



Oversight and Governance

Chief Executive's Department

Plymouth City Council

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www.plymouth.gov.uk/democracy

Published 15/12/21

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/yddrqll6>

Notice of call-in for non-urgent decisions must be given to the Democratic Support Unit by 4.30 pm on Wednesday 22 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 delegated cabinet decision detailed below may be implemented on Thursday 23 December 2021 if it is not called-in. The council officer decisions are not subject to a call-in period and may be implemented immediately.

Delegated Decisions

1. Councillor Jonathan Drear, Cabinet Member for Transport:

- 1.1. The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) in association with the Living Streets.4 TRO **(Pages 1 - 36)**

2. Council Officer Decision - Alison Botham (Director of Children's Services):

- 2.1. Early Help Partnership (Family Hubs) Contract Award Report **(Pages 37 - 70)**

3. Council Officer Decision - Philip Robinson (Service Director for Street Services):

- 3.1. Contract Modification: Ferry Chain **(Pages 71 - 80)**

EXECUTIVE DECISION

made by a Cabinet Member



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

Executive Decision Reference Number – T17 21/22

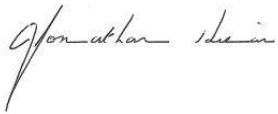
Decision	
1	Title of decision: The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) in association with the Living Streets.4 TRO.
2	Decision maker (Cabinet member name and portfolio title): Councillor Jonathan Drean, Cabinet Member for Transport
3	Report author and contact details: Holly Curtis, 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/Amend:</p> <p>No Waiting At Any Time on lengths of the following roads: Amity Place, Armada Street, Ashford Close, Ashford Crescent, Ashford Road, Blackmore Crescent, Canterbury Drive, Ernesettle Crescent, Fairview Avenue, Fitzroy Road, Fort Austin Avenue, Frontfield Crescent Eastern Arm, Glendower Road, Hexton Hill Road, Hornbrook Gardens, James Close, Jeffery Close, Kneelee Gardens Southern Arm, Linketty Lane West, Maddock Drive, Manor Lane, Ponsonby Road, Shallowford Road, Springfield Road, Trelawney Road, Turret Grove, Yealmpstone Close.</p> <p>Limited Waiting To 2 Hours No Return For 2 Hours Mon-Sat 9am-5pm Exemption for Permit And Ticket Holders on a length of the following Road: Armada Street.</p> <p>Limited Waiting 8am-6pm Limited Waiting To 3 Hours No Return For 2 Hours on a length of the following Road: Lanhydrock Road.</p> <p>It is recommended that the proposals are abandoned relating to Lanhydrock Road.</p> <p>All other proposals are recommended to be implemented as advertised.</p>

5	<p>Reasons for decision:</p> <p>Drake – Armada Street - change the unrestricted parking within the permit zone to limited waiting.</p> <p>Southway – Blackmore Crescent/Dunnet Road – Add Double Yellow Lines for junction protection. Laity Walk / Jeffery Close/ Dunnet Road – Add Double Yellow Lines for junction protection. Hornbrook Gardens/ Dunnet Road – Add Double Yellow Lines for junction protection. Frontfield Crescent – Add Double Yellow Lines near access to garages by 71 Frontfield Crescent to prevent obstruction.</p> <p>Compton - Kneele Gardens/ Linketty Lane West – Add Double Yellow Lines for junction protection. Ashford Close/ Ashford Crescent – Add Double Yellow Lines for junction protection. Turret Grove/ Ashford Road – Add Double Yellow Lines for junction protection.</p> <p>Budshead – Canterbury Drive/ Budshead Road – Add Double Yellow Lines for junction protection.</p> <p>Efford and Lipson – Fairview Avenue/ Manor Lane – Add Double Yellow Lines for junction protection and to allow vehicles to turn into Manor Lane.</p> <p>Eggbuckland – Shallowford Road/ Fort Austin Avenue – Add Double Yellow Lines for junction protection.</p> <p>Plymstock Dunstone – James Close/ Springfield Road – Add Double Yellow Lines for junction protection.</p> <p>Plympton Erle – Yealmpstone Close – Add Double Yellow Lines to prevent parking on the bend. Maddock Drive/ Yealmpstone Close – Add Double Yellow Lines for junction protection and to prevent vehicles parking on the pavement.</p> <p>Stoke – Fitzroy Road/ Sylvan Court – Add Double Yellow Lines for junction protection and visibility. Ponsonby Road – Add Double Yellow Lines to protect multiple access and aid visibility.</p> <p>Peverell - Trelawney Road/ Glendower Road – Add Double Yellow Lines for junction protection</p> <p>Honicknowle – Ernesettle Crescent – Add Double Yellow Lines to protect the blind bend.</p> <p>Plymstock Radford – Hexton Hill Road – Add Double Yellow Lines for entirety to prevent obstruction.</p> <p>Sutton and Mount Gould – Lanhydrock Road – Add new Limiting Waiting to prevent commuter parking.</p>
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6	Alternative options considered and rejected: The alternative option would be to do nothing. This option was discounted on the basis that improvements are needed for safety of all road users.			
7	Financial implications and risks: The Traffic Regulation Order (TRO) and associated works is being funded via the Living Streets budget.			
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:
			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			
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:			

I2b	Scrutiny Chair Signature:		Date	
	Scrutiny Committee name:			
	Print Name:			
Consultation				
I3a	Are any other Cabinet members' portfolios affected by the decision?	Yes		
		No	x	(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	x	
I5	Which Corporate Management Team member has been consulted?	Name	Anthony Payne	
		Job title	Strategic Director for Place	
		Date consulted	10/11/2021	
Sign-off				
I6	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS74 21/22	
		Finance (mandatory)	pl.21.22.158.	
		Legal (mandatory)	LS/37639/JP/171121	
		Human Resources (if applicable)		
		Corporate property (if applicable)		
		Procurement (if applicable)		

Appendices								
17	Ref.	Title of appendix						
	A	Briefing report for publication						
	B	Equalities Impact Assessment						
Confidential/exempt information								
18a	Do you need to include any confidential/exempt information?	Yes		If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for publication by virtue of Part 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:							
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	09/12/2021
Print Name	Councillor Jonathan Drear		



LIVING STREETS.4

1. INTRODUCTION

This report seeks delegated authority to implement amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) in association with the Living Streets.4 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) Amity Place, the west side from its junction with Armada Street for its entire length.
- (ii) Armada Street, the north side from its junction with Amity Place for a distance of 2 metres in a westerly direction
- (iii) Armada Street, the north side from a point 14 metres west of its junction with Amity Place to its junction with North Hill
- (iv) Ashford Close, both sides from its junction with Ashford Crescent for a distance of 6 metres in a southerly direction
- (v) Ashford Crescent, the south side from its junction with Ashford Close for a distance of 11 metres in a westerly direction
- (vi) Ashford Crescent, the south side from its junction with Ashford Close for a distance of 14 metres in an easterly direction
- (vii) Ashford Road, both sides from its junction with Turret Grove for a distance of 6 metres in an easterly direction
- (viii) Ashford Road, both sides from its junction with Turret Grove for a distance of 6 metres in a westerly direction
- (ix) Blackmore Crescent, both sides from its junction with Dunnet Road for a distance of 10 metres in a south-westerly direction
- (x) Canterbury Drive, the north east side from its junction with Budshead Road for a distance of 10 metres in a south-easterly direction
- (xi) Canterbury Drive, the south west side from its junction with Budshead Road for a distance of 9 metres in a south-easterly direction
- (xii) Ernesettle Crescent, the east & north side from a point 2 metres south of the boundary of Nos. 4/6 Ernesettle Crescent for a distance of 22 metres in a southerly and easterly direction
- (xiii) Fairview Avenue, the north side from its junction with Manor Lane for a distance of 7 metres in an easterly direction
- (xiv) Fairview Avenue, the south side from its junction with Manor Lane for a distance of 7 metres in an easterly direction

- (xv) Fitzroy Road, the south side from its junction with Sylvan Court for a distance of 7 metres in an easterly direction
- (xvi) Fitzroy Road, the south side from its junction with Sylvan Court for a distance of 11 metres in a westerly direction
- (xvii) Fort Austin Avenue, both sides from its junction with Shallowford Road for a distance of 12 metres in an easterly direction
- (xviii) Frontfield Crescent Eastern Arm, both sides of its eastern arm to its furthest extent of HMPE land for its entirety
- (xix) Glendower Road, both sides from its junction with Trelawney Road for a distance of 6 metres in an easterly direction
- (xx) Glendower Road, both sides from its junction with Trelawney Road for a distance of 6 metres in a westerly direction
- (xxi) Hexton Hill Road, the north side from its junction with Lake Road for a distance of 149 metres in an easterly direction
- (xxii) Hexton Hill Road, the south side from its junction with Lake Road to the boundary of Nos. 2/3 Hexton Hill Road
- (xxiii) Hornbrook Gardens, the north side from its junction with Dunnet Road to its junction with Blackall Gardens
- (xxiv) Hornbrook Gardens, the south side from its junction with Dunnet Road for a distance of 12 metres in an easterly direction
- (xxv) James Close, east side from its junction with Springfield Road for a distance of 5 metres in a northerly direction
- (xxvi) James Close, the west side from its junction with Springfield Road for a distance of 8 metres in a northerly direction
- (xxvii) Jeffery Close, both sides from its junction with Dunnet Road for a distance of 8 metres in a north-westerly direction
- (xxviii) Kneele Gardens Southern Arm, the north side from its junction with Linketty Lane West for a distance of 6 metres in a south-easterly direction
- (xxix) Kneele Gardens Southern Arm, the south side from its junction with Linketty Lane West for a distance of 5 metres in a south-easterly direction
- (xxx) Linketty Lane West, the east side from its junction with Kneele Gardens Southern Arm for a distance of 6 metres in a north-easterly direction
- (xxxi) Linketty Lane West, the east side from its junction with Kneele Gardens Southern Arm for a distance of 10 metres in a south-westerly direction

- (xxxii) Maddock Drive, the north side from its junction with Yealmpstone Close for a distance of 27 metres in an easterly direction
- (xxxiii) Maddock Drive, the north side from its junction with Yealmpstone Close for a distance of 23 metres in a westerly direction
- (xxxiv) Manor Lane, east side from its junction with Fairview Avenue for a distance of 10 metres in a northerly and southerly direction
- (xxxv) Manor Lane, the west side from a point 4 metres south of the boundary of Nos. 29/31 Manor Lane for a distance of 25 metres in a northerly direction
- (xxxvi) Ponsonby Road, the west side from a point 9 metres north of the boundary of Nos. 63/64 Ponsonby Road for a distance of 22 metres in a northerly direction
- (xxxvii) Shallowford Road, the east side from its junction with Fort Austin Avenue for a distance of 15 metres in a northerly direction
- (xxxviii) Springfield Road, the north side from its junction with James Close for a distance of 12 metres in an easterly and westerly direction
- (xxxix) Trelawney Road, both sides from its junction with Glendower Road for a distance of 6 metres in a southerly direction
- (xl) Trelawney Road, both sides from its junction with Glendower Road for a distance of 6 metres in a northerly direction
- (xli) Turret Grove, both sides from its junction with Ashford Road for a distance of 6 metres in a southerly direction
- (xlii) Turret Grove, both sides from its junction with Ashford Road for a distance of 6 metres in a northerly direction
- (xlili) Yealmpstone Close, both sides from its junction with Maddock Drive for a distance of 9 metres in a northerly direction
- (xliv) Yealmpstone Close, the west and south sides from a point 3 metres north of the boundary of Nos. 9/11 Yealmpstone Close for a distance of 18 metres in a northerly and westerly direction

Limited Waiting To 2 Hours No Return For 2 Hours Mon-Sat 9am-5pm Exemption for Permit And Ticket Holders

Armada Street, the north side from a point 2 metres west of its junction with Amity Place for a distance of 12 metres in a westerly direction

Limited Waiting 8am-6pm Limited Waiting To 3 Hours No Return For 2 Hours

Lanhydrock Road, the south side from the boundary of Nos. 32/33 for a distance of 359 metres in a westerly direction

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

- (i) Amity Place, the west side, for the entire length
- (ii) Armada Street, the north side, from the junction with North Hill for a distance of 96 metres
- (iii) Hexton Hill Road, both sides, from the junction with Lake Road for a distance of 38 metres

3. STATUTORY CONSULTATION

Proposals

The proposals for the Living Streets.4 were advertised on street, in the Herald and on the Plymouth City Council website on 13th October 2021. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 06th October 2021.

There have been 34 representations received relating to the Traffic Regulation Order proposals as below:

There has been 1 representation received relating to Ashford Road and Turret Road

Consultation	Comments
<p>I live on ivydale road and I've seen the proposed order for double yellow lines on Ashford road and turrett road. I don't think you've considered the impact this will have on locals at all.</p> <p>1. Firstly, the street is incredibly dangerous. Drivers go bombing along the road at high speeds all through the day. At least when there are cars either side, they are slightly more careful and at times have to stop when people are parking or others coming the other way. Often at night, motorcycles race all through the night at high speeds, causing a safety concern and noise nuisance between 22:00 and 3am. It wakes me up (and my children) numerous times a night. Double yellows will give more space to race.</p> <p>2. I am on the top half of ivydale road. The road above us (Pearson avenue) has parking permits. The bottom half of ivydale road has parking permits. Penlee place has parking permits. As we are close to town, have a school near us, a take away on the corner and one of the only locations without permits, people who don't live here already park on our road and make it difficult for residents to park. They park here ALL DAY, for work, shopping, school etc. I have 2 young children and disabilities myself and already struggle to find parking. Putting yellow lines on Ashford road and turret grove will only make this worse. Then they will all be trying to park on ivydale road (and why does only one half have permits?).</p> <p>I would propose that what's needed is a 20mph zone, traffic control and/or a speed camera to make along Ashford road and penlee place to make the road safer and prevent 'racing' and dangerous driving. I</p>	<p>Thank you for your recent comments towards the proposals – 2021.2137265.</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>On Ivydale Road the scheme design for Zone U was undertaken some time ago (over 20 years) and there is no information that explains the rationale undertaken to set the boundary. Zone U would have undergone statutory consultation, where residents would have had an opportunity to input their views and help shape the scheme. It can only be presumed that at that time there was not any parking issues in the unrestricted half of Ivydale Road.</p> <p>In regards to Permit Parking, your suggestion has been noted. We will continue to monitor feedback and will review when future schemes are considered. Please note that prioritisation is given to areas that demonstrate there is a clear and significant impact on the available parking and there is level of support from residents.</p> <p>A Speed Detection Radar was placed on Ashford Road in September 2021 and the 85th percentile speed was 27.9mph (The 85th Percentile Speed is the speed that 85 percent of vehicles do not exceed). Local highway authorities often use the 85% percentile to determine speed limits. The theory assumes that most drivers are reasonable and do not want to get in an accident, but do want to get to their destination as quickly as possible. Therefore, a speed at which 85 per cent of people drive is figured to be the highest safe speed for that road.</p> <p>Speeding is a moving traffic offence and the police will be informed before any enforcement operation, however as you are aware the 85% percentile speeds are 27.9mph.</p>

<p>would also suggest parking permits for ivydale road, turret grove and Ashford road. This will prevent all those doing school runs, or going into town, from parking there, making the road more accessible for residents and safer to drive on. It also needs fixing. The road is in a disgusting state with a lot of pot holes.</p>	<p>The Police require this information, which they use for intervention and or enforcement, these speeds are too low for any enforcement to be carried out, and this is in line with the The Association of Chief Police Officers (ACPO) National Guidelines for speed enforcement.</p> <p>Plymouth City Council does have to prioritise safety schemes such as traffic calming in accordance to need i.e. where collisions are occurring and will continue to occur without intervention. We continuously monitor this across our network in combination with speed data. Should treatment be necessary at a certain location, further investigation is then undertaken and the appropriate road safety measures are considered for implementation.</p> <p>I have passed your comments regarding pot holes to the Maintenance team who will inspect this for you.</p>
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There have been 3 representations received relating to Ernesettle Crescent

Consultation	Comments
<p>I think that in principle this is a good idea but should include double yellow lines on the opposite side of the curve. It is frequently difficult to get around that corner in an ordinary car let alone an emergency vehicle or removals type vehicle.</p> <p>The bottom curve (north part of road) is frequently very tight to negotiate. This would be simplified if the bushes and trees were cut back at least two feet from the curve and consideration to double yellow lines being put on the southern side of the bend and part of road leading to it from Ernesettle Lane.</p>	<p>Standard Response sent:</p> <p>Thank you for your recent comments towards the proposals – 2021.2137265.</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>Regarding the current planning notice for Ernesettle Crescent and the much needed double yellow lines and No waiting signs on the westbound corner. (ie the 22mtrs of the kerb radius).</p> <p>I commend you for stopping what is a regular violation and abuse of stupid and inconsiderate parking on this corner well hindering both the council trucks and deliveries to the lower half of the Crescent.</p> <p>May I add though that could you consider some form of traffic hump at the entry to the Crescent also as vehicles turning into the crescent from Ernesettle lane go stupidly too fast into the Crescent and by the time they</p>	<p>Thank you for your recent comments towards the proposals – 2021.2137265.</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>Plymouth City Council do not currently have any plans to add speed humps on Ernesettle Crescent, however I can add this location to our request list for a Speed Detection Radar (SDR) and I can contact you again when we receive the speed data.</p>

<p>go past my off road parking (at No 2 from my car port) speeders are doing over 30mph at least on the wrong side of the road (as residents park on the nearside lane outside the semi-detached houses) and likewise come round the offending bend doing the same stupid speeds to get to the exit of the Crescent.</p> <p>Any consideration for some speed curbs on this top stretch of road would be most welcome and indeed from my point of view restrict speeding in a restricted lane crescent road to suitable and safe limits.</p>	<p>You will be notified if and when the proposals will be implemented.</p>
<p>We are writing in relation to the proposed No Waiting designation.</p> <p>We live nearby and have been concerned over many years about the frequency with which motorists park right on this corner, reducing visibility and sometimes causing issues for large vehicles trying to go round the corner. We are therefore very pleased to read of this proposal.</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2021.2137265.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>

There have been 3 representations received relating to Fairview Avenue

Consultation	Comments
<p>1: I have just read the notice for permit parking in fairview ave , please could you explain why . People don't park and walk into town etc most people are at work by day it just doesn't make sense.</p> <p>2: Thank you for your reply , I thought it was strange and no letters further up the road .</p> <p>Must admit you can't see around the corner with vans parked there.</p>	<p>The proposals for Fairview Avenue are not to introduce permit parking but to install parking restrictions around the junction of Manor Lane to improve visibility and road safety, please find attached the plan for Fairview Avenue.</p> <p>If you have any comments or objections to these proposals please contact us again at trafficmanagementinbox@plymouth.gov.uk</p>
<p>I am writing to make a comment about Manor Lane for you to consider.</p> <p>Is there anything that can be done about the large commercial vehicles that are now parking in the area, in both Manor Lane and Fairview Ave ? These are now parking at night as well as during the day and all weekend. One of these has a rising platform</p>	<p>Thank you for your recent comments towards the proposals – 2021.2137265.</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</p>

<p>on it and takes up a lot of room. I live on the junction and see the problems these vehicles are causing and moving them from the junction will cause the problem elsewhere so could you please look into this.</p>	<p>proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>Unfortunately Plymouth City Council cannot prevent a vehicle which has tax and is insured parking in any unrestricted area in Plymouth.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>Could I also put in a request for double yellow lines outside number 1 and number 2 Fairview Ave which is opposite the lane that is the only access point for other Manor Lane properties. The access to these properties regularly gets blocked by people parking on these corners and also within this lane meaning there is no emergency access to either of these properties as we have no rear access. It would also be beneficial if there was double yellow lines going up the lane to these properties also. I foresee when the yellow lines are put in that are already proposed that is going to push people into parking in this lane blocking that access and entry route. As a disabled resident with mobility and breathing issues it is essential that I have car access into and out of my property at all times and also emergency access should it be needed.</p> <p>I would be very grateful if you could do a site visit and consider these proposals.</p>	<p>Thank you for your recent comments towards the proposals – 2021.2137265.</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>In regards to adding further restrictions, Plymouth City Council are unable to do this after a Traffic Regulation Order has been proposed.</p> <p>It is appreciated that there may be occasions when access difficulties result in this area due to partial obstruction by parked vehicles. We do not propose restrictions for individual purposes and always aim to prioritise the use of double yellow lines where they are needed to improve road safety at a location where there is an identified history of collisions involving personal injury e.g. at busy junctions where parked vehicles restrict visibility, or streets where large numbers of pedestrians are crossing the road. As a result of this, it is unlikely that your request could be progressed at the present time but we will monitor this.</p> <p>You will be notified if and when the proposals will be implemented.</p>

There has been 1 representation received relating to Hexton Hill Road

Consultation	Comments
<p>I would like to make comment on the proposal for Hexton Hill Road. I am in complete agreement with the need for space to enable access through the gap at the top of the hill. I believe that this has been made very difficult by people parking too close to the gap on the left hand side ascending and would agree that parking at least in part on the left side at the top should be restricted. Residents are actually very careful now but without yellow lines visitors and tradesmen don't have a guide as what not to do and are careless and</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2021.2137265.</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>unthoughtful. I would however like to request that at least one parking slot remains, (two at a push although I concede this is more unlikely), either on the right side or on the left side slightly further down. This as you know is a space challenged area and all users are needing to share it, being aware of each other's needs and not having any one need overemphised over another. As a care worker I finish. work late and often cannot find parking near my home as all spots are gone. I therefore sometimes have to park the far side of the green. Although I rarely get to use the space at the top of the hill, as it is often full, I know others regularly do and I would be value it still being available. I think this would still leave really adequate room for turning.</p>	<p>You will be notified if and when the proposals will be implemented.</p>
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There have been 3 representations received relating to Kneele Gardens

Consultation	Comments
<p>I have probably the best view of all the residents regarding the problem the buses have turning right out of the junction. The double yellows need to be opposite the junction on the straight bit directly opposite to give the bus the angle to make a right turn without mounting the inner kerb on the bend.</p> <p>In this case I propose the plans are scrapped they are of no benefit and will directly effect the loading and unloading of delivery vehicles for the shop.</p>	<p>Thank you for your recent comments towards the proposals – 2021.2137265.</p> <p>The original request received was to protect the junctions and as this Traffic Regulation Order has already been proposed Plymouth City Council are unable to add further restrictions to the proposal.</p> <p>However I have added the opposite side to our next Traffic Regulation Order which we review quarterly.</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 have no objections to the proposals specifically in the Linketty Lane West and Kneele Gardens areas, However, please can you consider amending the proposal to include Alleyn Gardens, this street runs off Kneele Gardens.</p> <p>It is a cul de sac and is already heavily used by commuters on both weekdays and weekends as an unofficial park and ride station as it is easily accessible to the Manadon Roundabout/A38.</p>	<p>Thank you for your recent comments towards the proposals – 2021.2137265.</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>As a result, residents of this street suffer with being unable to park in their own street let alone outside their house. The street is only so wide that parking can only be achieved on one side of the road due to its restrictions.</p> <p>If the planned proposal goes ahead, without inclusion of this street then this road would suffer greatly with a higher volume of parked cars for a longer period of time restricting residents further with their own parking.</p> <p>Please visit the street to see the limitations it has or make contact with myself to discuss further.</p> <p>Can I also request that this street be considered for full road resurfacing as it still has a concrete road which is noisy and has many multiple cracks, divets and uneven surfaces throughout its entirety.</p> <p>For your consideration and review.</p>	<p>The proposal on Kneele Gardens is to add a small amount of double yellow lines for protection on the junction, there are currently no plans to add limited waiting in the area.</p> <p>I have passed your request for resurfacing to the maintenance team who will contact you directly.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>I am writing to yourselves regarding the proposal of double yellow lines at the Linketty Lane/Kneele Gardens junction .</p> <p>Whilst the proposal of the lines is wholeheartedly welcomed in principle, it is incorrectly positioned to allow the buses to safely navigate the junction, please see attached crude screenshots of 1) Current proposed yellow lines & 2) New proposal showing recommended yellow lines and the bus issue. I live at on Linketty Lane West and whilst working from home my window overlooks the problem junction, I have witnessed on many occasions the poor parking by the customers of the Premier Power Tools shop/Trades persons leaving cars on the road to travel away for work and the resulting problems for the bus/our household. My driveway is also blocked frequently by individuals leaving their cars outside with no consideration to us or the danger that it causes to road users navigating the junction, I believe the new suggestion attached would allow the bus to swing around the corner safely without mounting the kerb & still allowing our household a space for visitors/the power tool premise to have 1 additional customer parking space.</p>	<p>Thank you for your recent comments towards the proposals – 2021.2137265.</p> <p>The original request received was to protect the junctions and as this Traffic Regulation Order has already been proposed and we must follow a statutory process, Plymouth City Council are unable to add further restrictions to the proposal.</p> <p>However your comments are much appreciated and I have added the opposite side to our next Traffic Regulation Order which we review quarterly.</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>If the current proposed lines are implemented they will not prevent the issue you are trying to stop & increase problems for myself and other residents on Linketty Lane West. Many thanks for your time, please feel free to contact me or visit the problem area first hand.</p>	
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There have been 17 representations received relating to Lanhydrock Road

Consultation	Comments
<p>I wish to object against the proposed 3 hour restricted parking along lanhydrock road st judes plymouth</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2021.2137265.</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 the proposed restricted parking at Lanhydrock rd as it would only push the problem further down the rd</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2021.2137265.</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 object to the parking restrictions proposed for lanhydrock road.</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2021.2137265.</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 am writing with regard to the proposed parking restrictions along Lanhydrock Road.</p> <p>I was upset to learn that this request has been made as I park along here 2 days of the week. I work on the outskirts of the city within a mental health team. By parking here, it enables me to walk to and from work which I use as a tool to help maintain my own personal mental health. By walking it helps reduce the stress after a long day and I know colleagues of mine feel the same. I am sure there are other people who feel likewise too. We are encouraged by the government to keep active and I would be disappointed if I could no longer do this.</p> <p>In addition to this there is also the factor of an added expense I may now have to pay. Being on a low wage this will impact my personal finances and I am unsure when this is likely to be brought in. With all bills currently increasing this is another concern.</p> <p>I really would like for this to be considered when you are making your decision and the impact it would have on me personally.</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2021.2137265.</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 vote to object the three hours restricted parking as commuters will park further down and cause more parking problems where there are houses , instead of next to the park and children playing area at the end of Lanhydrock Road.</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2021.2137265.</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>
First comment:	First comment:

<p>I own a property on lanhydrock Road st judes pl49hf. I am writing to you in about the above ref for the proposed 3 hour parking on lanhydrock Rd. I am very concerned as I actually run a hair and beauty business from there. I am so worried about the proposal as it is going to damage my business considerably as 3 hours would not be enough time for my clients to be out in time for certain services, ie perms colour. Also I employ staff and we wouldn't be able to park as we work longer than 3 hours. We have a lot of elderly clients who if has to park far away if not able to be out in time for the 3 hours restrictions may not come anymore. This will impact our business in a big way and not for the good. We worked in a salon before this with restricted parking and we lost a lot of clients. It took me a long time to find the perfect place with parking for our clients and for the staff so I am gutted this maybe on the cards. Sorry to waffle on but I am so worried please could you give me some more information on the proposal, like is it the whole road, would myself and the staff be able to get business permits as we offer a mobile service for our bedbound clients. Thank you for any information and help you can give me and sorry it's such a long email just be thankful I didn't phone else you would have earache lol</p> <p>Second comment:</p> <p>thank you for getting back to me so quickly, I really appreciate that as been flapping all weekend. I would still object as still close to salon and going to push everyone parking further down lanhydrock road, impacting on the business and the residents by us. Myself, staff and clients always try not to park outside the residents houses but on the park side as the residents have been so supportive of the business. But the parking will get a lot worse further down lanhydrock road. I am sorry to be selfish and think about the business but with already being closed for 36 weeks due to the pandemic we are still recovering from that and just afraid restrictions will also impact the business in a bad way</p>	<p>Thank you for your email regarding to the proposals on Lanhydrock Road. I have attached a plan to this email. It will be the south side of the road only.</p> <p>Unfortunately, there are no plans to make this area permit parking and therefore business permits wouldn't be available with this type of restriction. Please do let me know if you still wish to object to this after reviewing the plans.</p> <p>Second Comment:</p> <p>This e-mail is fine for your objection.</p> <p>Thank you for your recent comments towards the proposals – 2021.2137265.</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>With reference to the above plan for proposed parking restrictions on length of Lanhydrock road, please take note of my strong objection to the proposal.</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2021.2137265.</p>

<p>I am a resident on Lanhydrock road, directly opposite the proposed restriction and this would directly affect me negatively, and many other residents.</p> <p>By creating restricted parking on the park side of the road you will be forcing more people to park on the residential side of the road, thus taking space from the residents unless providing resident permits.</p> <p>This proposal came about following a consultation in Tothill community centre, which I attended, the general feeling at that meeting was that commuter parking was an issue, causing congestion and parking issues for residents. This will in no way alleviate that problem and in fact create more issues for the residents. I am happy to pay for a parking permit to retain parking outside my house as this proposal is going to make it impossible to park anywhere near my own home. I feel the needs of the residents have been totally overlooked in this proposal.</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 am objecting to the above proposed plans. I live on Lanhydrock Road. If you implement 3 hour restrictions halfway I will never get a parking spot outside my house because all commuters will move up.</p> <p>It's bad enough now but that will make it worse for the latter part of the street so the problem is not resolved, just moved.</p> <p>What's wrong with residents only parking one side and the other side available to all?</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2021.2137265.</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 am writing this email to object to the proposed parking restriction on Lanhydrock Road in Plymouth. I am a shift worker and park here when I am working. I chose this location as the majority of the road is not outside people's houses so I am not preventing residents from being able to park by their houses. I park at all times in the day and evening and have never had an issue with parking. When I arrive at 6am there is plenty of parking all along the road which would indicate that people living in the area have adequate parking. It is the same if I arrive later in the morning. When I am on earlies I can get back to the road anytime between 3pm and 5pm and again there are</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2021.2137265.</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>free parking spaces all along the road. I know a lot of people, including Plymouth City Council workers, who park there early in the morning and leave by mid afternoon therefore not affecting residents returning after their working day. I cannot see the necessity to make it a 3 hour only parking zone. Parking for commuters in Plymouth is difficult and this road would appear to be the perfect compromise as for large stretches there are no houses, especially on the side bordering the park so residents will not be affected.</p> <p>I understand that you would like more people to use public transport but this is difficult when you have shifts that start either very early or finish very late. Some of my colleagues also commute from outside Plymouth so have no direct bus routes. The car park permits are few and quite expensive. I have no park and ride in my area. Please could you give consideration to removing this proposal or if necessary only apply it to certain stretches of the road when there are houses.</p>	
<p>Although I welcome efforts to resolve the issues we have on Lanhydrock Road, and see the potential to allow more people to use the children's park and playing fields. In my opinion the proposal causes more problems than it solves.</p> <p>I wish to make the following comments and observations.</p> <ul style="list-style-type: none"> • Creating a limited waiting time on only one side of the road will cause parking issues for residents. Residents wishing to park will still have to compete with commuters as well as space between motorhomes and caravans (as the proposed area has now become a storage area for them) but it will be condensed to the north side of the road. • If residents are unable to park on the North side of the road outside or near their properties, they will be forced to move their vehicles after the permitted limited waiting time of 3 hours 7 days per week. 	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2021.2137265.</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 propose an amendment to the proposal if possible.</p> <ul style="list-style-type: none"> • Create a new limited waiting 3hr stay on the North and South side of the road. This would eradicate the commuter parking and motorhome storage issues. • Issue resident parking permits to homeowners 1-33 on Lanhydrock Road effected, to allow them to park outside their properties, without fear of penalties. <p>We have witnessed many near misses between pedestrian's (especially children) and vehicles because of the amount of parked cars and welcome the proposal to help reduce this.</p> <p>Desborough Road was changed to a no waiting area between 10-11am several years ago as well as Knighton Road which runs in parallel to Lanhydrock Road to Tothill Community Centre. This solved their commuter parking problems.</p>	
<p>I strongly object Re: Lanhydrock Road having yellow lines on part of the road. The bottom part of the road (town side) is not right next to houses so should be as it is now. Extending the lines down the road will cause commuters to then park outside our houses. I object to this plan</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2021.2137265.</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 am resident of South View Terrace and I would like to say firstly that myself and my Husband welcome parking restrictions in the area. Over the last two years or so (lockdowns excluded), parking around the area has been made increasingly difficult for local residents with commuters, camper vans and abandoned vehicles parking nearby. Things have got so bad recently that I avoid going out when I know I will not be able to park when I return. It also makes things difficult for tradesmen when work is</p>	<p>Thank you for your recent comments towards the proposals – 2021.2137265.</p> <p>On 22 March 2019 Plymouth City Council held a community engagement session at Tothill Community Centre. The purpose was to understand local residents concerns around parking and road safety and inform thinking on solutions to these. The unfortunate reality was that resident's views did not draw a consensus and due to the low level of support and varying views of the local community, a decision was made not to progress with any controlled parking scheme proposals. The</p>

<p>carried out on our property as they are unable to park near to the house.</p> <p>Having read the proposal, unfortunately I don't think this goes far enough in resolving the issue and will actually compound the current situation. If one side of Lanhydrock road is no waiting for 3 hours, this will mean there is a 50% reduction in parking on that road which will drive the commuters to park on the other side of the road, South View Terrace and neighbouring un-permitted roads. As one of the first houses after the permit area, it would become impossible to park nearby. When I went to give blood during one weekday, I returned and had to park outside a number up the street. I completely understand that I chose to buy a house in this area without a drive and I am not asking to park outside my house, just nearby. I understand the justification for the proposal and this would enable locals to drive to and make use of the park however it would put local residents in a very difficult situation and would restrict limited parking even further. With the restrictions being throughout the weekend, this would mean weekend workers and people visiting the city centre would park on South View Terrace and inhibit my elderly and disabled relatives from parking nearby, even with a blue badge. If you haven't already, I would encourage you to come and sit on the corner of Lanhydrock road and South View Terrace from 7:45-8:45am during the week as the amount of traffic and dangerous driving/parking from commuters looking for a space is unbelievable. Lots of school children and dog walkers cross the road here and I am surprised there hasn't been an accident. During the parking consultations in March 2019, it was suggested that the whole St Judes area is permitted like Egerton Crescent and Knighton Road. I can see these spaces from my house and the amount of traffic is considerably reduced and residents are always able to park. This is something we would 100% support and be happy to pay for as this would enable us and our family and friends to park near to our houses without restriction. It does feel like this proposal hasn't been fully thought out and is just a tick in a box for the council. As I mentioned, I completely agree that changes need to be made to the area but the current proposal</p>	<p>reason for this is that the development of parking management schemes can be expensive and time consuming. We want to know that there is a reasonable level of support for changes by residents who will be affected before we start any investigation. There is currently no plans to revisit this area, our focus is now on other areas of the City requesting a parking review.</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>
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<p>would have a negative impact to the local residents who are already experiencing difficulties, and would affect more local residents as commuters park further and further down neighbouring, more residential roads. Please reconsider permitting South View Terrace and neighbouring roads, we absolutely love our house and living in this area but if things carry on the way they are, we would seriously consider moving. Please could you let us know whether the proposal goes forward and we are happy to be part of any further discussions regarding parking in the future.</p>	
<p>Glad to see something is being considered for Lanhydrock Road. However this solution is probably the worse that could happen.</p> <ol style="list-style-type: none"> 1. Where are the 60+ displaced cars going to go? Answer, Gwyn Road, South View Terrace, Carmarthen , Farrington and all the Avenues up from Beaumont Road. This will make parking in these areas even worse. 2. What happens to the people who come down to the park during the summer and weekends to spend all day in our play area? 3. People parking along the edge of the park are not parking in front of any ones house or blocking a drive. 4. The best solution would be to have permit parking in all the area <u>except alongside the park</u>. 	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2021.2137265.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>I would like to express my extreme disappointment and confusion as to why the parking rules are due to change on Lanhydrock Road, Plymouth.</p> <p>Please explain to me why you feel that we need these new restrictions? You will have to pay a traffic warden to check the vehicles, pay for the signage, paint and the administration of permits. An unnecessary expense!! The money would be better spent on the social care budget.</p> <p>Why are you trying to fix something that is not broken??? You are going to make the situation worse.</p> <p>You will force all the vehicles to park further down the road where the fields are. The road is narrower after the park, there are more houses who use the parking and you will be forcing people to squeeze their</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2021.2137265.</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>vehicles between the garden gates and adjoining roads. Every time I drive along Lanhydrock Road children cross near the football fields which IS VERY DANGEROUS.</p> <p>Where the trees are it is much quieter and you very rarely see children crossing the road.</p> <p>As you can see from the attached photos, at 7am the residents are still at home and there is plenty of parking for commuters. Commuters DO NOT want to park in front of homes at the other end of Lanhydrock Road.</p> <p>I have parked there for several years and walk another 10 minutes to my workplace. I am a Civil Servant and cannot afford to catch the park and ride buses daily. They are far too expensive. Several of my colleagues also park at Tothill Park and I am aware that many Police staff park there too.</p> <p>We have always been able to park in Lanhydrock Road as there is more than enough space for residents and commuters. The dark photos are taken at 7am and the two daytime photos at about 3:45pm.</p> <p>Campervans seems to be in the same spots all year round and never move.</p> <p>If locals have been complaining about parking they should have been more particular where they choose to live as the parking has been the same for an years.</p> <p>By my email and the attached photographs I hope that you will begin to realise that THERE ISN'T A PROBLEM AT LANHYDROCK ROAD SO PLEASE DON'T CREATE PROBLEMS BY FORCING US TO PARK FURTHER UP WHICH IS GOING TO CAUSE MORE DANGEROUS SITUATIONS.</p> <p>I have expressed my concerns as clearly as I can and I hope that you will take notice, but how many objections will it take for you to change your mind?</p>	
<p>I would like to object to the Living Streets Document 4 within the deadline of objection and concerning Lanhydrock Road.</p> <p>I object because I am a resident of Lanhydrock Road and this would directly impact me and my family. I have attended the consultation in Tothill Community Centre approximately 2 years ago and expressed my views at this stage.</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2021.2137265.</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</p>

<p>My objections are as follows:</p> <ol style="list-style-type: none"> 1. Resident parking has not been considered in this proposal. Where are residents supposed to park at Lanhydrock Road? 2. If restricted parking is only on the park side of the road and this shall be to the benefit of residents over commuters then residents will be forced to park under trees which means their cars will be filthy at all times. This will lead to inconvenience and additional costs of cleaning cars. On top of that it will be bad for the environment due to use of soap and water. 3. If resident parking is established then this will mean that residents will have to pay each year as well have the work of applying for resident parking permit each year. If costs for the parking permit increase this will also be felt by residents already in a financial squeeze as seen on the news recently. 4. During the consultation I complained about the fact that parking happens all the way along the road and into the junction because the junction parking rules are not enforced and not observed. This puts road users into danger when going around corners and is a big problem across the area (including Southview Terrace, Gwyn Road and Lanhydrock Road). I can now see in the plans for other areas that this junction parking rule will be enforced by red lines but not at Lanhydrock Road. This would be the one sensible rule to enforce in the area. 5. While commuters are a bit of a nuisance around Lanhydrock Road, not only because they take up parking spaces but also because they pollute the air where we live while living in the countryside themselves, I do not see that there is much gained from putting this restriction into place. 	<p>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>Me and my family of 5 live on lanhydrock road and object to parking restrictions on upper lanhydrock road, as I have a large family including a 1 year old boy. Having commuters parking outside our home will cause unnecessary stress trying to find parking and moving shopping and kids from another area or street. Permit parking only outside our house would ensure commuters park at a park and ride or in the city centre. The whole of lanhydrock road should be</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2021.2137265.</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</p>

restricted to tothill park users or residents only. I object to the current proposals unless it includes every resident and not just shifting the problem to other residents on lanhydrock road.	proceed with these proposals will be made by the Cabinet Member for Transport. You will be notified if and when the proposals will be implemented.
<p>Objecting to permit parking. Halfway down Lanhydrock Road</p> <p>This will cause major problems with the residents who already have a problem parking outside their own homes x Elderly and disabled for example. You are just pushing the problems further down the road Caravans and mobile homes have already invaded our road x emptying there rubbish and hazardous waste on the road right beside the park area where Children play. Are we expected to live with this outside our homes now. It gets reported but nothing gets done about it, ie Council and police.</p> <p>Mutley Plain has free parking to bring people to the area,. why don't Plymouth City Council do the same with the City Centre. City centre car parks are not being used because parking Charges are To expensive for Families.</p> <p>Lanhydrock Road is a problem area at the moment for people who live here police are called on at least 2 to 3 times a week. Fires Drugs, Fighting, Disturbing behaviour, Youths throwing anything they can get their hands on at Traffic from the roof of old changing room building, It is Horrendous</p> <p>we would like to protect our vehicles outside our own homes and not leave them on a street nearby</p> <p>This will certainly add to the problems.</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2021.2137265.</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>

A meeting was held on the 10th November 2021 with the Ward Councillors. It was decided to abandon the Lanyhydrock Road proposal and investigate the feasibility of a Residents Parking Scheme in 2022.

There has been 1 representation received relating to Springfield Road and James Close

Consultation	Comments
<p>Following your notice of double yellow lines on Springfield Road at the junction of James Close.</p> <p>Amd 2021.2137265 Living Streets 4</p> <p>Please would it be possible to extend the double yellow lines to the start of our drive</p>	<p>Thank you for your recent comments towards the proposals – 2021.2137265.</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</p>

Springfield Drive ? It gives us at least one half of a fighting chance of coming off the drive safely.	<p>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>Unfortunately once a Traffic Regulation Order has been proposed Plymouth City Council cannot add to this and we do not propose Double Yellow Lines for individual driveway protection, the restriction should benefit the community and this proposal is to protect the junction of James Close.</p> <p>You will be notified if and when the proposals will be implemented.</p>
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There have been 2 representations received relating to Trelawney Road

Consultation	Comments
<p>I would like to comment/object to the planning application for double yellow lines on the junction of Trelawney Road/Glendower Road in PEVERELL</p> <p>There are three main points I would like to put forward as follows.</p> <p>1..Peverell has evolved over recent years with more multi-car households and more properties being converted into flats with the resulting more residents. Parking in the area has always been difficult but the residents know and accept that. Adding a 6 metre double yellow line will only compound the problem of parking in a highly populated area as there will be even less space to park forcing residents into backs lanes or other streets therefore causing parking problems/hazards in those streets. You would simply be moving the problem</p> <p>2...Most importantly there have been NO accidents since the junction lines were re-painted a few years ago. Prior to that the lines were almost non-existent and traffic simply did not realise they had to stop.</p> <p>3..There is a shop on the junction in question and when originally discussed with our Councilor, we were told it would only be 3 meters on each junction. Extending this to 6 metres would have a a severe impact on passing trade as there would literally be nowhere to park. This will have a detrimental effect the business viability as we need passing trade to continue operations.</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2021.2137265.</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>

Please, if you MUST put yellow lines down restrict them to 3 metres in each direction.	
<p>I am writing to object to the double yellow lines that are proposed on Glendower Road and Trelawney Road at a distance of 6 metres. The size of the restrictions means that there will be a minimum of 8 cars across the four corners that are unable to park where they would normally. These cars will have to park elsewhere exacerbating the problem parking that is already experienced within the Peverell area.</p> <p>The whole area is terraced properties with no alternative parking spaces, the impact of double yellow lines will significantly impact the quality of life for myself and my neighbours, many of who are key workers or are disabled. Not only this but it may also drive people to leave their cars in service lanes thus having a knock effect on refuse collection and its associated problems. The area also suffers a lack of parking when Plymouth Argyle play at home, or if there are events on at Central Park with many people choosing to park on Trelawney Road and surrounding areas and walking to Home Park due to the lack of parking at the stadium.</p> <p>Furthermore during my time living in the area I have never experienced any issues with accidents on this particular junction, nor has there been any issues with pulling out from or into this junction.</p> <p>Delivery drivers often park in the area and with the decreased availability of parking will be unable to do so. This of particular concern with the increased utilisation of online shopping and grocery delivers due to the COVID crisis.</p> <p>If after considering the above objections it is still deemed that restrictions are the way forward, I believe that restrictions should be reduced to a maximum of 3 metres. This will still allow people who require it to use the drop kerbs to cross the road.</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2021.2137265.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>

There have been 3 representations received relating to Yealmpstone Close and Maddock Drive

Consultation	Comments
We wish to register our strong support for the proposed double yellow lines on Yealmpstone Close (# xlv) and Maddock	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2021.2137265.</p>

<p>Drive/Yealmpstone Close (# xxxiii and xliii).</p> <p>We have witnessed a number of near misses on the corner of Yealmpstone Close caused by inconsiderate parking and it is only a matter of time before there is a serious accident. See attached photograph taken this week which shows a typical example. The corners of Yealmpstone Close and Maddock Drive are extremely difficult to negotiate, especially when several cars are parked on the pavement completely blocking the view in both directions. Will this problem also be addressed.</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>hi adding double yellow lines for yealmpstone close /maddock drive is a first class ideal and has been a long time coming</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2021.2137265.</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>In response to the notice to road alterations at Yealmpstone Close and Maddock Drive.... Considering the road is situated so far out of the city centre and is considered a residential area I feel the length of proposed lines to be excessive. I understand this is to prevent pavement parking which it will - BUT with the lines being so long it will also prevent visitors being able to park....and also delivery drivers i.e.; Postmans van.... As the whole area is a 'no through road' with lots of driveways, parking has been an issue, therefore to take away valuable stretches of road where safe and considerate parking is possible is highly inappropriate for local residents. Family and visitors do require parking areas. I urge you to reconsider this decision Too often yellow lines are imposed on neighbourhoods without fair consideration of the residents. I feel a shorter length than the proposed 27m would be more appropriate for Yealmpstone/ Maddock corners, a distance of 6m which is the Legal Parking Limitation in both Northerly and Easterly directions as</p>	<p>Standard response sent:</p> <p>Thank you for your recent comments towards the proposals – 2021.2137265.</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>

well as the Westerly direction on opposite corner this would then allow a safer parking zone for residents and visitors. Also with lines placed at length along Maddock Drive will encourage dangerous speed as the road will always be too open... This has been another issue..... too often cars are driving at speed along this stretch of road.... so to have some parking availability there would help slow vehicles down... On a personal note as these lines will be outside my property I do believe I have a right to disagree...	
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There have been no representations received relating to the other proposals included in the Traffic Regulation Order.

4. RECOMMENDATION

After reviewing all comments received, our recommendations are below:

Abandon the Lanhydrock Road proposal.

All other proposals are recommended to be implemented as advertised.

5. LEGAL CONSIDERATIONS

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

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

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EQUALITY IMPACT ASSESSMENT

Living Streets.4



STAGE I: WHAT IS BEING ASSESSED AND BY WHOM?

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

THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2021.2137265 LIVING STREETS 4) ORDER

To implement the following amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004.

The effect of the order shall be to add/amend:

No Waiting At Any Time on lengths of the following roads:

Amity Place, Armada Street, Ashford Close, Ashford Crescent, Ashford Road, Blackmore Crescent, Canterbury Drive, Ernesettle Crescent, Fairview Avenue, Fitzroy Road, Fort Austin Avenue, Frontfield Crescent Eastern Arm, Glendower Road, Hexton Hill Road, Hornbrook Gardens, James Close, Jeffery Close, Kneele Gardens Southern Arm, Linketty Lane West, Maddock Drive, Manor Lane, Ponsonby Road, Shallowford Road, Springfield Road, Trelawney Road, Turret Grove, Yealmpstone Close.

Limited Waiting To 2 Hours No Return For 2 Hours Mon-Sat 9am-5pm Exemption for Permit And Ticket Holders on a length of the following Road:

Armada Street.

Limited Waiting 8am-6pm Limited Waiting To 3 Hours No Return For 2 Hours on a length of the following Road:

Lanhydrock Road.

It is recommended not to proceed with the proposals relating to Lanhydrock Road.

All other proposals are recommended to be implemented as advertised.

Author

Holly Curtis

Department and service

Plymouth Highways, Traffic Management Technician

Date of assessment

10/11/2021

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	No adverse impact anticipated The introduction of No Waiting at Any Time will designate where is safe and acceptable to park. Ensuring visibility for drivers and pedestrians of all ages when using the road.		
Disability	No Waiting at any time	Some of the proposals will add no waiting at any time on junctions and to stop obstructions on footways, this will ensure safer places to cross and easier travel along streets.		
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 26/11/2021

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 – COD14 21/22

Decision	
1	Title of decision: Early Help Partnership (Family Hubs) Contract Award Report
2	Decision maker (Council Officer name and job title): Alison Botham, Director of Children's Services
3	Report author and contact details: Emma Crowther, Strategic Commissioning Manager, emma.crowther@plymouth.gov.uk
4a	Decision to be taken: Award of Early Help Partnership contract
4b	Reference number of original executive decision or date of original committee meeting where delegation was made: Cabinet – 9 th March 2021. Cabinet agreed for the contract award decision to be delegated to either the Strategic Director for People or the Director of Children's Services.
5	Reasons for decision: A compliant procurement process has been carried out and has identified a suitable group of provider partners to work with the local authority for the next ten years to design, deliver and embed 0-19 Family Hubs for Plymouth.
6	Alternative options considered and rejected: Not awarding the contract – this would have been considered if there had been no bidders for the contract or if bidders had not submitted bids of suitable quality.
7	Financial implications and risks: The current total annual spend on the services in scope of this approach, across in-house and commissioned services, is £7.5 million. However, the value of the Early Help Partnership contract itself is £0. The intention in working collaboratively, across services, over a period of time, is to identify areas where resources could be invested to greater effect, and also areas of duplication and inefficiency. This will lead to sustainable efficiencies in the budget for the partnership; establishing targets for efficiencies can be included in the work programme. It will also be the intention of the partnership to maximise joint bids for funding, to draw external resource into the city and directly into Early Help support for families. By working together, with a clear view of need and current resource, this will enable funding bids to be relevant, integrated and supported by evidence.

	By supporting positive outcomes for families through an Early Help approach, and preventing escalation into higher cost statutory interventions, we anticipate reducing the levels of demand and spend on those interventions.			
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:
			X	in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total
			X	in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1million
			X	is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.
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:	<p>Caring for People and their Communities:</p> <p>A friendly welcoming city - Family Hubs will be communicated as available for all families with children and young people aged 0-19. We will ensure that any branding associated with the Family Hubs involves families in its design, and encourages all to feel welcome.</p> <p>Reduced health inequalities - the needs analysis which supported the Case for Change identifies a range of different needs across the city, with clear health inequalities present in some areas. These are likely to have been worsened by the Covid-19 pandemic and its impact on more deprived communities. The Family Hubs approach to Early Help will help us to determine where resources need to be focused in order to address health inequalities and for this approach to evolved over time as needs change.</p> <p>People feel safe in Plymouth - the provision of Family Hubs will ensure that we build on the legacy of Children's Centres and their support for children aged 0-5, with a network of "places that feel safe" for families. These will be non-judgemental and welcoming places where families can seek help.</p> <p>Focus on prevention and early intervention - the development of Family Hubs, including a resilient and creative Early Help and Targeted Support offer will enable</p>		

		<p>families needing help to be identified earlier and offered the right help at the right time.</p> <p>Keep children, young people and adults protected - This proposal aligns with the work of the Safeguarding Partnership and findings of Serious Case Reviews in considering how to improve understanding of contextual safeguarding for children and young people; knowing their communities and local needs, and supporting professionals in their resilience.</p> <p>Improved schools where pupils achieve better outcomes - the Family Hubs approach will wrap around all those working with a child and their family, with schools and educational settings as a fundamental part of this system. The aim is for schools to feel more supported in working with children and young people where their needs are emerging or more complex; in turn, this will enable parents to feel more confident and children to focus on their academic attainment.</p>
I 0	Please specify any direct environmental implications of the decision (carbon impact)	<p>The proposal aims to ensure that families receive the support they need, at the right time, in their community. This would reduce the need to travel to seek support, and escalation into more specialist services, which may not be available in Plymouth.</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 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?	<p>Councillor Dave Downie, Education, Skills, Children and Young People</p> <p>Councillor Patrick Nicholson, Deputy Leader</p>		

13c	Date Cabinet member consulted	8 th December 2021						
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	Alison Botham, Craig McArdle, Ruth Harrell					
		Job title	Director of Children's Services, Strategic Director for People, Director of Public Health					
		Date consulted	8 th December 2021					
Sign-off								
16	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS85 21/22					
		Finance (mandatory)	djn.21.22.205					
		Legal (mandatory)	MS/2/36820					
		Human Resources (if applicable)	AMI31221					
		Corporate property (if applicable)	N/A					
		Procurement (if applicable)	SS/SC/008/ED/12 21					
Appendices								
17	Ref.	Title of appendix						
	A	Early Help Partnership Contract Award Part I						
	B	Equalities Impact Assessment						
Confidential/exempt information								
18a	Do you need to include any confidential/exempt information?	Yes	X	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						
		Exemption Paragraph Number						
		1	2	3	4	5	6	7

18b	Confidential/exempt briefing report title: Early Help Partnership Contract Award Part 2			X				
Background Papers								
19	<p>Please list all unpublished, background papers relevant to the decision in the table below.</p> <p>Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part 1 of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.</p>							
Title of background paper(s)		Exemption Paragraph Number						
		1	2	3	4	5	6	7
N/A								
Council Officer 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		14/12/2021		
Print Name		Alison Botham						

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**PROCUREMENT GATEWAY 3 -
CONTRACT AWARD REPORT - PART I**
EARLY HELP PARTNERSHIP (FAMILY HUBS)
PEO/21042



I. INTRODUCTION

This contract award report is in relation to the procurement of Early Help Partnership (Family Hubs).

“Providing Early Help is more effective in promoting the welfare of children than reacting later. Early Help means providing support as soon as a problem emerges, at any point in a child’s life, from the foundation years through to the teenage years. Early Help can also prevent further problems arising, for example, if it is provided as part of a support plan where a child has returned home to their family from care”.

Working Together to Safeguard Children, HM Government, 2018

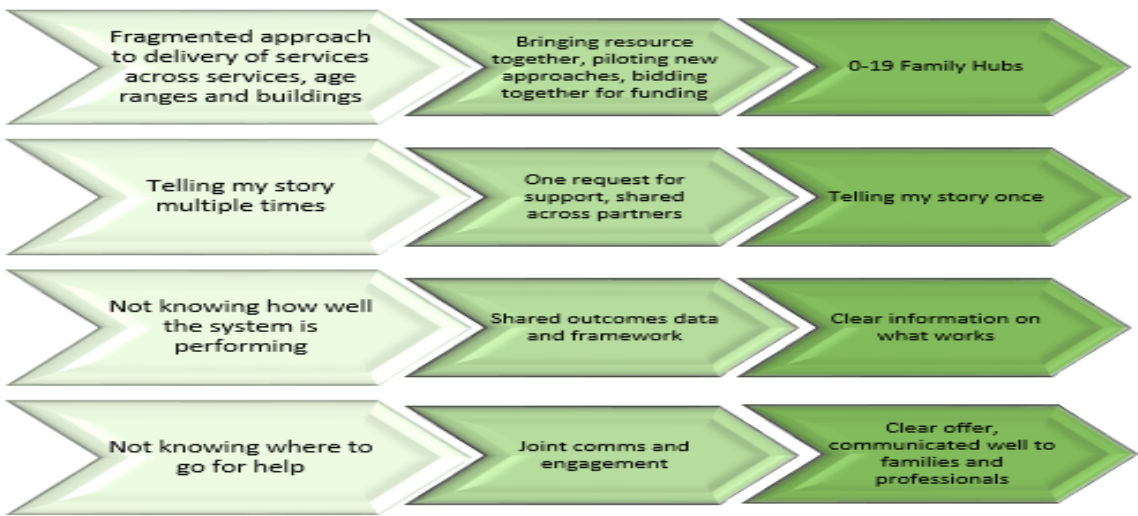
In March 2021 Plymouth City Council Cabinet approved a case for change which proposed the creation of an Early Help Partnership for the city, to drive forward a programme of delivering 0-19 Family Hubs. The report was titled “Case for change for Family Hubs: Our ten year plan to build Bright Futures for Plymouth children and young people”. The paper described how this would be achieved through the procurement of a collaborative partnership arrangement, for a period of ten years. Cabinet gave permission for the approach and for the contract award decision to be delegated to either the Strategic Director for People or the Director for Children’s Services.

The duration of the contract is for ten years.

2. BACKGROUND

The case for change was built upon consultation that was carried out with families and practitioners across Plymouth between 2018 and spring 2020. The recommendations also took into account the impact of COVID-19 on vulnerable families, in terms of their physical and emotional wellbeing, economic resilience and future aspirations.

The case for change recognised the following as high-level challenges for the current Early Help system in Plymouth, and set a series of ambitions to transform the system response using a service design approach, through the mechanism of an Early Help Partnership:



The services in scope of the approach and future service design are a mixture of in-house and commissioned services:

Service	In-house or commissioned
Children's Centres	Commissioned - Barnardo's, Action for Children and Lark
Young Carers	Commissioned - Barnardo's
Affected Others	Commissioned - Hamoaze House
Young Person's Substance Misuse	Commissioned - Harbour Centre
Family Intervention Project	In-house
EHASt (Early Help advice and support team)	In-house
Family and Community Solutions (Family Group Conferencing and Mediation)	In-house
Duty Intervention Team	In-house
Adolescent Support Team	In-house
Youth Offending Team	In-house
Families with a Future (Supporting Families programme)	In-house
Youth Service	In-house
Parent Information Advice and Support (PIAS) – Parenting Programme Function only	In-house

At the time of the case for change this represented a total budget of £7.5million and 203 staff, (including approx. 100 FTE Council staff) across a broad range of skills and experience, from Early Years practitioners to family support workers supporting complex adolescents. The table above includes the Families with a Future staff this programme has been extended for another 3 years although the local grant funding amount is not yet known. The DWP Reducing Parental Conflict funding has also been extended for another three years (local funding grant amount to be confirmed) and this will form part of the Family Hubs offer in the future.

The proposed contract has no monetary value, but the Early Help Partnership will lead on the redesign of early help services, including commissioned and in-house services, with the flexibility to be able to pilot new projects and evaluate impact. Any subsequent procurements recommended as part of service design will be carried out in accordance with relevant procurement law.

Since the case for change was approved, there has been greater national emphasis for local authorities to progress their Family Hub programmes. This includes the launch of the National Centre for Family Hubs (supported by the Anna Freud Centre) and the Family Hubs Transformation Fund. The timing of the procurement process has ensured that Plymouth is well placed to engage in these national initiatives and to benefit from the information sharing and developing networks.

3. PROCUREMENT PROCESS

The procurement opportunity was launched as a Restricted Procedure tender on 30th July 2021 via the www.supplyingthesouthwest.org.uk procurement portal under CV code categories 80000000-4 - Education and training services; 85000000-9 - Health and social work services and 98000000-3 - Other community, social and personal services

Prior to this, an online Microsoft Teams session was held for potential suppliers on 19th July, to explain the process and to provide training in how to complete the tender documents.

The Tender pack included documents that had been developed during the consultation process with partners, such as a draft outcomes framework, workforce development framework, service specification and a paper setting out ambitions for shared Behaviours and Values. The Selection Questionnaire (SQ) stage closed on 1st September with four suppliers submitting responses.

4. PRE TENDER SELECTION CRITERIA AND EVALUATION

The Council applied the following criteria which was published in the SQ documents:

High-level SQ Criteria

The Council proposes to use the following criteria to evaluate SQ submissions:

Section 6: Technical and Professional Ability	30%
Section 8.2: Health and Safety	5%
Section 8.3: Equalities and Diversity	10%
Section 8.5: Quality Management	5%
Section 8.6: Business Capability	40%
Section 8.7: Social Value	10%
TOTAL	100%

An overall threshold of **62.0%** of the achievable marks was required to determine whether Suppliers met the minimum requirements. Only the top five scoring suppliers who passed the minimum threshold score would be invited to tender.

SQ Evaluation Methodology

The SQ included questions that were evaluated on an information only, pass/fail or scored basis.

Information Only Schedules

- Section 1: Candidate Information
- Section 5: Parent Company

Pass/Fail Questions

- Section 2: Grounds for Mandatory Exclusion
- Section 3: Grounds for Discretionary Exclusion
- Section 4: Economic and Financial Standing*
- Section 7: Modern Slavery Act 2015
- Section 8.1: Insurance
- Section 8.2: Health and Safety SA8.2.1 and SA8.2.3
- Section 8.3: Equalities and Diversity SA8.3.1
- Section 8.8: Safeguarding
- Section 8.9: Data Protection

The financial viability of the Suppliers was assessed as follows:

* Economic and Financial Standing (EFS)

The Council reserves the right to use the services of an independent third party to assess your financial standing/appraisal.

The Council will undertake a credit check on your organisation and will use this, in conjunction with the financial information submitted by the Supplier, to verify the Supplier's economic and financial standing. The Council's preference would be to use audited accounts for this purpose, but understands that this will not be available to all Suppliers. Your credit score will be risk rated using the following definitions;

Overall Risk Level	Definition
High Risk	Score is 0 to 29 (high or very high risk)
Medium Risk	Score is 30 to 49 (moderate risk)
Low Risk	Score is 50 or above (low or very low risk)

Your Economic and financial standing will be assessed in accordance with the Assessing and Monitoring the Economic and Finance Standing of Suppliers Guidance Note published by the Government Commercial Function in December 2020. [Assessing and Monitoring the Economic and Financial Standing of Suppliers and Suppliers - Guidance Note](#).

Economic and Financial Standing Metrics

This procurement has been assessed as 'Silver' using the 'Tiering Tool' recommended in the guidance. The following metrics will apply to this procurement.

Metric	Important (Silver) or Critical (Gold) procurements		
	Low risk	Medium risk	High risk
Metric 1 - Turnover Ratio	>2.0x	1.5 - 2.0x	<1.5
Metric 2 - Operating Margin	>10%	5 - 10%	< 5%
Metric 3(A) - Free Cash Flow / Net Debt	> 15%	5 - 15%	< 5%
Metric 3(B) - Net Debt / EBITDA	< 2.5x	2.5 - 3.5x	> 3.5x
Metric 4 - Net Debt + Net Pension Deficit / EBITDA	< 4.0x	4.0 - 5.0x	>5.0x
Metric 5 - Net Interest Paid Cover	> 4.5x	3.0 - 4.5x	< 3.0x
Metric 6 - Acid Ratio	> 1.0x	0.8 - 1.0x	< 0.8x
Metric 7 - Net Assets	> Nil	> Nil	> Nil
Metric 8 - Group Exposure Ratio	<25%	25 - 50%	> 50%

These accounting ratios (metrics) will be used to determine the financial and economic standing of your organisation. No ratio / indicator will be looked at in isolation but a range of indicators will build an overall picture of the financial standing of the organisation. Therefore poor performance in one area will not necessarily result in a poor overall financial evaluation.

The FVRA tool (See SQ Appendices 1a & 1b) includes sections for Candidates to provide comment to give context to any ratios, mitigations or explanation of future activities which may have an impact on the ratio. Therefore Candidates should include any information that may enable a risk identified to be considered acceptable to the Council.

Economic and Financial Standing Overall Risk:

The following risk definitions will be used to define the overall financial standing status of your organisation.

Overall Risk Level	Definition	Score and Action
High Risk	Two or more Significant Risks (Red) identified OR A significant Risk identified plus two or more moderate risks (Amber) identified.	Fail – Disqualify Candidate (May be allowed to proceed if acceptable mitigation has been provided)
Medium Risk	A Significant Risk identified OR A Significant Risk plus one moderate risk identified OR Two or more Moderate Risks identified (with no Significant Risks)	Pass subject to additional financial control measures in the Special Conditions of the Agreement or where relevant, receiving adequate assurance on Significant Risk rating following clarification process - proceed to next stage
Low Risk	No risks identified or One moderate risk identified	Pass – proceed to next stage

Economic and Financial Standing Mitigation:

The Council may allow suppliers to proceed despite being classified overall as medium or high risk subject to agreeing a set of risk mitigations acceptable to the Council. Such mitigations may include but are not limited to:

- Enhanced contract management and financial monitoring procedures, which may include additional obligations relating to Financial Distress Events;
- Restrictions on the bidder's business and/or its ability to make distributions or lend money to other group members if it wins the contract; or
- The provision of a collateralised cash deposit, guarantee or performance bond.

The [Assessing and Monitoring the Economic and Financial Standing of Suppliers and Suppliers - Guidance Note](#) provides a description of each metric and further information on potential mitigations.

Scored Questions

- Section 6: Technical and Professional Ability
- Section 8.2: Health and Safety SA8.2.2
- Section 8.3: Equalities and Diversity SA8.3.2 and SA8.3.3
- Section 8.5: Quality Management
- Section 8.6: Business Capability
- Section 8.7: Social Value

Scored questions were evaluated using the scoring systems below:

Response	Score	Definition
Unacceptable	0	Nil or inadequate response. Fails to demonstrate an ability to meet the requirement/deliver the required outcomes
Poor	2	Response is partially relevant and poor. The response addresses some elements of the requirements/outcomes but contains insufficient/limited detail and explanation to demonstrate how the requirements/outcomes will be fulfilled
Satisfactory	5	Response is relevant and acceptable. The response addresses a broad understanding of the requirements/outcomes but lacks details on how the requirement/outcomes will be fulfilled in certain areas.
Good	8	Response is relevant and good. The response is sufficiently detailed to demonstrate a good understanding and provides details on how the requirements/outcomes will be fulfilled.
Excellent	10	Response is completely relevant and excellent overall. The response is comprehensive, unambiguous and demonstrates a thorough understanding of the requirement/outcomes and provides details of how the requirement/outcomes will be met in full.

Scores were moderated to ensure that the evaluation outcome is fair, valid and reliable, that evaluation criteria have been applied consistently, and that any differences in scoring between individual evaluators can be acknowledged and addressed.

The Selection Questionnaire stage closed on 1st September 2021 with four suppliers submitting responses. These were evaluated using the evaluation methodology described above. Out of the four suppliers three passed the minimum requirements and satisfied all pass/fail criteria and one failed to reach the minimum threshold score.

Evaluation results including names of tenderers are detailed separately in the Part 2 report for reasons of commercial confidentiality.

5. TENDER EVALUATION CRITERIA

Award Criteria (Invitation to Tender Stage)

Following evaluation of the SQ, three successful suppliers were invited to tender. The evaluation criteria applied at tender stage was 100% for Quality, as set out below, although the suppliers did also submit indicative costs in a pricing schedule (information only) for the infrastructure required to support the initiation of the Early Help Partnership.

High-level Award Criteria

The high-level award criteria for the project was as follows:

Method Statements (Schedule 1)

MS1: Collaboration	0%
MS2: Partnerships	20%
MS3: Meaningful Participation	20%
MS4: Key Priorities	20%
MS5: System efficiencies	20%
TOTAL	80%

Pricing Schedule (Schedule 2)

PI: Price	0%
TOTAL	0%

Presentation (Schedule 3)

PR I: Presentation	20%
TOTAL	20%
GRAND TOTAL	100%

Weighting %	Evaluation Criteria	Breakdown of criteria
COMMERCIAL RESPONSE- PRICING SCHEDULE (SCHEDULE 2)		
0%	Price	<p>For Information only</p> <p>What infrastructure would in your view need to be in place to be able to successfully deliver the Partnership? Please detail any roles proposed and their remit.</p> <p>What suggestions do you have for how this could be jointly funded with the Council?</p>

Pass/Fail Questions

The following Schedules and questions were evaluated on a pass or fail basis:

Memorandum of Understanding (Schedule 4)**Form of Tender (Schedule 5)****Declaration of Direct or Indirect Interest (Schedule 6)**

Certificate of Canvassing (Schedule 7)**Certificate of Confidentiality (Schedule 8)**Scored Questions

The following questions were scored:

Weighting %	Evaluation Criteria	Breakdown of criteria
TECHNICAL RESPONSE – METHOD STATEMENTS (SCHEDULE 1) & PRESENTATION (SCHEDULE 3)		
0%	Collaboration	<p>For Information Only</p> <p>Where you are tendering in collaboration / partnership with others or as part of a consortium:</p> <p>Please identify the partner / members or proposed partners / members</p> <p>Who will be the lead organisation?</p> <p>Please detail the legal status (if any) of the collaboration / partnership / consortium</p>
20%	Partnerships	<p>How would you take the work already started and embed it?</p> <p>How would you ensure that working arrangements involve the wider partners working with children, young people and families?</p>
20%	Meaningful Participation	<p>How would you ensure that the voice of children, young people and families are at the heart of the partnership in a way that contributes to meaningful service design and understanding of impact?</p> <p>How will you ensure that practitioners have the opportunity to share their views and contribute to service design?</p>
20%	Key Priorities	<p>Based on the information contained in the documents, what would the top three priority areas be for the Partnership to focus on in the first year?</p>
20%	System efficiencies	<p>What methods would you propose for determining how efficiently the current system is operating, and for driving through system change at pace, with a focus on improving the experience of families?</p>
20%	Presentation	<p>What infrastructure would need to be in place to be able to successfully deliver the Partnership?</p> <p>Please detail any roles proposed and their remit.</p> <p>What suggestions do you have for how this could be jointly funded with the Council?</p> <p>Taking into account the Behaviours and Values document (Appendix 2), describe how your proposed Partnership will</p>

		<p>operate, with the involvement of the partners in your bid (if applicable).</p> <p>Give examples of how issues such as conflict resolution and conflicts of interest can be managed as part of the Partnership.</p> <p>Describe other mechanisms you propose deploying to ensure the Partnership is able to overcome challenges, drive financial and system efficiencies and maintain a good level of progress and innovation towards an integrated 0-19 Early Help offer for Plymouth.</p>
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The method statements and presentation were evaluated using the scoring systems below:

Response	Score	Definition
Unacceptable	0	Nil or inadequate response. Fails to demonstrate an ability to meet the requirement/deliver the required outcomes
Poor	2	Response is partially relevant and poor. The response addresses some elements of the requirements/outcomes but contains insufficient/limited detail and explanation to demonstrate how the requirements/outcomes will be fulfilled
Satisfactory	5	Response is relevant and acceptable. The response addresses a broad understanding of the requirements/outcomes but lacks details on how the requirement/outcomes will be fulfilled in certain areas.
Good	8	Response is relevant and good. The response is sufficiently detailed to demonstrate a good understanding and provides details on how the requirements/outcomes will be fulfilled.
Excellent	10	Response is completely relevant and excellent overall. The response is comprehensive, unambiguous and demonstrates a thorough understanding of the requirement/outcomes and provides details of how the requirement/outcomes will be met in full.

Scores were moderated to ensure that the evaluation outcome is fair, valid and reliable, that evaluation criteria have been applied consistently, and that any differences in scoring between individual evaluators can be acknowledged and addressed.

6. SUMMARY OF EVALUATION

The Invitation to Tender stage was issued to three tenderers on the 23rd September 2021. The tender return deadline was the 19th October. Two submissions were received.

Two tenderers were invited to attend the Presentations which were held on the 15th November. Further details of the evaluation panel and scores awarded are provided in the Part 2 report.

7. FINANCIAL IMPLICATIONS

The current total annual spend on the services in scope of this approach, across in-house and commissioned services, is £7.5 million. However, the value of the Early Help Partnership contract itself is £0.

The intention in working collaboratively, across services, over a period of time, is to identify areas where resources could be invested to greater effect, and also areas of duplication and inefficiency. This will lead to sustainable efficiencies in the budget for the partnership; establishing targets for efficiencies can be included in the work programme.

It will also be the intention of the partnership to maximise joint bids for funding, to draw external resource into the city and directly into Early Help support for families. By working together, with a clear view of need and current resource, this will enable funding bids to be relevant, integrated and supported by evidence.

By supporting positive outcomes for families through an Early Help approach, and preventing escalation into higher cost statutory interventions, we anticipate reducing the levels of demand and spend on those interventions.

8. RECOMMENDATIONS

It is recommended that a contract be awarded to the suppliers listed in the Part 2 report.

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.

In the event the highest scoring supplier cannot provide the necessary documentation the Council reserves the right to award the contract to the second highest scoring supplier.

This award is also subject to the outcome of any challenge made during the call-in or mandatory standstill period.

The next steps after the award of the contract will be to convene a meeting of the Partnership, to begin discussions about setting up the governance and other structures needed to support transformation activity. This will include consideration of the resources proposed in the tender, to drive forward transformation activity. Critical to this will be the engagement of key leads of in-house services, to work alongside the commissioned Partnership.

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

Author (Responsible Officer / Project Lead)			
Name:	Emma Crowther		
Job Title:	Strategic Commissioning Manager		
Additional Comments (Optional):			
Signature:		Date:	9.12.2021
Director of Children's Services [Signature provides authorisation to this award report and award of Contract]			
Name:	Alison Botham		
Job Title:	Director of Children's Services		
Additional Comments (Optional):			
Signature:		Date:	14/12/2021

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

Document is Restricted

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EQUALITY IMPACT ASSESSMENT – COMMUNITY

Family Hubs Case for Change (Early Help & Targeted Support)

STAGE I: What is being assessed and by whom?	
What is being assessed - including a brief description of aims and objectives?	<p>When considering this EIA it is important to have due regard to the public sector equalities duties imposed upon the Council by section 149 Equalities Act 2010</p> <p><i>“Providing Early Help is more effective in promoting the welfare of children than reacting later. Early Help means providing support as soon as a problem emerges, at any point in a child’s life, from the foundation years through to the teenage years. Early Help can also prevent further problems arising, for example, if it is provided as part of a support plan where a child has returned home to their family from care”.</i> Working Together to Safeguard Children, HM Government, 2018</p> <p>The Family Hubs will be used to transform the Early Help and Targeted Support offer for children, young people and families in Plymouth, to give our children the best possible start in life. This builds on areas of integrated working which are already taking shape, including co-commissioned approaches to Community Health, Wellbeing and SEND and embedding community maternity services into Children’s Centres.</p> <p>This approach is informed by consultation, carried out with families and practitioners across the city between 2018 and spring 2020. It also takes into account the impact of COVID-19 on vulnerable families, in terms of their physical and emotional wellbeing, economic resilience and future aspirations. Consideration is given to the strength of the community response to COVID-19 in Plymouth, including the willingness of volunteers to come forward to support those in need.</p> <p>We need to offer families the support they need earlier, to prevent problems later on in children’s lives. Services are fragmented, leading to confusion for families and practitioners. The ambition is to drive significant system change over the next decade, to deliver improved experiences and outcomes for families, that is felt at every level, from strategic to operational delivery.</p>
Responsible Officer	Anna Coles – Director of Integrated Commissioning
Department and Service	People, Strategic Cooperative Commissioning
Date of Assessment	28 th January 2021
Author	Karlina Hall

STAGE 2: Evidence and Impact				
Protected Characteristics (Equality Act)	Evidence and information (e.g. data and feedback)	Any adverse impact?	Actions	Timescale and who is responsible?
Age	There 60,200 CYP aged 0-19 in the city (22.9% 2015). Of the 16 SW authorities we have the fifth highest percentage of children and young people (under 18). CYP under 18 account for 19.8 per cent of our population, within this 88.8 per cent are under 16.	No. Intentions confirm the ambition to truly give every Child the “Best Start to Life”, by commissioning a place based Integrated Children, Young People and Families services/covering wellbeing, physical and mental health, social care and education. Children, young people and families will be supported to stay healthy, achieve and aspire. This proposal takes into account the health and well-being of children, young people and their family’s levels of disposable income and poverty and aims to minimise the impact on outcomes of children and young people by delivering a partnership approach to address need.	The data from the 2021 Census will be used to inform the changes in the Plymouth population over the past 10 years and predict the population over the next 10. Identify areas of greater efficiency and potential savings whilst exploring better ways to deliver our statutory obligations through an innovation partnership arrangement. We will ensure that efficiencies are maximised to deliver cost effective and sustainable offers.	Autumn 2021 with benefit realisation from 2022 for the next 10 years. Working together with various data teams to routinely pull data together from local and national data sources. Responsible - Early Help Innovative Partnership
Disability	There are 3,142 children with disability. Plymouth schools report that of every 1,000 children 17.5 have a learning difficulty. Young people felt that disability can lead to things like social isolation and bad behaviour. Schools should be made more aware of individuals’ circumstances as many disabilities are hidden. There have been 907	PCC is acutely aware of 701 hate incidents reported in Nov-18 to Oct 2019 (12% were disability incidents) compared to 151 hate incidents reported in 2016. No adverse disability related impact has been identified as a consequence	The data from the 2021 Census will be used to inform the changes in the Plymouth population over the past 10 years and predict the population over the next 10. The project and its workstreams aim to	Autumn 2021 with benefit realisation from 2022 for the next 10 years. Working together with various data teams to routinely pull data together from local and national data sources.

STAGE 2: Evidence and Impact				
Protected Characteristics (Equality Act)	Evidence and information (e.g. data and feedback)	Any adverse impact?	Actions	Timescale and who is responsible?
	<p>young carers identified through the 2020 annual school survey.</p> <p>There has to be an expectation when people leave school that they can access further education, get a job, get a home, have a relationship etc.</p>	<p>of the project or its related workstreams.</p> <p>Scoping for the appropriate buildings for the establishment of community-based Family Hubs will include assessment of accessibility.</p>	<p>improve the collaboration between teams and agencies that support Children & Young People (CYP), especially those with Special Education Need and/or a Disability (SEND).</p> <p>The project will develop a workforce, to ensure that Education Health & Care Plans (EHCP), Continuing Healthcare Checklists (CHC) and related processes are considered where appropriate. This will build on the learning from ACCESS.</p>	Responsible - Early Help Innovative Partnership
Faith, Religion or Belief	<p>There is no specific CYP data for this category. However, data shows 32.9% of the Plymouth population stated they had no religion. Those with a Hindi, Buddhist, Jewish or Sikh religion combined totalled less than 1%. 58.1% of those who responded declared themselves to be Christian. 0.8% declared that they were of Islam, 0.3% Buddhist; 0.2% Hindu; 0.1% Jewish; 0.1% Sikh.</p>	<p>PCC is acutely aware of 701 hate incidents reported in Nov-18 to Oct 2019 (4% were religion incidents, although this increased to 5% the following year when all other hate incidents against protected groups reduced) compared to 151 hate incidents reported in 2016.</p> <p>This project and its workstreams will not discriminate against faith, religion</p>	<p>The data from the 2021 Census will be used to inform the changes in the Plymouth population over the past 10 years and predict the population over the next 10.</p> <p>A periodic, comprehensive census is required to capture relevant data</p>	<p>Ongoing. Working together with various data teams to routinely pull data together from local and national data sources.</p> <p>Responsible - Early Help Innovative Partnership</p>

STAGE 2: Evidence and Impact				
Protected Characteristics (Equality Act)	Evidence and information (e.g. data and feedback)	Any adverse impact?	Actions	Timescale and who is responsible?
	0.5% of the population had a current religion that was not Christian, Islam, Buddhism, Hinduism, Judaism, or Sikh such as Paganism or Spiritualism.	<p>or belief as those affected will have social equality proactively enhanced. The in-scope services and functions affected will work with all CYP & partners requiring EH&TS services, irrespective of faith, religion or belief.</p> <p>As part of PCC tender/commissioning process providers are asked to demonstrate their understanding of Equality & Diversity and demonstrate policies, procedures, process are in place.</p>	<p>related to CYP, within the confines of data protection legislation and requirements.</p> <p>The Authority will ensure service accessibility via on-going commissioning management</p>	
Gender - including marriage, pregnancy and maternity	Analysis from the Office for National Statistics shows that one in five women (compared to 4% of men) have experienced some type of sexual assault since the age of 16. The Women and Equalities Select Committee are currently holding full inquiries on sexual harassment of women and girls in public places following the emergence of widespread allegations of sexual assault and harassment across the UK. A previous inquiry into sexual harassment and sexual violence in schools found that the sexual harassment and abuse of girls is accepted as part of daily life.	<p>PCC is acutely aware of 701 hate incidents reported in Nov-18 to Oct 2019 (2% were sex or gender incidents) compared to 151 hate incidents reported in 2016.</p> <p>The project and its workstreams will not discriminate against gender, as those affected will have social equality proactively enhanced. The services affected by the requirements of the project and its workstreams will work with all CYP, irrespective of gender.</p> <p>As part of PCC tender/commissioning process providers are asked to demonstrate their understanding of Equality & Diversity and demonstrate</p>	<p>The data from the 2021 Census will be used to inform the changes in the Plymouth population over the past 10 years and predict the population over the next 10.</p> <p>A periodic, comprehensive census is required to capture relevant data related to CYP, within the confines of data protection and child protection legislation and requirements</p>	<p>Ongoing. Working together with various data teams to routinely pull data together from local and national data sources.</p> <p>Responsible - Early Help Innovative Partnership</p>

STAGE 2: Evidence and Impact				
Protected Characteristics (Equality Act)	Evidence and information (e.g. data and feedback)	Any adverse impact?	Actions	Timescale and who is responsible?
	<p>Although there is a lack of data on this issue, survey results have shown that 59% of girls aged 13-21 have faced some form of sexual harassment at school or college in the past year and almost a third (29%) of 16-18 year old girls have experienced unwanted sexual touching at school.</p> <p>In 2014, approximately 30 girls aged under 18 conceived for every 1,000 women aged 15-17 years in this area. This is higher than the regional average (approximately 19 per 1,000). The area has a higher teenage conception rate compared with the England average (approximately 23 per 1,000), although there is a downward trend in under 18 conceptions in Plymouth.</p>	<p>policies, procedures, process are in place.</p> <p>The project will consider victims/potential victims of gender based violence and/or abuse. Commissioning will consider the extent to which the workforce needs to be able to identify this, and the services that may need to consider how to adapt support to keep those affected safe.</p>	The Authority will ensure service accessibility via on-going commissioning management	
Gender Reassignment	There is no specific CYP data for this category, but given the average age for presentation for reassignment of male-to-females is 40-49. For female-to-male the age group is 20-29, it is anticipated the number of CYP affected in the city is small.	<p>PCC is acutely aware of 701 hate incidents reported in Nov-18 to Oct 2019 (5% were transgender incidents) compared to 151 hate incidents reported in 2016.</p> <p>No gender reassignment related impact has been identified. The services affected by the project and its</p>	The data from the 2021 Census will be used to inform the changes in the Plymouth population over the past 10 years and predict the population over the next 10.	<p>Autumn 2021 with benefit realisation from 2022 for the next 10 years.</p> <p>Working together with various data teams to routinely pull data together from local and national data sources.</p>

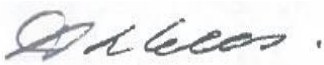
STAGE 2: Evidence and Impact				
Protected Characteristics (Equality Act)	Evidence and information (e.g. data and feedback)	Any adverse impact?	Actions	Timescale and who is responsible?
		workstreams will work with all CYP, regardless of gender reassignment. As part of PCC tender/commissioning process providers are asked to demonstrate their understanding of Equality & Diversity and demonstrate policies, procedures, process are in place.	PCC will ensure service accessibility via on-going commissioning management.	Responsible - Early Help Innovative Partnership
Race	White British boys are less likely to do well than most Black and Minority Ethnic Communities (BAME) pupils. Pupils from Indian and Chinese communities outperform White British pupils whilst children from Black Afro Caribbean, Pakistani, and Bangladeshi communities do less well. Roma and Irish Traveller children do least well. Overall schools with high ethnic mix tend to do better than those that are more monoculture. Locally at the current time immigration is not significantly adding to the pressure on school places as migrant children tend to attend schools that would otherwise have unwanted places. Some areas of the city are more diverse than others: the area around the	PCC is acutely aware of 701 hate incidents reported in Nov-18 to Oct 2019 (62% were race incidents) compared to 151 hate incidents reported in 2016 (of which 64% were race incidents). The in-scope services and functions affected will work with all CYP, irrespective race. Recent anecdotal evidence in some areas suggests that comprehensive, person centred assessments may be adversely affected by language and cultural barriers.	The data from the 2021 Census will be used to inform the changes in the Plymouth population over the past 10 years and predict the population over the next 10. PCC will ensure service accessibility via on-going commissioning management. Appropriate measures need to be put in place to ensure that language barriers do not adversely affect person centred assessments.	Autumn 2021 with benefit realisation from 2022 for the next 10 years. Working together with various data teams to routinely pull data together from local and national data sources. Responsible - Early Help Innovative Partnership

STAGE 2: Evidence and Impact				
Protected Characteristics (Equality Act)	Evidence and information (e.g. data and feedback)	Any adverse impact?	Actions	Timescale and who is responsible?
	<p>university, the city centre, Stonehouse and the East End are among the most diverse. Plymouth's headline community cohesion rate (77 per cent) is significantly lower than the national average. Whilst rates are poor across the City they are not especially so amongst (BAME). The Plymouth Wellbeing Survey 2014 found that 52.7 per cent of Plymouth residents felt that people from different backgrounds get on well together in their local area. Non-white British residents were more likely to agree that people from different backgrounds get on well together (68 per cent) compared with white British residents (51 per cent). There is a strong correlation between areas with high levels of deprivation and low levels of community cohesion.</p>			

STAGE 2: Evidence and Impact				
Protected Characteristics (Equality Act)	Evidence and information (e.g. data and feedback)	Any adverse impact?	Actions	Timescale and who is responsible?
Sexual Orientation -including Civil Partnership	There is no precise local data on numbers of Lesbian, Gay and Bi-sexual (LGB) CYP in Plymouth. If such data were held, specifics would not be published owing to the sensitivity of the information, especially within this most vulnerable group.	PCC is acutely aware of 701 hate incidents reported in Nov-18 to Oct 2019 (18% were sexual orientation incidents) compared to 151 hate incidents reported in 2016. No adverse impact has been identified in services affected by the project or its workstreams.	The data from the 2021 Census will be used to inform the changes in the Plymouth population over the past 10 years and predict the population over the next 10. PCC will ensure service accessibility via on-going commissioning management.	Autumn 2021 with benefit realisation from 2022 for the next 10 years. Working together with various data teams to routinely pull data together from local and national data sources. Responsible - Early Help Innovative Partnership

STAGE 3: Are there any implications for the following? If so, please record 'Actions' to be taken		
Local Priorities	Implications	Timescale and who is responsible?
Reduce the inequality gap, particularly in health between communities.	The actions identified above will positively impact on CYP & their families. The statutory requirements and proposals highlighted in case for change paper will reduce the inequality gap. This proposal takes into account the health and well-being of CYP & their family's levels of disposable income and poverty and aims to minimise the impact on outcomes of children and young people by delivering a partnership approach to address need. CYP & families will experience improved EH&TS services which will support them. We and are partners are committed to being an effective, caring, and ambitious in	Autumn 2021 with benefit realisation from 2022 for the next 10 years. Responsible - Early Help Innovative Partnership

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?
	our delivery of EH&TS and other CYP related services. We care both about and for the CYP & families in our community and seek to give them the quality of life to thrive and to fulfil their ambitions. Commissioning strategies, action plans and workforce development will improve cooperation between all the services that support CYP & their families.	
Good relations between different communities (community cohesion).	No adverse impact on community cohesion has been identified, as support from statutory requirements will enable CYP & their families to access good quality support and services whatever their circumstances. There is an expectation that the community cohesion will improve under this change and therefore create thriving communities.	Autumn 2021 with benefit realisation from 2022 for the next 10 years. Responsible - Early Help Innovative Partnership
Human Rights	It is important that all CYP are treated fairly, their views are taken into account and that their human rights have been respected. No adverse impact on human rights has been identified.	Autumn 2021 with benefit realisation from 2022 for the next 10 years. Responsible - Early Help Innovative Partnership

STAGE 4: Publication			
Director, Assistant Director/Head of Service approving EIA.		Date	15/02/2021

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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 – COD15 21/22

Decision			
1	Title of decision: Contract modification: Ferry Chain increased costs		
2	Decision maker (Council Officer name and job title): Philip Robinson, Service Director for Street Services		
3	Report author and contact details: Adrian Trim, Adrian.trim@plymouth.gov.uk EXT 7729		
4a	Decision to be taken: Torpoint Ferry crossings. Contract modification for Ferry Chain pricing, modifying in response to unprecedented freight cost rises from China (steel and freight) and putting in a new adjustment feature to claw back pricing as situation improves. The cost has risen from £461,063.00 to £549,024.40. A variation to the original contract will be needed to facilitate this, to ensure that a new ferry chain will be delivered in time to replace the current ones.		
4b	Reference number of original executive decision or date of original committee meeting where delegation was made:		
5	Reasons for decision: The Torpoint ferries operate on fixed chains that run from Devonport to Torpoint, two chains per ferry. This contract provides routine replacement of chains and is crucial to maintaining the 24/7 365 operation of the ferry service.		
6	Alternative options considered and rejected: Not to replace the chains. Rejected for safety reasons regarding safe passage on and of the ferries, there is also a requirement to meet Maritime requirements for vessels to operate.		
7	Financial implications and risks: TBTF operate on a 'user pays' basis, where the costs are covered by Tolling, the costs of the chains have been planned for and approved by the Joint Committee from Toll income, there are therefore no financial implications for the Council.		
8	Is the decision a Key Decision? (please contact Democratic Support for further advice)		No
		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.
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 decision discharges the Council's responsibility to provide a safe crossing 24/7 365 for those crossing Tamar Bridge.	
10	Please specify any direct environmental implications of the decision (carbon impact)		No direct impact.	
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:			
12b	Scrutiny Chair signature:		Date	
	Scrutiny Committee name:			
	Print Name:			
Consultation				
13a	Are any other Cabinet members' portfolios affected by the decision?	Yes	x	
		No		(If no go to section 14)
13b	Which other Cabinet member's portfolio is affected by the decision?	Councillor Jonathon Drean, Cabinet member for Transport		
13c	Date Cabinet member consulted	15/11/21		
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	15/11/21					
Sign-off								
16	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS86 21/22					
		Finance (mandatory)	djn.21.22.169					
		Legal (mandatory)	MS/1/12.11.21					
		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	Equalities Impact Assessment						
Confidential/exempt information								
18a	Do you need to include any confidential/exempt information?	Yes		If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in 18b below.				
		No	x					
		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

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	18/11/2021			
Print Name	Anthony Payne						

Contract Modification, Procurement of Torpoint Ferry Chains

Appendix A



BRIEFING REPORT

1.0 Introduction

1.1 The Tamar Bridge and Torpoint Ferries crossings are a 'joint undertaking' of Plymouth City Council and Cornwall Council, operating under statute since 1953.

1.2 The crossings are operated on a 'user pays' basis, with the tolls covering operational and maintenance costs, (hence no cost to the Council for this procurement) delivering public crossings at the Bridge and Ferry 24/7 365.

2.0 Torpoint Ferry chains, routine replacement.

2.1 The three Torpoint ferries operate on fixed chains that require periodic replacement due to operational wear and tear.

2.2 The safety of the Ferries operations require that regular maintenance and replacement of bespoke parts are planned in advance to ensure continued operation and service 24/7 365.

2.3 Procurement of said chains has been in progress for many months and have been affected adversely due to the Covid pandemic in terms of both time delays and cost.

2.4 There has been a substantial increase in costs related to the manufacture and transport of the chains, resulting in the need for a variation to the existing contract where the original sum was £461,063.00, this has now been revised to £549,024.40.

2.5 It is crucial that the impetus and progress of the chain manufacture is maintained; with a delivery date required for April 2022, failure to meet this timetable will have a severe impact on ability to maintain ferry services.

2.6 The start date for manufacture is mid November 2021

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EQUALITY IMPACT ASSESSMENT

Highways - Tamar Bridge Vehicle and User Safety



STAGE 1: WHAT IS BEING ASSESSED AND BY WHOM?

What is being assessed - including a brief description of aims and objectives?	Executive decision to approve a Contract modification for Ferry Chain pricing , in response to unprecedented freight cost rises from China (steel and freight) and putting in a new adjustment feature to claw back pricing as situation improves. The cost has risen from £461,063.00 to £549,024.40 . A variation to the original contract will be needed to facilitate this, to ensure that a new ferry chain will be delivered in time to replace the current one,.
Author	Adrian Trim
Department and service	Street Services - Highways
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	None	None	N/A	N/A
Disability	None	None	N/A	N/A
Faith/religion or belief	None	None	N/A	N/A
Gender - including marriage, pregnancy and maternity	None	None	N/A	N/A

Gender reassignment	None	None	N/A	N/A
Race	None	None	N/A	N/A
Sexual orientation - including civil partnership	None	None	N/A	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
Reduce the inequality gap, particularly in health between communities.	<ul style="list-style-type: none"> The Torpoint Ferries play a vital role in strategic and community connectivity, education, commerce and leisure, as well as major health and emergency services. Routine replacement of the chains are part of a planned operational maintenance, that cannot be avoided, both for safety reasons and to ensure the crossing is available 24/7 365. 	6 months David List
Good relations between different communities (community cohesion)	No adverse impact on community cohesion is anticipated.	6 months David List
Human rights Please refer to guidance	<p>This service recognises Article 14 of Human Rights Act – The right to receive Equal Treatment and prohibits discrimination including sex, race, religion and economic and social status in conjunction with the Equalities Act which includes age and disability.</p> <p>All staff and service users will be treated fairly and that their human rights will be respected.</p> <p>No adverse impact on human rights have been identified.</p>	6 months David List
Principles of fairness Please refer to guidance	<p>The Torpoint Ferry crossing used daily by a significant number of the travelling public for commuting, business, social, health and leisure activities and is fundamental to the economic, social and environmental wellbeing of local communities..</p> <p>Objective and transparent evaluation criteria are embedded in the decision making regarding interventions on the Ferry crossing.</p>	6 months David List

STAGE 4: PUBLICATION

Responsible Officer	Philip Robinson – Service Director, Street Services	Date	15 th November 2021
Director, Service Director or Head of Service			

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