliverability and outputs were assessed as part of the appraisal process. We will maintain robust programme management protocols through regular monitoring and review. Remedial action will be taken where necessary.
Reputational		
PCC performance as Lead Authority perceived as weak	Government and other stakeholders could perceive any failure as a result of weak performance of Lead Authority	Team has substantial experience with (successfully) overseeing LEP business theme pipeline on behalf of HotSW LEP. Robust programme management will be employed and regular meetings with project deliverers will be established.
Financial		
PCC unable to claim back all administered grant funding	Government might not reimburse all funding that was granted to applicants due to ineligibility of costs	Close monitoring of claims and expenditure will be undertaken. Any questions about eligibility of costs will be confirmed by experts.
Costs are going over budget	Budgets are based on some assumptions. Applicants have not budgeted sufficiently.	Lead Authority is not responsible to cover any increase of budget. Close monitoring of budget will be undertaken.

4.0 RECOMMENDATION

It is recommended that the Leader of the Council:

- Accepts the funding offer of up to £1,198,766 from Government

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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 – L24 21/22

Decision				
1	Title of decision: Safer Streets 3			
2	Decision maker (Cabinet member name and portfolio title): Councillor Nick Kelly, Leader of the Council			
3	Report author and contact details: Denise Clift, Project Manager T: 01752 307105; E: denise.clift@plymouth.gov.uk			
4	Decision to be taken: <ol style="list-style-type: none"> 1. Authorise the Business Case 2. Accept the Home Office Grant of £512,083 and distribute the funds through separate Funding Agreements to partners identified within the Home Office Funding Agreement 3. Allocate £299,661 for the project into the Capital Programme funded by Safer Street Fund 3 4. Authorise the procurement process to commence on an urgent basis. 5. Delegates the award of the contract to Service Director for Community Connections 			
5	Reasons for decision: To enable the use of external funding to deliver the improvements, installation and commissioning of CCTV, Street Lighting improvements and Help Points in the areas outlined in the Business Case. This project offers an opportunity to improve the existing infrastructure at no cost to the Council and positive interaction and partnership with Ward Members and The OPCC.			
6	Alternative options considered and rejected: <p>Do nothing: Leaving the existing infrastructure in place.</p> <p>Remove installation which renders the estate with no CCTV or Street lighting.</p>			
7	Financial implications and risks: <p>This scheme is funded entirely through external funding secured via a partnership bid with the OPCC, NSPCC, Eddystone Trust, University of Plymouth, Devon & Cornwall Community Watch Association, Street Pastors, awarded by the Home Office under the Safer Streets allocation. There are no additional revenue support costs associated with the investment.</p>			
8	Is the decision a Key Decision?	Yes	No	Per the Constitution, a key decision

	<p>(please contact Democratic Support for further advice)</p>			<p>is one which:</p> <table border="1"> <tr> <td data-bbox="853 219 965 383">x</td> <td data-bbox="965 219 1495 383">in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total</td> </tr> <tr> <td data-bbox="853 383 965 533">x</td> <td data-bbox="965 383 1495 533">in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1 million</td> </tr> <tr> <td data-bbox="853 533 965 674">x</td> <td data-bbox="965 533 1495 674">is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.</td> </tr> </table>	x	in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total	x	in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1 million	x	is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.
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x	is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.									
	<p>If yes, date of publication of the notice in the Forward Plan of Key Decisions</p>	<p>N/A</p>								
<p>9</p>	<p>Please specify how this decision is linked to the Council’s corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget:</p>	<p>UNLOCKING THE CITY’S POTENTIAL</p> <p>A green, sustainable city that cares about the environment: It leverages existing infrastructure, partnerships and will position the bid area to accommodate additional capacity and enhance security of connection for all cameras.</p> <p>The improvements to street lighting is economical and environmentally friendly and will contribute to reducing crime. It will also see a Variable Profiling lighting strategy offering Plymouth City Council an opportunity to save a significant amount of energy and carbon emissions,</p> <p>CARING FOR PEOPLE AND COMMUNITIES:</p> <p>People feel safe in Plymouth, focusing on prevention and early intervention, keep children, young people and adults protected: These interventions (ie additional CCTV, improved street lighting and HelpPoints) will specifically:</p> <ul style="list-style-type: none"> • Assist students at the start of term when many will be unfamiliar with the area. • Will ensure public spaces are effectively lit, enhancing surveillance opportunities and promoting safer use to reduce fear of crime <p>Improve wayfinding to ensuring those unfamiliar with the area can get to their destination in the safest way</p>								
<p>10</p>	<p>Please specify any direct environmental implications of the decision (carbon impact)</p>	<p>Variable Profiling lighting strategy offering Plymouth City Council an opportunity to save a significant amount of energy and carbon emissions, the affected 133 lighting units realise approx. 45% energy savings which translates into a saving of 3666 kwh per annum = 2564kg CO²e</p> <p>The profiling is part of the delivery path outlined within the CCRP (Corporate Carbon Reduction Plan).</p>								

Urgent decisions			
I 1	Is the decision urgent and to be implemented immediately in the interests of the Council or the public?	Yes	(If yes, please contact Democratic Support (democraticsupport@plymouth.gov.uk) for advice)
		No	x (If no, go to section I 3a)
I 2a	Reason for urgency:		
I 2b	Scrutiny Chair Signature:		Date
	Scrutiny Committee name:		
	Print Name:		
Consultation			
I 3a	Are any other Cabinet members' portfolios affected by the decision?	Yes	x
		No	(If no go to section I 4)
I 3b	Which other Cabinet member's portfolio is affected by the decision?	Councillor John Riley, Cabinet Member for Governance, HR, IT & Community Safety Councillor Jonathan Drean, Cabinet Member for Transport	
I 3c	Date Cabinet member consulted	12 November 2021	
I 4	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
I 5	Which Corporate Management Team member has been consulted?	Name	Craig McArdle
		Job title	Strategic Director for People
		Date consulted	29 November 2021
Sign-off			
I 6	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS76 21/22
		Finance (mandatory)	pl.21.22.197
		Legal (mandatory)	MS/30.11.21
		Human Resources (if applicable)	N/A
		Corporate property (if applicable)	N/A
		Procurement (if applicable)	N/A

Appendices								
17	Ref.	Title of appendix						
	A	Briefing report for publication						
	B	Business Case						
	C	Equalities Impact Assessment						
Confidential/exempt information								
18a	Do you need to include any confidential/exempt information?	Yes	<input type="checkbox"/>	If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in 18b below. (Keep as much information as possible in the briefing report that will be in the public domain)				
		No	<input checked="" type="checkbox"/>					
		Exemption Paragraph Number						
		1	2	3	4	5	6	7
18b	Confidential/exempt briefing report title:							
Background Papers								
19	Please list all unpublished, background papers relevant to the decision in the table below. Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part 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
Cabinet Member Signature								
20	I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act and those who do not. For further details please see the EIA attached.							

Signature		Date of decision	1 December 2021
Print Name	Cllr Nick Kelly, Leader of Plymouth City Council		

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Briefing Report

Safer Streets 3



Background

We have successfully secured £512,083 funding from the Home Office in the Safer Streets 3 bid process. Out of this a total, £299,661 has been awarded to address the infrastructure of the bid area with new CCTV, improved Street Lighting and introduction of Help Points. The balance of the grant will be placed in the revenue budget and distributed to funding partners to deliver the work streams.

This year, the bid is focused on targeting Violence against Women and Girls (VAWG) crimes, recognising that lower-end behaviours create the conditions for other more harmful crimes to take place. The areas chosen include Stonehouse, Barbican and the City Centre and University areas (North Hill and Mutley).

Our proposal aims to reduce VAWG crimes and improve feelings of safety using 3 approaches:

1. Strengthening the local ENVIRONMENT to improve safe passage
2. TARGETED PREVENTION activity
3. Helping the COMMUNITY to develop their own solutions, reclaim community spaces and improve guardianship.

With approach 1 above, it leverages existing infrastructure, partnerships and will position the bid area to accommodate additional capacity and enhance security of connection for all cameras. The improvements to street lighting is economical and environmentally friendly and will contribute to reducing crime.

Reasons for decision:

Following success in securing grant funding from the Home Office Safer Streets 3, we need the Council to accept the grant funding and agree the distribution of the revenue grant to our delivery partners.

£299,661 of the fund is for infrastructure (ie CCTV, Street Lighting and Help Points), which needs to be added to the capital programme before the orders can be placed.

Recommended Decision - It is recommended that the Leader of the Council:

1. Authorise the business case
2. Accept the Home Office Grant of £512,083 and distribute the funds through separate Funding Agreements to partners designated within the Home Office Funding Agreement.
3. Allocate £299,661 for the project into the Capital Programme funded by Safer Street Fund 3
4. Authorise the procurement process to commence on an urgent basis.
5. Delegates the award of the contract to Service Director, Community Connections

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CAPITAL INVESTMENT BUSINESS CASE

SAFER STREETS 3



EXECUTIVE SUMMARY

The Executive Summary is a short summary of the Business Case and should be the last section you complete, this will enable you to extract or only the key facts from relevant sections i.e. 'project on a page'. The summary is a 'snapshot' of the business case which will need to tell the story and sell the proposal.

We have successfully secured £512,083 funding from the Home Office in the Safer Streets 3 bid process. Out of this a total, £299,661 has been awarded to address the infrastructure of the bid area with new CCTV, improved Street Lighting and introduction of Help Points. The balance of the grant will be placed in the revenue budget and distributed to funding partners to deliver the various work streams.

In addition to the above the NSPCC have identified £7,300 in-kind management costs of their own funds to deliver the wider project.

This year, the bid is focused on targeting Violence against Women and Girls (VAWG) crimes, recognising that lower-end behaviours create the conditions for other more harmful crimes to take place.

Our proposal aims to reduce VAWG crimes and improve feelings of safety using 3 approaches:

1. Strengthening the local ENVIRONMENT to improve safe passage
2. TARGETED PREVENTION activity
3. Helping the COMMUNITY to develop their own solutions, reclaim community spaces and improve guardianship.

The areas chosen include waterside developments, green spaces, public attractions eg Theatre Royal and the main evening and night-time economy, and are within:

- Stonehouse,
- Barbican and City Centre Areas,
- University areas (North Hill/Mutley)

The geography is chosen due to the disproportionately high levels of offences, levels of footfall and the proportion of 16-25 year old females living in the area.

Based upon the data and professional consultations our hypothesis is that to reduce levels of sexual offending against women and girls (and the wider population) and to improve feelings of safety, we need to:

- improve safety during transit after dark and in isolated spaces;
- deliver a cultural shift in the community to increase guardianship and reduce acceptability by challenging behaviours;
- work with potential perpetrators to reduce offending risks;
- raise awareness about steps being taken to improve safety, provide them with tools and support and encourage reporting

Many of the interventions, should also improve wider safety and reduce other crime types including violence, robbery and theft from the person.

All of these interventions were supported by responses to the consultation and in most cases 90-95% of consultees rated them as high or medium priority

Plymouth City Council is the overall responsible authority, will maintain financial oversight and provide project leadership, the Office of Police and Crime Commissioner will provide support on the Project Board.

This project is fully funded by an external body and does not require any capital investments from PCC.

The infrastructure improvements proposed are as follows:

Help Points:

Locations have been chosen following professional consultation and surveys conducted in the area and local intelligence revealing these are high footfall locations covering some of the entry and egress points from the area, vulnerable retail outlets and local school access. Well lit and locally signed Help provisions will be situated in close proximity to new and existing CCTV installations permitting additional surveillance for potential victims, increase of targeted white light upon call, automatically change in CCTV monitoring to increase area surveillance and immediate response to 'Help' demand by 24hr CCTV control room resource whilst summoning response from the permitting the co-ordination from the appropriate emergency services.

Street Lighting:

Locations have been chosen following professional consultation and surveys conducted in the area and local intelligence revealing these are high footfall locations covering some of the entry and egress points from the area. Utilising lighting in this manner permits safe increased visibility at entry and egress locations and further offers improved illumination through the high flow areas

CCTV:

Locations have been chosen following professional consultation and surveys conducted in the area and local intelligence revealing these are high footfall locations covering some of the entry and egress points from the area, vulnerable retail outlets and local school access. Monitoring via live streaming to dedicated CCTV control room offering 24hr cover with remote access in place for emergency services, Plymouth against Retail Crime (PARC), Traffic Monitoring and Public Protection teams. White Light Flood arrangement to increase lighting in area of incident with IR arrangement for enhanced low light monitoring

It leverages existing infrastructure, partnerships and will position the bid area to accommodate additional capacity and enhance security of connection for all cameras. The improvements to street lighting is economical and environmentally friendly and will contribute to reducing crime. It will also see a Variable Profiling lighting strategy offering Plymouth City Council an opportunity to save a significant amount of energy and carbon emissions, the affected 133 lighting units realise approx. 45% energy savings which translates into a saving of 3666 kwh per annum = 2564kg CO²e

key risks

Supply chain experiencing long lead times for network equipment, so early engagement and equipment to be sourced from UK companies where possible.

Spend needs to be completed by 31st March 2022, so a dedicated Project Manager is included within the Home Office funding for this project deliverable and the wider programme

Interconnection underground cabling is dependent on a 3rd party to deliver – early involvement is required to achieve delivery

SECTION I: PROJECT DETAIL

Project Value (indicate capital or revenue)	£519,383 Total , of which: £299,661 Capital £212,422 Revenue £7,300 NSPCC	Contingency (show as £ and % of project value)	
Programme	Highways Maintenance	Directorate	People
Portfolio Holder	Councillor Drean Councillor Riley	Service Director	Matt Garrett (Community Connections)
Senior Responsible Officer (client)	Jackie Kings/ Dave Ryland	Project Manager	Denise Clift
Address and Post Code		Ward	Citywide

Current Situation: *(Provide a brief, concise paragraph outlining the current situation and explain the current business need, problem, opportunity or change of circumstances that needs to be resolved)*

Plymouth is a densely populated urban city with a population of approximately 262,100. It has a large student population with 18,000 students at the University of Plymouth. The crime rate in Plymouth is 76 crimes per 1000 resident population (year ending December 2020), higher than the force average (52.3) and the South West average (64.5). Around 32% of police recorded crime relates to violent offences.

Analysis of 11 of the 14 LSOAs shows a higher than force average rate of VAWG offences per 1000 female population within public spaces at 4.9 crimes per 1000 female population per year compared to 1 crime per 1000 female population. Our crime rate calculations only include VAWG crimes in public spaces.

Data has reviewed over a 3 year period (2019/20), that out of the 152 recorded offences: 10% rape, 51% other sexual offences; 38% stalking and harassment, 5% abduction. In terms of disproportionality, 71% of victims were female, 23% men and 6% no sex recorded; for the rape offences, 88% victims were female and 12% were male; for the other sexual offences, 82% of victims were female and 14% were male and 4% unknown.

Our analysis of the crimes in scope found that victims are predominantly: female and aged between 16 and 25; offenders are predominantly: male and aged between 16 and 40; majority of rape offences occurred across the weekend, after 8pm and peaked between 00:00 and 03:00 hours; Other sexual offences occurred at all times of day, with peaks in the early hours, with the highest proportion on a Saturday; Stalking and harassment offences largely occurred during daytime hours, with increases around school/work start and finish and were spread across the week.

We recognise that recorded crime is not an accurate measure of the levels of these offences due to under reporting.

Plymouth City Council has successfully been awarded funding from the Home Office to deliver a Safer Streets project that aims to address the above.

Proposal: *(Provide a brief, concise paragraph outlining your scheme and explain how the business proposal will address the current situation above or take advantage of the business opportunity) and (What would happen if we didn't proceed with this scheme?)*

With the external funding awarded, our proposal aims to prevent a number of VAWG offences and also seek to increase reporting by building confidence and culture change. We aim to strengthen the local environment to improve safe passage by installing additional CCTV, improved/enhanced street lighting and installation of HelpPoints.

The results of our Environmental Visual Audit (EVA) and professional consultation has identified a series of actions, in particular:

- **5 new CCTV cameras** to be installed: (i) Subway on North Hill; (ii) Athenaeum Street, (iii) Sawrey Street, (iv) Union Street outside Lidl and (v) New Street
- **54 street lighting improvements:** Locations have been chosen due to surveys conducted in the area and local intelligence revealing these are high footfall locations covering some of the entry and egress points from the area. Utilising lighting in this manner permits safe increased visibility at entry and egress locations and further offers improved illumination through the high flow areas.
- **12 HelpPoints:** Stand-alone emergency points located across the bid area as follows: (i) Southside Street junction Friary's Lane, (ii) Southside Street o/s Crown & Anchor, (iii) West Hoe Park, (iv) Old Town Street, (v) Armada Way – Sundial, (vi) Royal Parade Centre Pedestrian Crossing, (vii) Union Street Octagon, Mutley Plain o/s Subway – (viii) North Hill, (ix) Mayflower Street, (x) Union Street o/s Lidl / Chemist, (xi) King Street – o/s Chemist, (xii) High Street

Plymouth City Council is the overall responsible authority and will maintain financial oversight and project leadership, in partnership with the Office for Police and Crime Commissioner. The OPCCs expected outcome includes improved and effective community action with a consequential reduction in demand on policing.

If we choose not to proceed with this scheme the OPCC expects a fluctuating trend of increased violence against women and girls against a decreasing resource of policing.

Milestones and Date:		
Contract Award Date	Start On Site Date	Completion Date
October 2021	December 2021	March 2022

SECTION 2: PROJECT RISK, OUTCOMES AND BENEFITS

Risk Register: *The Risk Register/Risk Log is a master document created during the early stages of a project. It includes information about each identified risk, level of risk, who owns it and what measures are in place to mitigate the risks (cut and paste more boxes if required).*

Potential Risks Identified		Likelihood	Impact	Overall Rating
Risk	Supply chain experiencing long lead times for network equipment.	Medium	Medium	Medium
Mitigation	Early engagement and equipment to be sourced from UK companies where possible	Low	Low	Low
Risk	Interconnection underground cabling is dependent on a 3rd party to deliver	Medium	Medium	Medium
Mitigation	Early involvement to achieve delivery	Low	Low	Low
Calculated risk value in £ (Extent of financial risk)	£0			

Outcomes and Benefits

List the outcomes and benefits expected from this project.

*(An **outcome** is the result of the change derived from using the project's deliverables. This section should describe the anticipated outcome)*

*(A **benefit** is the measurable improvement resulting from an outcome that is perceived as an advantage. Benefits are the expected value to be delivered by the project, measurable whenever possible)*

Financial outcomes and benefits: **Non-financial outcomes and benefits:**

<p>Significant benefits arise including decrease in carbon emissions and lower electricity consumption. 11,000kwh / 2564kg CO²e</p> <p>Provides higher protection to the Council against future energy cost rises circa 6% per annum</p> <p>Reduction on maintenance route issue costs</p>	<p>Vehicle and pedestrian safety are assessed as having a positive impact, Dark Sky Association (IDA) – reduction of light pollution</p> <p>BMJ have carried out detailed survey across the UK to study the effects of adoption on strategy, comparing Traffic Collision and Crime Data sourced from police data across 62 local authorities.</p> <p>The data indicates an overall reduction on traffic collisions more interestingly, a reduction of Burglary, Robbery, Vehicle and Violence</p> <p>Improved surveillance cover in high crime area</p>
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Low Carbon	
What is the anticipated impact of the proposal on carbon emissions	Variable Profiling lighting strategy offering Plymouth City Council an opportunity to save a significant amount of energy and carbon emissions, the affected 133 lighting units realise approx. 45% energy savings which translates into a saving of 3666 kwh per annum = 2564kg CO ² e
How does it contribute to the Council becoming Carbon neutral by 2030	The profiling is part of the delivery path outlined within the CCRP (Corporate Carbon Reduction Plan)
Have you engaged with Procurement Service?	Yes
Procurement route options considered for goods, services or works	CCTV = Delt Shared Services Ltd, Discovery in progress Street Lighting = SWH Help Points = Delt Shared Services Ltd, Discovery in progress
Procurements Recommended route.	As described
Who is your Procurement Lead?	Laura Mansey Delt Shared Services Ltd
Is this business case a purchase of a commercial property	No
If yes then provide evidence to show that it is not 'primarily for yield'	
Which Members have you engaged with and how have they been consulted (<i>including the Leader, Portfolio Holders and Ward Members</i>)	Portfolio Holders: Councillors Riley and Drean Face to face briefing by Community Connections Strategic Managers (Jackie Kings, Dave Ryland) and Engineering Manager – Structures, Street Lighting and Signals (Phil Bellamy)

SECTION 4: FINANCIAL ASSESSMENT

FINANCIAL ASSESSMENT: *In this section the robustness of the proposals should be set out in financial terms. The Project Manager will need to work closely with the capital and revenue finance teams to ensure that these sections demonstrate the affordability of the proposals to the Council as a whole.*

CAPITAL COSTS AND FINANCING

Breakdown of project costs	Prev. Yr.	21/22	22/23	23/24	24/25	25/26	Future Yrs.	Total
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including fees surveys and contingency	£m	£m	£m	£m	£m	£m	£m	£m
CCTV		98,180						£98,180
Street Lighting		67,770						£67,770
Help Points		133,711						£133,711
Total capital spend		£299,661						£299,661

Provide details of proposed funding: <i>Funding to match with Project Value</i>								
Breakdown of proposed funding	Prev. Yr. £m	21/22 £m	22/23 £m	23/24 £m	24/25 £m	25/26 £m	Future Yrs. £m	Total £m
Home Office Safer Street 3 Fund		£299,661						£299,661
Total funding		£299,661						£299,661

Which external funding sources been explored	Plymouth City Council have successfully been awarded funding through the Home Office, Denise Clift holds the contract
Are there any bidding constraints and/or any restrictions or conditions attached to your funding	<p>The funding can only be used for the bid area; which is defined as:</p> <ul style="list-style-type: none"> • Stonehouse, • Barbican and City Centre Areas, • University areas (North Hill/Mutley) <p>LSOAs as follows: 023B, 023D, 023E, 028A, 027B, 027C, 029C, 027E, 029D, 029E, 027G, 023C, 025B and 027A</p>
Tax and VAT implications	The provision of street lighting / CCTV is a statutory, non-business activity of the Council. The VAT incurred on costs relating to this project will be fully recoverable, therefore, and there will be no adverse impact on the Council's partial exemption position
Tax and VAT reviewed by	Sarah Scott

REVENUE COSTS AND IMPLICATIONS**Cost of Developing the Capital Project (To be incurred at risk to Service area)**

Total Cost of developing the project	N/A
Revenue cost code for the development costs	N/A
Revenue costs incurred for developing the project are to be included in the capital total, some of the expenditure could be capitalised if it meets the criteria	N/A
Budget Managers Name	Phil Bellamy

Ongoing Revenue Implications for Service Area

	Prev. Yr.	21/22 £	22/23 £	23/24 £	23/24 £	25/25 £	Future Yrs.
Service area revenue cost							
Other (eg: maintenance, utilities, etc)			£3,000	£3,000	£3,000	£3,000	£3,000
Loan repayment (terms agreed with Treasury Management)							
Total Revenue Cost (A)			£3,000	£3,000	£3,000	£3,000	£3,000
Service area revenue benefits/savings							
Annual revenue income (eg: rents, etc)							
Total Revenue Income (B)							
Service area net (benefit) cost (B-A)			£3,000	£3,000	£3,000	£3,000	£3,000
Has the revenue cost been budgeted for or would this make a revenue pressure	Costs can be contained within existing revenue budgets.						
Which cost centre would the revenue pressure be shown	2131		Has this been reviewed by the budget manager			Y	
Name of budget manager	Phil Bellamy						
Loan value	£	Interest Rate	%	Term Years	Annual Repayment	£	
Revenue code for annual repayments							
Service area or corporate borrowing							
Revenue implications reviewed by	Jozef Lewis						

Version Control: (The version control table must be updated and signed off each time a change is made to the document to provide an audit trail for the revision and update of draft and final versions)


Author of Business Case	Date	Document Version	Reviewed By	Date
Denise Clift	22/11/2021	v 1.0	Phil Bellamy/ Ruth Didymus	22/11/2021
Denise Clift	23/11/2021	v 2.0	Jackie Kings/Dave Ryland/Josef Lewis	26/11/2021
Denise Clift	26/11/2021	Final	All the above, plus Matt Garrett, Craig McArdle	30/11/2021

SECTION 6: RECOMMENDATION AND ENDORSEMENT

Recommended Decision

It is recommended that the Leader of the Council:

1. Authorise the business case
2. Accept the Home Office Grant of £512,083 and distribute the funds through separate Funding Agreements to partners designated within the Home Office Funding Agreement.
3. Allocate £299,661 for the project into the Capital Programme funded by Safer Street Fund 3
4. Authorise the procurement process to commence on an urgent basis.
5. Delegates the award of the contract to **Service Director, Community Connections**

Councillor Nick Kelly, Leader of the Council		Matt Garrett (Service Director)	
Either email dated:		Either email dated:	30/11/21
		Signed:	
Or signed:		Date:	
Date: 01 December 2021		Strategic Director for People	
		Craig McArdle	
		Either email dated:	29/11/21
		Signed:	
		Date:	

EQUALITY IMPACT ASSESSMENT

Safer Streets 3



STAGE I: WHAT IS BEING ASSESSED AND BY WHOM?

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

Background: We have successfully secured £512,083 funding from the Home Office in the Safer Streets 3 bid process. Out of this, a total of £299,661 has been awarded to address the infrastructure of the bid area with new CCTV, improved Street Lighting and introduction of Help Points. The bid area covers Stonehouse, Barbican and City Centre areas and University areas (North Hill/Mutley)

The bid hypothesis is that in order to reduce levels of sexual offending against women and girls (and the wider population) and to improve feelings of safety, we need to:

- improve safety during transit after dark and in isolated spaces;
- deliver a cultural shift in the community to increase guardianship and reduce acceptability by challenging behaviours;
- work with potential perpetrators to reduce offending risks;
- raise awareness about steps being taken to improve safety, provide them with tools and support and encourage reporting

Aims and objectives: To strengthen the local environment to improve safe passage, by installing additional 5 CCTVs, 12 interactive HelpPoints and improve street lighting.

This aims to improve safety during transit after dark and in isolated spaces and to increase guardianship. HelpPoints have cameras and an intercom system. Upon activation, lighting will brighten, CCTV units will direct to the location and they will speak directly to the 24/7 CCTV control centre. The CCTV control centre can link directly to police and street pastors and marshals operating in the city.

This EIA is assessing the introduction and implementation of the additional CCTV, HelpPoints and improved street lighting to address those recommendations above.

Author

Denise Clift (Project Manager)

Department and service

HR&OD, Customer and Corporate Services

Date of assessment

26 November 2021

STAGE 2: EVIDENCE AND IMPACT

Protected characteristics (Equality Act)	Evidence and information (eg data and feedback)	Any adverse impact See guidance on how to make judgement	Actions	Timescale and who is responsible
Age	<p>Between 2017 and 2035, it is expected that the number of people aged over 65 with a limiting 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>This scheme is not anticipated to have any adverse impacts on age.</p> <p>Improved street lighting and additional CCTV will have a positive impact on residents and visitors of any age.</p> <p>It should also improve wider safety and help reduce crime types including violence, robbery and theft.</p> <p>The Help Points will be a well-lit and locally signed Help provision requiring one button press to operate, suitable for all ages and abilities.</p>	No further action required	

	<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>Disability</p>	<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). 1,297 adults registered with a GP in Plymouth have some form of learning disability (2013/14). 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>	<p>This scheme is not anticipated to have any adverse impacts on people with disabilities. Improved street lighting and additional CCTV will have a positive impact on all residents and visitors. It should also improve wider safety and help reduce crime types including violence, robbery and theft. The Help Points will be a well-lit and locally signed Help provision requiring one button press to operate, suitable for all abilities.</p>	<p>No further action required</p>	

<p>Religion or belief</p>	<p>Demographic 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 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</p>	<p>This scheme is not anticipated to have any adverse impacts on religion or belief.</p> <p>Improved street lighting and additional CCTV will have a positive impact on all residents and visitors.</p> <p>It should also improve wider safety and help reduce crime types including violence, robbery and theft.</p> <p>The Help Points will be a well-lit and locally signed Help provision requiring one button press to operate, suitable for all abilities.</p>	<p>No further action required</p>	
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	in 2016/17 down to 20 in 2017/18.			
Sex - including marriage, pregnancy and maternity	<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 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>This scheme is not anticipated to have any adverse impacts on sex including marriage, pregnancy and maternity.</p> <p>Improved street lighting and additional CCTV will have a positive impact on all residents and visitors.</p> <p>It should also improve wider safety and help reduce crime types including violence, robbery and theft.</p> <p>The Help Points will be a well-lit and locally signed Help provision requiring one button press to operate, suitable for all abilities.</p>	No further action required	
Gender reassignment	<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>This scheme is not anticipated to have any adverse impacts gender reassignment.</p> <p>Improved street lighting and additional CCTV will have a positive impact on all residents and visitors.</p> <p>It should also improve wider safety and help reduce crime types including violence, robbery and theft.</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 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>The Help Points will be a well-lit and locally signed Help provision requiring one button press to operate, suitable for all abilities.</p>		
<p>Race</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>This scheme is not anticipated to have any adverse impacts on race.</p> <p>Improved street lighting and additional CCTV will have a positive impact on all residents and visitors.</p> <p>It should also improve wider safety and help reduce crime types including violence, robbery and theft.</p>	<p>No further action required</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 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 Help Points will be a well-lit and locally signed Help provision requiring one button press to operate, suitable for all abilities.</p>		
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	<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>			
<p>Sexual orientation - including civil partnership</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>This scheme is not anticipated to have any adverse impacts on sexual orientation.</p> <p>Improved street lighting and additional CCTV will have a positive impact on all residents and visitors.</p> <p>It should also improve wider safety and help reduce crime types including violence, robbery and theft.</p> <p>The Help Points will be a well-lit and locally signed Help provision requiring one button press to operate, suitable for all abilities.</p>	<p>No further action required</p>	

	People aged 16 to 24 years were most likely to identify as LGB in 2017 (4.2%).			
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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
Celebrate diversity and ensure that Plymouth is a welcoming city	No negative impact	
Pay equality for women, and staff with disabilities in our workforce	No negative impact	
Supporting our workforce through the implementation of Our People Strategy 2020 – 2024	No negative impact	
Supporting victims of hate crime so they feel confident to report incidents, and working with, and through our partner organisations to achieve positive outcomes.	No negative impact	
Plymouth is a city where people from different backgrounds get along well.	No negative impact	
Human Rights	No negative impact	

STAGE 4: PUBLICATION

Responsible Officer

Date 26/11/21

Matt Garrett, Service Director for Community Connections

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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 – T16 21/22

Decision				
1	Title of decision: THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2021.2137266 DRAINAGE SITES) ORDER			
2	Decision maker (Cabinet member name and portfolio title): Councillor Jonathan Drean, Cabinet Member for Transport			
3	Report author and contact details: Amy Neale, Traffic Management Technician, email: trafficmanagementinbox@plymouth.gov.uk			
4	<p>Decision to be taken:</p> <p>To implement the following amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004</p> <p>The effect of the order shall be to add No Waiting at Any Time on lengths of the following roads: Fellows Place, Mill Bridge, Mount Gould Avenue, Trelawney Road, Rennie Avenue & Foulston Avenue</p>			
5	<p>Reasons for decision:</p> <p>All sites require parking restrictions due to flooding issues in each of the streets. Vehicles are permanently parking on the drains which means maintenance cannot clear them. Short sections of double yellow lines will enable the gulley vehicle to be able to clear the drains all year round, reducing the risk of flooding.</p>			
6	<p>Alternative options considered and rejected:</p> <p>The alternative option would be to do nothing. This option was discounted on the basis that the changes are needed for drainage improvements.</p>			
7	<p>Financial implications and risks:</p> <p>The Traffic Regulation Order (TRO) and associated works is being funded via the Maintenance Flood Alleviation Scheme budget.</p>			
8	<p>Is the decision a Key Decision? (please contact Democratic Support for further advice)</p>	Yes	No	<p>Per the Constitution, a key decision is one which: in the case of capital projects and</p>
			x	

				contract awards, results in a new commitment to spend and/or save in excess of £3million in total
			x	in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1 million
			x	is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.
	If yes, date of publication of the notice in the Forward Plan of Key Decisions			
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	

Urgent decisions

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 (democraticsupport@plymouth.gov.uk) for advice)
		No	x	(If no, go to section 13a)

12a	Reason for urgency:			
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12b	Scrutiny Chair Signature:		Date	
	Scrutiny Committee name:			
	Print Name:			

Consultation

13a	Are any other Cabinet members'	Yes		
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	portfolios affected by the decision?	No	<input checked="" type="checkbox"/>	(If no go to section 14)
I3b	Which other Cabinet member's portfolio is affected by the decision?			
I3c	Date Cabinet member consulted			
I4	Has any Cabinet member declared a conflict of interest in relation to the decision?	Yes	<input type="checkbox"/>	If yes, please discuss with the Monitoring Officer
		No	<input checked="" type="checkbox"/>	
I5	Which Corporate Management Team member has been consulted?	Name	Anthony Payne	
		Job title	Strategic Director for Place	
		Date consulted	16/11/2021	
Sign-off				
I6	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS71 21/22	
		Finance (mandatory)	pl.21.22.167.	
		Legal (mandatory)	LS/37677/JP/181 121.	
		Human Resources (if applicable)	N/A	
		Corporate property (if applicable)	N/A	
		Procurement (if applicable)	N/A	
Appendices				
I7	Ref.	Title of appendix		
	A	Briefing report for publication		
	B	Equalities Impact Assessment		
Confidential/exempt information				
I8a	Do you need to include any confidential/exempt information?	Yes	<input type="checkbox"/>	If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is

		No	<input checked="" type="checkbox"/>	not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in 18b below. (Keep as much information as possible in the briefing report that will be in the public domain)
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		Exemption Paragraph Number						
		1	2	3	4	5	6	7

18b	Confidential/exempt briefing report title:							
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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 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

Cabinet Member Signature

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

Signature		Date of decision	25/11/2021
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Print Name	Councillor Jonathan Drear, Cabinet Member for Transport		

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DRAINAGE SITES

1. INTRODUCTION

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

2. 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) Fellowes Place, the east side from a point 14 metres west of its westerly boundary of number 13 Fellowes Place for a distance of 6 metres in a north easterly direction
- (ii) Fellowes Place, the south side from its junction with Paradise Road for a distance of 18 metres in an easterly direction
- (iii) Foulston Avenue, the north side from its junction with Rennie Avenue for a distance of 8 metres in a westerly direction
- (iv) Foulston Avenue, the south side from its junction with Rennie Avenue for a distance of 10 metres in a westerly direction
- (v) Mill Bridge, the north-east side from a point 46 metres south of its junction with Hotham Place for a distance of 10 metres in a southerly direction
- (vi) Mount Gould Avenue, the west, south & east side from its boundary of numbers 18 & 20 Mount Gould Avenue for a distance of 14 metres in a anticlockwise direction
- (vii) Rennie Avenue, the east side from its junction with Wolseley Road for a distance of 35 metres in a southerly direction
- (viii) Trelawney Road, the east side from its junction with Barn Park Road for a distance of 6 metres in a southerly direction

3. STATUTORY CONSULTATION

Proposals

The proposals for the Drainage Sites TRO were advertised on street, in the Herald and on the Plymouth City Council website on 22nd October 2021. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 19th October 2021

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

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

Drainage Sites



STAGE 1: WHAT IS BEING ASSESSED AND BY WHOM?

<p>What is being assessed - including a brief description of aims and objectives?</p>	<p>THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2021.2137266 DRAINAGE SITES) ORDER</p> <p>To implement the following amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004.</p> <p>The effect of the order shall be to add/amend:</p> <p>No Waiting At Any Time on lengths of the following roads: Fellowes Place, Mill Bridge, Mount Gould Avenue, Trelawney Road, Rennie Avenue & Foulston Avenue</p>
<p>Author</p>	<p>Amy Neale</p>
<p>Department and service</p>	<p>Plymouth Highways, Senior Traffic Management Technician</p>
<p>Date of assessment</p>	<p>15/11/2021</p>

STAGE 2: EVIDENCE AND IMPACT

<p>Protected characteristics (Equality Act)</p>	<p>Evidence and information (eg data and feedback)</p>	<p>Any adverse impact See guidance on how to make judgement</p>	<p>Actions</p>	<p>Timescale and who is responsible</p>
<p>Age</p>	<p>No issues raised in consultation</p>	<p>No adverse impact anticipated</p> <p>The introduction of No Waiting at Any Time will designate where is safe and acceptable to park.</p>		

Disability	No issues raised in consultation	No adverse impact anticipated		
Faith/religion or belief	No issues raised in consultation	No adverse impact anticipated		
Gender - including marriage, pregnancy and maternity	No issues raised in consultation	No adverse impact anticipated		
Gender reassignment	No issues raised in consultation	No adverse impact anticipated		
Race	No issues raised in consultation	No adverse impact anticipated		
Sexual orientation - including civil partnership	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
Reduce the gap in average hourly pay between men and women by 2020.	No adverse impact has been identified.	
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.	No adverse impact has been identified.	
Good relations between different communities (community cohesion)	No adverse impact has been identified.	

Human rights Please refer to guidance	No adverse impact has been identified.	
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STAGE 4: PUBLICATION

Responsible Officer: M. Artherton

Date 16/11/2021

Group Manager (Parking, Marine and Garage Services)

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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 – T15 21/22

Decision				
1	Title of decision: THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2021.2137267 POWISLAND DRIVE) ORDER			
2	Decision maker (Cabinet member name and portfolio title): Councillor Jonathan Drean, Cabinet Member for Transport			
3	Report author and contact details: Amy Neale, Traffic Management Technician, email: trafficmanagementinbox@plymouth.gov.uk			
4	<p>Decision to be taken: To implement the following amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004</p> <p>The effect of the order shall be to add No Waiting at Any Time on lengths of the following road: Powisland Drive</p>			
5	<p>Reasons for decision:</p> <p>The proposal is to add Double Yellow Lines (DYL) around the slight bend and where vehicles would be causing obstructions. We are also changing the Single Yellow Lines to DYLs, this is because at this location, if vehicles park on both sides of the road, this will obstruct vehicles travelling along this street.</p>			
6	<p>Alternative options considered and rejected:</p> <p>The alternative option would be to do nothing. This option was discounted on the basis that these changes are needed for safety improvements.</p>			
7	<p>Financial implications and risks:</p> <p>The Traffic Regulation Order (TRO) and associated works is being funded via Section 106 Money. The money has been transferred into the Traffic Management Teams Minor Scheme budget.</p>			
8	<p>Is the decision a Key Decision? (please contact Democratic Support for further advice)</p>	Yes	No	<p>Per the Constitution, a key decision is one which:</p> <p>in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total</p>
			x	

			x	in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1 million
			x	is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.
	If yes, date of publication of the notice in the Forward Plan of Key Decisions			
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	
Urgent decisions				
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 (democraticsupport@plymouth.gov.uk) for advice)
			No	x (If no, go to section 13a)
12a	Reason for urgency:			
12b	Scrutiny Chair Signature:		Date	
	Scrutiny Committee name:			
	Print Name:			
Consultation				
13a	Are any other Cabinet members' portfolios affected by the decision?		Yes	
			No	x (If no go to section 14)
13b	Which other Cabinet member's portfolio is affected by the decision?			

I3c	Date Cabinet member consulted			
I4	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	
I5	Which Corporate Management Team member has been consulted?	Name	Anthony Payne	
		Job title	Strategic Director for Place	
		Date consulted	16/11/2021	
Sign-off				
I6	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS70 21/22	
		Finance (mandatory)	pl.21.22.168.	
		Legal (mandatory)	LS/37678/JP/181121	
		Human Resources (if applicable)	N/A	
		Corporate property (if applicable)	N/A	
		Procurement (if applicable)	N/A	
Appendices				
I7	Ref.	Title of appendix		
	A	Briefing report for publication		
	B	Equalities Impact Assessment		
Confidential/exempt information				
I8a	Do you need to include any confidential/exempt information?	Yes		If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in I8b below. (Keep as much information as possible in the briefing report that will be in the public domain)
		No	x	
		Exemption Paragraph Number		

		1	2	3	4	5	6	7
I8b	Confidential/exempt briefing report title:							
Background Papers								
I9	<p>Please list all unpublished, background papers relevant to the decision in the table below.</p> <p>Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.</p>							
Title of background paper(s)		Exemption Paragraph Number						
		1	2	3	4	5	6	7
Cabinet Member Signature								
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>							
Signature				Date of decision	25/11/2021			
Print Name	Councillor Jonathan Drean							



POWISLAND DRIVE

I. INTRODUCTION

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

2. 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) Powisland Drive, the north side from a point 10 metres south east of its junction with Roborough Avenue to a point 15 metres west of its junction with Sharon Way
- (ii) Powisland Drive, the south side from its boundary of numbers 29 & 27 Powisland Drive to a point 7 metres west of its boundary between 41 & 43 Powisland Drive

SCHEDULE OF REVOCATIONS

No Waiting At Any Time

- (i) Powisland Drive, the north-east side, from a point 10 metres north-west of its junction with Roborough Avenue to a point 10 metres south-east of that junction
- (ii) Powisland Drive, the south-west side, from the boundary of Nos. 31/33 to the boundary of Nos. 27/29
- (iii) Powisland Drive, the north side, from a point 15 metres west of its junction with Sharon Way for a distance of 70 metres in an easterly direction
- (iv) Powisland Drive, the south side, from its boundary between 33 and 31 Powisland Drive to a point 11 metres west of its boundary between 39 & 41 Powisland Drive

No Waiting Mon-Fri 10am-2pm

- (i) Powisland Drive, the north side, from a point 10 metres north west of its junction with Roborough Avenue for a distance of 216 metres in a westerly direction

3. STATUTORY CONSULTATION

Proposals

The proposals for the Powisland Drive TRO were advertised on street, in the Herald and on the Plymouth City Council website on 22nd October 2021. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 19th October 2021

There have been 4 representations received relating to the proposals included in the Traffic Regulation Order.

Consultation	Comments
<p>I have read the notices on the lampposts and agree with the Council's decision to add No Waiting at Any Time on Powisland Drive</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2021.2137267</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>As a daily user of Powisland Drive I welcome and fully support this proposal to extend the "no waiting at any time" lines on this road.</p> <p>I have to exit Caradon Close onto Powisland Drive and when Plymouth College and Plymouth Argyle have sporting fixtures in Dalgany Field it is extremely dangerous as car owners, mini buses and coaches totally disregard the regulations in force at present. This means it is impossible to see traffic coming along Powisland Drive from the East, some at speed and I am not alone in experiencing near misses on these days. These events can take place on Wednesday afternoons, Fridays and Saturdays and whilst I fully appreciate the council have limited resources to enforce parking restrictions across the city rigorous enforcement especially in the early days following the application of the double yellow lines will be essential if the current flagrant disregard is to be stopped and the safety of all road users ensured.</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2021.2137267</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 object to part of the above proposed plan. Specifically I object to the short proposed length of new double yellow lines on the north side of Powisland Drive where there are currently no restrictions. I actually believe the unrestricted parking length</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2021.2137267</p>

<p>could be doubled (towards the Tavistock Road junction) as the area is where the road has widened and is straight. If this length can be amended to double yellow lines, why would Plymouth City Council in their madness not carry on double yellow lining down the whole length of the Powisland Drive (which is the same width) at a future date.</p> <p>The people who park in these two parking places will only be displaced to somewhere near and then the council will presumably come back and try to double yellow line these parking places. And so on etc.</p> <p>If anything, Powisland Drive needs more parking (creating bottlenecks), both to slow traffic (that seems to increasing in volume and speed) and on from that to discourage its use as a rat run.</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>TRO a good idea.</p> <p>However, the ongoing issue will be enforcement. You can put down as much paint as you like but it is no good improving the safety of that road unless it is actively "policed" at least at the outset so that people realise that they they will get a ticket</p> <p>The main "culprit" in the past has been Plymouth College rugby - well known to your Parking Enforcement Team. Not only on match days but also on training evenings. Visiting coach drivers also think they are above the law.</p> <p>I am also thinking these days about delivery companies e.g. Amazon, DHL etc. who think they can park anywhere.</p> <p>Then of course there are the good old taxi drivers not to mention the estate agent.</p> <p>I appreciate that the TRO is a really good start.</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2021.2137267</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

After reviewing all consultation and receiving 3 supporting comments and 1 objection. 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

Powisland Drive



STAGE 1: WHAT IS BEING ASSESSED AND BY WHOM?

What is being assessed - including a brief description of aims and objectives?	<p>THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2021.2137267 POWISLAND DRIVE) ORDER</p> <p>To implement the following amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004.</p> <p>The effect of the order shall be to add No Waiting at Any Time on lengths of the following road: Powisland Drive</p>
Author	Amy Neale
Department and service	Plymouth Highways, Senior Traffic Management Technician
Date of assessment	15/11/2021

STAGE 2: EVIDENCE AND IMPACT

Protected characteristics (Equality Act)	Evidence and information (eg data and feedback)	Any adverse impact See guidance on how to make judgement	Actions	Timescale and who is responsible
Age	No issues raised in consultation	<p>No adverse impact anticipated</p> <p>The introduction of No Waiting at Any Time will designate where is safe and acceptable to park.</p>		

		Ensuring visibility for drivers and pedestrians of all ages when using the road.		
Disability	No issues raised in consultation	No adverse impact anticipated		
Faith/religion or belief	No issues raised in consultation	No adverse impact anticipated		
Gender - including marriage, pregnancy and maternity	No issues raised in consultation	No adverse impact anticipated		
Gender reassignment	No issues raised in consultation	No adverse impact anticipated		
Race	No issues raised in consultation	No adverse impact anticipated		
Sexual orientation - including civil partnership	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
Reduce the gap in average hourly pay between men and women by 2020.	No adverse impact has been identified.	
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.	No adverse impact has been identified.	

Good relations between different communities (community cohesion)	No adverse impact has been identified.	
Human rights Please refer to guidance	No adverse impact has been identified.	

STAGE 4: PUBLICATION

Responsible Officer: M. Artherton

Date 16/11/2021

Group Manager (Parking, Marine and Garage Services)

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EXECUTIVE DECISION

made by a Council Officer




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

Executive Decision Reference Number – SPI03 21/22

Decision	
1	Title of decision: Contract Award for PCC Part 2 Decarbonisation Project
2	Decision maker (Council Officer name and job title): Paul Barnard, Service Director for SP&I
3	Report author and contact details: Alastair Gets, alastair.gets@plymouth.gov.uk , 01752 306930
4a	Decision to be taken: To award the Contract for The Design and Build, Supply, Installation, Commissioning and Monitoring of Heat Decarbonisation M&E measures (Details of the successful tenderer are set out in the Contract Award Report - Part II), following the competitive procurement exercise.
4b	Reference number of original executive decision or date of original committee meeting where delegation was made: L54 20/21 on 31 March 2021
5	Reasons for decision: In accordance with the delegated authority granted by the Executive Decision made by the Leader of the Council on 31 st March 2021 the project undertook a procurement exercise and delegated authority to the Service Director of SP&I to award the Contract. The Council originally received 1 tender return which was aborted due to the high price. An RFQ was issued to Vital Energi Ltd and following a tender assessment the Council is now in a position to award the contract. See Contract Award Report - Part I I.
6	Alternative options considered and rejected: Alternative technologies such as ground source open loop heat pumps were investigated but well-testing proved that it was not feasible for this part of the heat network, so air source heat pumps were chosen. Option 1: Do Nothing – no capital spending or revenue pressure but PCC fails reduce its carbon emissions and loses out on government grant money. Option 2: Do Minimum Option - only do buildings with energy savings but less carbon savings than the full project, challenging the net-zero by 2030 pledge, and losing out on a significant portion of grant

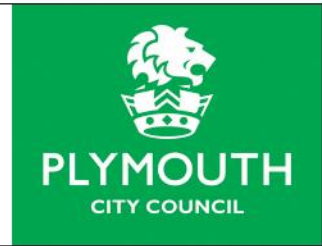
	money, which may be a one-off offer.			
7	Financial implications and risks: Vital Energi Ltd. RFQ price was less than the aborted tender but initially also exceeded the budget set for this project. The following actions contributed to bringing the cost within budget: - The PCC Decarbonisation Project Board agreed to remove one site (1 Derriford Business Park) from the scope (some of the grant for this is now available to be reallocated to other sites) - An additional source of funding from S106 were secured			
8	Is the decision a Key Decision? (please contact Democratic Support for further advice)	Yes	No	Per the Constitution, a key decision is one which:
			✓	in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total
			✓	in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1million
			✓	is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.
8b	If yes, date of publication of the notice in the Forward Plan of Key Decisions			
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:	This project helps deliver JLP DEV32 – Delivering low carbon development by reducing the heating energy load and JLP DEV33 – Renewable and low carbon energy by the installation of heat pumps and solar PV. It also helps to deliver the promise of a “Green, sustainable city that cares about the environment” through delivering low energy heating to reduce carbon emissions and pollution.		
10	Please specify any direct environmental implications of the decision (carbon impact)	A reduction in carbon emissions estimated at 3,000t over the life of the measures due to lower use of on-site fossil fuels and reduced imported electricity.		
Urgent decisions				
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 for advice)
		No	X	(If no, go to section 13a)
12a	Reason for urgency:			

I2b	Scrutiny Chair signature:		Date	
	Scrutiny Committee name:			
	Print Name:			
Consultation				
I3a	Are any other Cabinet members' portfolios affected by the decision?	Yes		
		No	✓	(If no go to section I4)
I3b	Which other Cabinet member's portfolio is affected by the decision?			
I3c	Date Cabinet member consulted			
I4	Has any Cabinet member declared a conflict of interest in relation to the decision?	Yes		If yes, please discuss with the Monitoring Officer
		No	✓	
I5	Which Corporate Management Team member has been consulted?	Name	Paul Barnard	
		Job title	Service Director for SP&I	
		Date consulted	15 March 2021	
Sign-off				
I6	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS75 21/22	
		Finance (mandatory)	pl.21.22.192	
		Legal (mandatory)	MS/26.11.21	
		Human Resources (if applicable)		
		Corporate property (if applicable)	DW20211201/S0001	
		Procurement (if applicable)	GA/PS/607/ED/1121	
Appendices				
I7	Ref.	Title of appendix		
	A	Contract Award Report Part I		
	B	Equalities Impact Assessment		
Confidential/exempt information				

18a	Do you need to include any confidential/exempt information?	Yes	<input checked="" type="checkbox"/>	If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in 18b below.				
		No	<input type="checkbox"/>					
		Exemption Paragraph Number						
		1	2	3	4	5	6	7
18b	Confidential/exempt briefing report title: Contract Award Report Part 2			✓				
Background Papers								
19	Please list all unpublished, background papers relevant to the decision in the table below. Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.							
Title of background paper(s)		Exemption Paragraph Number						
		1	2	3	4	5	6	7
CAPITAL INVESTMENT BUSINESS CASE Next 7 Decarbon BC				✓				
Council Officer Signature								
20	I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act and those who do not. For further details please see the EIA attached.							
Signature				Date of decision		01/12/2021		
Print Name		Paul Barnard						

**PROCUREMENT GATEWAY 3 -
CONTRACT AWARD REPORT - PART I**

Part 2 of Heat Decarbonisation in Plymouth City Council Buildings
Reference No. 21390



1. INTRODUCTION

2. BACKGROUND

3. PROCUREMENT PROCESS

4. PRE TENDER SELECTION CRITERIA & EVALUATION

5. TENDER EVALUATION CRITERIA

6. SUMMARY OF EVALUATION

7. FINANCIAL IMPLICATIONS

8. RECOMMENDATIONS

9. APPROVAL

1. INTRODUCTION

The purpose of this report is to provide a summary of the tender process for the Part 2 – Heat Decarbonisation in Plymouth City Council Buildings and to issue project team’s recommendations to award a contract for this provision to the winning bidder.

2. BACKGROUND

Plymouth City Council (“the Council”) was seeking a supplier to undertake the design and build of heat pump installations at five sites in Plymouth. A contract deriving from this competitive process was also to include associated works to integrate into the existing secondary system, at Prince Rock Admin, I Derriford Business Park, Frederick Street, Poole Farm and Pound House.

3. PROCUREMENT PROCESS

A competitive procurement was carried out using the Open procedure for the below EU Threshold procurement for Works contract, as outlined in the Council’s Contracts Standing Orders. This is a one-stage process comprising an Request for Quotation (RFQ).

4. PRE TENDER SELECTION CRITERIA & EVALUATION

Not used in the Open procedure.

5. TENDER AND EVALUATION CRITERIA

Evaluation of Tenders

This tender was evaluated on basis of Most Economically Advantageous Tender (MEAT).

The table below summarises the high-level criteria that were agreed by the Project Team prior to issuing the Tender documents.

Table 1: Tender Criteria and Weightings

EVALUATION CRITERIA	WEIGHTING
Quality	60%
Finance	40%
OVERALL TOTAL	100%

Each stage of evaluation had an agreed scoring methodology in terms of the allocation of points.

Table 2 below shows the methodology used to support the evaluation of Method Statement Questionnaire responses.

Table 2: Evaluation Methodology

SCORE	DEFINITION	APPROACH TO SCORING In the evaluating panel’s reasoned opinion, the response
0	Incomplete / non-compliant	<ul style="list-style-type: none"> • Fails to provide a response • Has very serious gaps in information; • Shows no understanding of the issues and requirements of the contract; • Misunderstands the objectives of the requirement; • Is not supported by evidence (A response at this rating is detrimental to the interests of the Council)

1	Unsatisfactory	<ul style="list-style-type: none"> • Fails to address most of the criteria • Fails to meet the specification in most respects • Creates concerns around the practicality, resource, methodology and expertise for the proposed solution. • Is not supported by satisfactory or any evidence • Gives the Council major cause for concern. <p>(a response at this rating builds very little or no confidence that the bidder's approach/solution will deliver the requirements due to insufficient evidence or an inappropriate approach/solution)</p>
2	Poor	<ul style="list-style-type: none"> • Criteria is partly covered • Response is partly answered • Includes a lack of clarity, relevant information and detail in areas • Raises reservations that the solution will deliver the requirements. • Provides some evidence • Gives the Council some cause for concern <p>(a response at this rating includes reservations which cannot be easily resolved with the bidder pre-contract award (i.e. changes which would distort the competition) or during the contract term without impacting time, quality or cost.)</p>
3	Satisfactory	<ul style="list-style-type: none"> • Provides satisfactory and relevant information • May lack substance / detail in some areas • Demonstrates a reasonable understanding of the requirements • Provides acceptable evidence • Confirms that the bidder can deliver most of the requirements <p>(a response at this rating may include minor reservations that can easily be resolved with the bidder pre-contract award (i.e. changes which would not distort the competition) or during the contract term without impacting time, quality or cost)</p>
4	Good	<ul style="list-style-type: none"> • Provides relevant information and a good level of detail • Demonstrates a good understanding of all relevant issues; • Has a suitable, appropriate, and fully worked-up methodological approach. • Offers a good standard of evidence to support the response • Produces confidence in the bidder's ability to deliver a suitable solution, on time and at an appropriate cost. <p>(A response at this rating may include minor reservations that can easily be resolved with the bidder pre-contract award [i.e. changes which would not distort the competition] or during the contract term without impacting time, quality or cost)</p>
5	Excellent	<ul style="list-style-type: none"> • Provides full and appropriate information and level of detail; • Shows a full and comprehensive understanding of all relevant issues; • Has a suitable, appropriate, and fully worked-up methodological approach , together with full evidence of how that approach would be applied in practice; • Indicates that the bidder may add value to the requirement • Provides a high standard of evidence to support the response • Creates full confidence that the requirement will be delivered in full <p>(an excellent response should not include any reservations, doubt or uncertainty)</p>

Suitability Assessment

Suitability Assessment was evaluates on Pass / Fail basis.

Quality

All criteria and questions in the Method Statement had weightings attached to them to reflect their relative importance, as demonstrated in table 3 below. This information was provided to bidders as part of instructions in the RFQ.

Table 3: Tender Criteria and Weightings

	Quality criteria	Weightings (60%)
1	Specific Delivery: Pounds House, Prince Rock Admin, 1 Derriford Business Park, Frederick Str	80%
2	Specific Delivery: Poole Farm	5%
3	Delivery Programme	10%
4	Social Value	5%
Total		100

The sum of awarded points will then be converted into the 60% available for Quality as follows:

$$\frac{\text{Points Scored}}{\text{Maximum Points Available}} \times 60\% \times 100$$

Minimum thresholds for Quality

The Council reserved the right to disqualify any organisation which:

- did not achieve a minimum 50% out of available 100% in each of the quality criteria listed in Table 3 above, and
- achieved the score of 0 or 1 in any question of the Method Statement

Finance Evaluation

Bidders were asked to complete Finance documents, consisting of Contract Sum Analysis, Daywork & Provisional Sum, Design Services and Preliminaries. The Finance methodology was based on the lowest price in accordance with the evaluation strategy and RFQ document pack. A submission with the lowest Evaluated Tender Price shall be awarded a maximum weighting.

Sum of prices per each element formed a Total Price per that element. The sum of all four Total Prices formed the Evaluated Tender Price, which was scored using the following formula:

$$\frac{\text{Lowest Tender Price}}{\text{Evaluated Price}} \times 40\% \times 100$$

6. SUMMARY OF EVALUATION

The Request for Quotation (RFQ) was published on Proactis, Supplying the South West (e-tender system used by the Council) on 29th September 2021.

In order to ensure fairness of the process the evaluation of Quality was conducted separate from Price assessment. Price information being held back from the Quality evaluators.

Suitability

The pass/fail suitability questions were evaluated by the evaluation panel including Procurement Service function. The results are contained in the confidential paper.

Quality and Social Value

The tenders were evaluated by the evaluation panel all of whom had the appropriate skills and experience in order to ensure transparency and robustness in the process. The resulting scores are contained in the confidential paper.

Price

Price clarifications were evaluated by external consultant with support from Procurement and managed through The Supplying The South West Portal. The resulting quality and financial scores are contained in the confidential paper.

7. FINANCIAL IMPLICATIONS

Financial provision has been made for this contract within the revised project budget. Details of the contractual pricing are contained in the confidential paper.



8. RECOMMENDATIONS

It is recommended to conditionally award the contract for Part 2 – Heat Decarbonisation to the highest scoring bidder. Details of the successful Tenderer have been set out in the confidential paper.

This award will be provisional and subject to:

- The receipt from the highest scoring supplier of the satisfactory self-certification documents detailed in the suitability assessment questionnaire.

9. APPROVAL**Authorisation of Contract Award Report**

Author (Responsible Officer / Project Lead)			
Name:	Alastair Gets		
Job Title:	Project Manager		
Additional Comments (Optional):			
Signature:		Date:	26/11/21
Head of Service / Service Director [Signature provides authorisation to this award report and award of Contract]			
Name:	Paul Barnard		
Job Title:	Service Director Strategic Planning & Infrastructure		
Additional Comments (Optional):			
Signature:		Date:	01/12/2021

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EQUALITY IMPACT ASSESSMENT

Salix Public Sector Decarbonisation



STAGE 1: WHAT IS BEING ASSESSED AND BY WHOM?

What is being assessed - including a brief description of aims and objectives?	PCC are proposing a range of measures to decarbonise a number of its properties, including energy efficiency and renewable energy, utilising funding from the Government's Public Sector Decarbonisation Scheme together with some S106 funding to support its Corporate Carbon Reduction Plan and Climate Emergency Action Plan. These measures are anticipated to save nearly 3,500 tonnes of CO ₂ e over the life of the measures.
Author	Alastair Gets
Department and service	Place
Date of assessment	17/03/2021

STAGE 2: EVIDENCE AND IMPACT

Protected characteristics (Equality Act)	Evidence and information (eg data and feedback)	Any adverse impact See guidance on how to make judgement	Actions	Timescale and who is responsible
Age	The average age in Plymouth is about the same as the rest of England (39.3 years) but less than the SW (41.6 yrs). The city has the third lowest % of older people in the SW and the 5 th highest % of under 18's.	None- The scheme will only be making changes to PCC's buildings to reduce their energy use and carbon emissions. It will impact on the current or proposed use of those buildings.	None.	n/a
Disability	28 % of households in Plymouth declare a long term health condition or disability. 10% of our population say their	None – Though it is important that any communications in relation to this scheme or in the application of the project consider	None	n/a

	day to day activities are limited by this.	the accessibility of the content (language, easy read, font size, translation etc)		
Faith/religion or belief	In Plymouth the main religion is Christian (58.1%). Just over 1% declare Islam as their faith, with Hindu, Buddhist, Jewish, and Sikh combined making up 1% as well.	None – there are no barriers to benefit from these proposals on the grounds of faith religion or belief	None	n/a
Gender - including marriage, pregnancy and maternity	50.6% of Plymouth’s population are women	None - The project will not show any bias towards any gender	None	n/a
Gender reassignment	National figures (ONS 2013) indicate that up to 10,000 people have undergone gender re-assignment and locally there are 23 people	None – The project will not discriminate on grounds of gender reassignment	None	n/a
Race	93% of Plymouth’s population identify themselves as White British. 7.1% identify themselves as BME, with White Other (2.7%), Chinese (0.5%) and Other Asian (0.5%) the most common ethnic groups.	None - The project will provide more efficient heating solutions irrespective of race.	None	n/a
Sexual orientation - including civil partnership	There is no precise local data on the LGB population of Plymouth – though nationally this is estimated at around 5 – 7%.	None - The project will provide more efficient heating solutions irrespective of sexual orientation	None	n/a

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
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Reduce the gap in average hourly pay between men and women by 2020.	None	n/a
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.	None	n/a
Good relations between different communities (community cohesion)	None	n/a
Human rights Please refer to guidance	None	n/a

STAGE 4: PUBLICATION

Responsible Officer Kat Deeney

Date 17/12/2020

Strategic Director, Service Director or Head of Service

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