



**Oversight and Governance**

Chief Executive's Department

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## Delegated Decisions

### Delegated Executive/Officer Decisions

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

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

Notice of call-in for non-urgent decisions must be given to the Democratic Support Unit by 4.30 pm on Wednesday 19 January 2022. 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 Councillor decision detailed below may be implemented on Thursday 20 January 2022 if they are not called-in. The Council Officer Decisions may be implemented immediately.

## Delegated Decisions

### **1. Councillor Drean (Cabinet Member for Transport):**

1.1. The City of Plymouth (Traffic Regulation Orders) (Amendment Order No. 2021.2137271 - TRO Review .8) Order & The City of Plymouth (Moving Traffic Regulation Orders) (Amendment Order No.2021.2137271 - TRO Review .8) Order **(Pages 1 - 28)**

1.2. The City of Plymouth (Moving & Speed Traffic Regulation Orders) (Consolidation) Order 2014 (as amended) in association with the Old Laira Road TRO. **(Pages 29 - 60)**

### **2. Council Officer Decision - Paul Barnard, Service Director for Strategic Planning and Infrastructure:**

2.1. Car Club Operator Contract, Mobility Hubs **(Pages 61 - 88)**

### **3. Council Officer Decision - Ming Zhang, Strategic Director for Education, Participation & Skills:**

3.1. Contract Award: Weekend and Holiday Support for Disabled Children **(Pages 89 - 108)**

# EXECUTIVE DECISION

made by a Cabinet Member



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

Executive Decision Reference Number – T19 21/22


Decision	
1	<p><b>Title of decision:</b> THE CITY OF PLYMOUTH (TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER NO. 2021.2137271 – TRO REVIEW .8) ORDER &amp; THE CITY OF PLYMOUTH (MOVING TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER No. 2021.2137271 – TRO REVIEW.8) ORDER</p>
2	<p><b>Decision maker (Cabinet member name and portfolio title):</b> Councillor Jonathan Drean, Cabinet Member for Transport</p>
3	<p><b>Report author and contact details:</b> Amy Neale, Traffic Management Technician, email: <a href="mailto:trafficmanagementinbox@plymouth.gov.uk">trafficmanagementinbox@plymouth.gov.uk</a></p>
4	<p><b>Decision to be taken:</b> To implement the following amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004 &amp; The City of Plymouth (Moving traffic Regulation Orders) (Consolidation) Order 2014</p> <p><b>The effect of the order shall be to;</b></p> <ol style="list-style-type: none"> <li>1. <b>Amend the No Waiting At Any Time on lengths of the following roads:</b> Bell Close, Beaumont Street, Blandford Road, Boringdon Terrace, Brentford Avenue, Bretonside, Bridwell Road, Compton Avenue, Crescent Avenue, Curtis Street, Deptford Place, Fullerton Road, Hotham Place, James Street, Keyham Street, Melville Road, Nepean Street, Northumberland Street, Springfield Road, St John's Drive, St Vincent Street, Sturdee Road, Tailyour Road, Tavistock Road, Thames Gardens, Trefusis Gardens, Valletort Road, Wadham Terrace Rear Service Lane, Eden Valley Gardens, Ambleside Place, Ravenglass Close.</li> <li>2. <b>Add Limited Waiting To 1 Hour No Return For 2 Hours At Any Time on a length of the following road:</b> Bretonside</li> <li>3. <b>Add Limited Waiting To 10 Mins No Return For 2 Hours Monday – Friday 8am-6pm on a length of the following road:</b> Eden Valley Gardens</li> <li>4. <b>Amend Permit Parking At Any Time on lengths of the following roads:</b> Boringdon Terrace, Crescent Avenue.</li> <li>5. <b>Add Width Limit at Any Time (2m) on a length of the following road:</b> Priory Road.</li> </ol>

	<p><b>After reviewing all comments received our recommendations are below:</b></p> <p>After discussions with the Devonport Ward Councillors, it is recommended that St Vincent Street is abandoned from the TRO Review .8 and re-advertised as an Experimental Order.</p> <p>It is recommended that the proposals are abandoned relating to Boringdon Terrace &amp; Crescent Avenue</p> <p>All other proposals are recommended to be implemented as advertised.</p>
5	<p><b>Reasons for decision:</b></p> <p><b>St Vincent Street</b> – Remove double yellow lines in turning head</p> <p><b>Wadham Terrace rear lane</b> – Double yellow lines for junction protection and to prevent damage to properties.</p> <p><b>Boringdon Terrace</b> – Add small section of double yellow lines to prevent vehicles parking and blocking the private Road.</p> <p><b>Hotham Place</b> – Add double yellow lines on bend to allow vehicles to turn without obstruction and to protect the entrance to Victoria Park.</p> <p><b>St Johns Drive</b> – Add double yellow lines for junction protection.</p> <p><b>Beaumont Street</b> – Reduce double yellow lines to create more parking.</p> <p><b>Compton Avenue</b> – Add double yellow lines on one side to prevent obstruction.</p> <p><b>James Street/ Curtis Street</b> – Add double yellow lines for junction protection and to allow buses through the priority section.</p> <p><b>Tavistock Road</b> – Admin to make sure the TRO matches what is on street. (No change on street).</p> <p><b>Tailyour Road</b> – Add double yellow lines to protect new pedestrian dropped kerb.</p> <p><b>Nepean Street</b> – Add double yellow lines and unrestricted parking bays to prevent obstruction and to allow access to PCH carpark.</p> <p><b>Thames Gardens/ Blandford Road</b> – Add double yellow lines for junction protection.</p> <p><b>Brentford Avenue</b> – Removal of double yellow lines to create more parking.</p> <p><b>Bretonside</b> - Admin to make sure the TRO matches what is on street. (No change on street).</p> <p><b>Crescent Avenue</b> – Move permit parking by 1 metre to prevent obstruction.</p> <p><b>Priory Road</b> – Add width restriction to prevent damage to properties within the One-Way section.</p> <p><b>Bridwell Road/ Keyham Street/ Northumberland Street</b> – Add double yellow lines for junction protection.</p> <p><b>Deptford Place</b> – Remove bay that is too short in length for a vehicle and replace with double yellow lines.</p> <p><b>Trefusis Gardens</b> – Add double yellow lines for junction protection and to prevent obstruction.</p> <p><b>Valletort Road</b> – Add double yellow lines outside Paviland Grange for access protection.</p> <p><b>Springfield Road</b> – Add double yellow lines for junction protection.</p> <p><b>Fullerton Road/ Sturdee Road</b> – Add double yellow lines for junction protection.</p> <p><b>Eden Valley Gardens, Ambleside Place &amp; Ravenglass Close</b> – Add double yellow lines and limited waiting which should have been installed by the developer. This is for junction protection, to prevent driveway obstruction and obstruction near Tor Bridge.</p> <p><b>Bell Close</b> - Add double yellow lines to allow heavy goods vehicles to enter and exit the industrial park and to prevent damage to the footway and parked vehicles.</p>
6	<p><b>Alternative options considered and rejected:</b></p>

	The alternative option would be to do nothing. This option was discounted on the basis that the changes are needed for drainage improvements.			
<b>7</b>	<b>Financial implications and risks:</b> The Traffic Regulation Order (TRO) and associated works is being funded via the Traffic Management Team and will be paid out of their budget.			
<b>8</b>	<b>Is the decision a Key Decision?</b> (please contact <b>Democratic Support</b> for further advice)	<b>Yes</b>	<b>No</b>	<b>Per the Constitution, a key decision is one which:</b>
			x	in the case of <b>capital</b> projects and contract awards, results in a new commitment to spend and/or save in excess of <b>£3million</b> in total
			x	in the case of <b>revenue</b> projects when the decision involves entering into new commitments and/or making new savings in excess of <b>£1 million</b>
			x	is <b>significant</b> in terms of its effect on communities living or working in an area comprising <b>two or more</b> wards in the area of the local authority.
	<b>If yes, date of publication of the notice in the <u>Forward Plan of Key Decisions</u></b>			
<b>9</b>	<b>Please specify how this decision is linked to the Council's corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget:</b>	The Local Transport Plan (LTP) details the transport strategies and policies that the City Council has adopted and will be key in helping the city meet its Corporate Plan priorities, and growth agenda.		
<b>10</b>	<b>Please specify any direct environmental implications of the decision (carbon impact)</b>	n/a		
<b>Urgent decisions</b>				
<b>11</b>	<b>Is the decision urgent and to be implemented immediately in the interests of the Council or the public?</b>	<b>Yes</b>		(If yes, please contact Democratic Support ( <a href="mailto:democraticsupport@plymouth.gov.uk">democraticsupport@plymouth.gov.uk</a> ) for advice)
		<b>No</b>	x	<b>(If no, go to section 13a)</b>
<b>12a</b>	<b>Reason for urgency:</b>			
<b>12b</b>	<b>Scrutiny Chair Signature:</b>		<b>Date</b>	

	<b>Scrutiny Committee name:</b>			
	<b>Print Name:</b>			
<b>Consultation</b>				
I3a	<b>Are any other Cabinet members' portfolios affected by the decision?</b>	<b>Yes</b>		
		<b>No</b>	x	<b>(If no go to section I4)</b>
I3b	<b>Which other Cabinet member's portfolio is affected by the decision?</b>			
I3c	<b>Date Cabinet member consulted</b>			
I4	<b>Has any Cabinet member declared a conflict of interest in relation to the decision?</b>	<b>Yes</b>		If yes, please discuss with the Monitoring Officer
		<b>No</b>	x	
I5	<b>Which Corporate Management Team member has been consulted?</b>	<b>Name</b>	Anthony Payne	
		<b>Job title</b>	Strategic Director for Place	
		<b>Date consulted</b>	21/12/2021	
<b>Sign-off</b>				
I6	<b>Sign off codes from the relevant departments consulted:</b>	<b>Democratic Support (mandatory)</b>	DS90 21/22	
		<b>Finance (mandatory)</b>	pl.21.22.218.	
		<b>Legal (mandatory)</b>	LS/37855/JP/221 221.	
		<b>Human Resources (if applicable)</b>	N/A	
		<b>Corporate property (if applicable)</b>	N/A	
		<b>Procurement (if applicable)</b>	N/A	
<b>Appendices</b>				
I7	<b>Ref.</b>	<b>Title of appendix</b>		
	A	Briefing report for publication		

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

<b>Signature</b>		<b>Date of decision</b>	07/01/2022
<b>Print Name</b>	Councillor Jonathan Drear, Cabinet Member for Transport		





## DRAINAGE SITES

### I. INTRODUCTION

This report seeks delegated authority to implement amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004 & The City of Plymouth (Moving traffic Regulation Orders) (Consolidation) Order 2014 in association with the TRO Review.<sup>8</sup> TRO.

### 2. TRAFFIC REGULATION ORDERS REQUIRED

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

#### To Add;

##### I.1 No Waiting At Any Time

- (i) Beaumont Street, the north side from its junction with Wolseley Road for a distance of 21 metres in a south westerly direction
- (ii) Beaumont Street, the south side from its junction with Wolseley Road for a distance of 12 metres in a south westerly direction
- (iii) Blandford Road, the west side from its junction with Thames Gardens (northern junction) for a distance of 10 metres in a northerly and southerly direction
- (iv) Blandford Road, the west side from its junction with Thames Gardens (southern junction) for a distance of 21 metres in a southerly direction
- (v) Boringdon Terrace, the south-east side from the extent of the adopted highway (entrance to MOD property) to a point 8 metres south west of its junction with Undercliff Road
- (vi) Boringdon Terrace, the south-east side from a point 20 metres south west of its junction with Undercliff Road for a distance of 11 metres in a south westerly direction
- (vii) Boringdon Terrace, the south-east side from a point 48.5 metres south west of its junction with Undercliff Road for a distance of 9 metres in a south westerly direction
- (viii) Bretonside, the south side from its junction with Buckwell Street to its junction with Martin Lane
- (ix) Bretonside, the south side from a point 21 metres west of its junction with Hawkers Avenue for a distance of 32 metres in a westerly direction
- (x) Bridwell Road, the north-west side from its junction with Northumberland Street for a distance of 6 metres in a north easterly and south westerly direction
- (xi) Bridwell Road, the north-west side from its junction with Keyham Street for a distance of 6 metres in a north easterly and south westerly direction
- (xii) Compton Avenue, the north side from its junction with Mannamead Road to its junction with Dormy Avenue
- (xiii) Crescent Avenue, the south side from its junction with St James Place East for a distance

of 5 metres in a westerly direction and 4 metres in an easterly direction

- (xiv) Crescent Avenue, the south side from its junction with Athenaeum Street rear service lane for a distance of 3 metres in a westerly direction
- (xv) Curtis Street, the north side from its junction with James Street for a distance of 7 metres in an easterly direction
- (xvi) Curtis Street, the south side from its junction with James Street for a distance of 6 metres in an easterly direction
- (xvii) Deptford Place, the north side from its junction with Providence Street for a distance of 15 metres in a westerly direction & 14 metres in an easterly direction
- (xviii) Fullerton Road, both sides from its junction with Sturdee Road for a distance of 6 metres  
in an easterly direction
- (xix) Fullerton Road, both sides from its junction with Bartholomew Road for a distance of 6 metres in a westerly direction
- (xx) Hotham Place, the south-east side from a point 29.5 metres east of its junction with Molesworth Road for a distance of 13 metres in a north easterly & north westerly direction
- (xxi) Hotham Place, the north-west and south-west side from a point 23 metres east of its junction with Molesworth Road for a distance of 10.5 metres in a north easterly and north westerly direction
- (xxii) James Street, the east side from its junction with Curtis Street for a distance of 10 metres in a northerly direction
- (xxiii) James Street, the east side from its junction with Curtis Street for a distance of 27 metres in a southerly direction
- (xxiv) James Street, the west side from a point 11 metres south of its extended kerbline of Curtis Street to a point 11 metres south of its southern junction of Duke Street
- (xxv) Keyham Street, both sides from its junction with Bridwell Road for a distance of 6 metres in a north westerly direction
- (xxvi) Melville Road, the west side from its junction with Nepean Street for a distance of 6 metres in a northerly direction
- (xxvii) Nepean Street, the east & north side from a point 17 metres west of its junction with Melville Road for a distance of 10 metres in a westerly and northerly direction
- (xxviii) Nepean Street, the north side from its junction with Melville Road for a distance of 2 metres in a westerly direction
  
- (xxix) Nepean Street, the south & west side from its junction with Melville Road for a distance of 57 metres in a westerly and northerly direction
- (xxx) Northumberland Street, both sides from its junction with Bridwell Road for a distance of

6 metres in a north westerly direction

- (xxxix) Springfield Road, the north side from a point 3.5 metres west of its boundary of numbers 138 & 140 Springfield Road for a distance of 20 metres in a westerly direction
- (xxxii) St John's Drive, both sides from its junction with Church Hill Road for a distance of 6 metres in a north easterly direction
- (xxxiii) Sturdee Road, the east side from its junction with Fullerton Road for a distance of 6 metres in a northerly and southerly direction
- (xxxiv) Tailyour Road, the south side from its junction with Crownhill Court for a distance of 13 metres in an easterly direction
- (xxxv) Tavistock Road, the east side from its junction with Runway Road for a distance of 53 metres in a southerly direction
- (xxxvi) Thames Gardens (northern Junction), both sides from its junction with Blandford Road for a distance of 10 metres in a westerly direction
- (xxxvii) Thames Gardens (southern Junction), both sides from its junction with Blandford Road for a distance of 10 metres in a westerly direction
- (xxxviii) Trefusis Gardens, both sides from a point 5 metres south of its boundary between 2 & 4 Trefusis Gardens to its junction with Old Laira Road
- (xxxix) Valletort Road, the north-east side from a point 20 metres north west of its boundary of 40 & 42 Valletort Road for a distance of 26 metres in a north westerly direction
- (xl) Wadham Terrace Rear Service Lane, both sides from its junction with Alexandra Road for a distance of 5 metres in an south easterly direction
- (xli) Eden Valley Gardens – north side, from its junction with Miller Way for a distance of 60 metres in an easterly direction
- (xlii) Eden Valley Gardens – north side, from a point 100 metres east of its junction with Miller Way for a distance of 18 metres in a north easterly direction
- (xlili) Eden Valley Gardens – south side, for its entirety
- (xliv) Ambleside Place – west side, from its junction with Eden Valley Gardens to its junction with Ravenglass Close
- (xlv) Ambleside Place – east side, from its junction with Eden Valley Gardens for a distance of 12 metres in a southerly direction
- (xlvi) Ravenglass Close – north west side, from its junction with Ambleside Place for a distance of 3 metres in a south westerly direction
- (xlvii) Bell Close, the north & east side from a point 15 metres east of its junction with Bradford's staff exit to a point 10 metres north of its junction with Bradford staff entrance

- (xlviii) Bell Close, the north side from its junction with Bell Park Industrial Estate to a point 15 metres west of its junction with Morris Engineering
- (xlix) Bell Close, the south side from its junction with Plympton Park Industrial Estate to a point 10 metres west of its junction with Coop Exit

### **3.100 Limited Waiting To 1 Hour No Return For 2 Hours At Any Time**

Bretonside, the south side from a point 53 metres west of its junction with Hawkers Avenue for a distance of 24 metres in a westerly direction

### **3.101 Limited Waiting To 10 Mins No Return For 2 Hours Monday – Friday 8am-6pm**

Eden Valley Gardens – north side, from a point 60 metres east of its junction with Miller Way for a distance of 40 metres in an easterly direction

### **8.01 Permit Parking At Any Time**

- (i) Boringdon Terrace, the south-east side from a point 31 metres south west of its junction with Undercliff Road for a distance of 17.5 metres in a south westerly direction
- (ii) Boringdon Terrace, the south-east side from a point 8 metres south west of its junction with Undercliff Road for a distance of 12 metres in a south westerly direction
- (iii) Crescent Avenue, the south side from a point 3 metres west of its junction with Athenaeum Street rear service lane for a distance of 20 metres in a westerly direction

### **7.1 Width Limit at Any Time (1.98m)**

- i. Priory Road – from its junction with Charles Terrace to its junction with Blandford Road

## **REVOCATIONS**

### **No Waiting At Any Time**

- (i) Beaumont Street, the north side, from the junction with Wolseley Road for a distance of 25 metres
- (ii) Beaumont Street, the south side, from the junction with Wolseley Street for a distance of 24 metres
- (iii) Bedford Mews, the north side, from its junction with Providence Street for a distance of 15 metres in a westerly direction
- (iv) Boringdon Road, the south side, from the extent of the adopted highway (entrance to MOD property for a distance of 27 metres in a westerly direction
- (v) Boringdon Road, the south side, from a point 39 metres west of the entrance to the MOD property for a distance of 12 metres in a westerly direction

- (vi) Brentford Avenue, the south side, from a point 162 metres west of the eastern junction with Taunton Avenue for a distance of 16 metres in a westerly direction
- (vii) Bretonside, the south side, from a point 21 metres west of the junction with Hawkers Avenue to the junction with Buckwell Street
- (viii) Compton Avenue, the north side, from the junction with Mannamead Road for a distance of 10 metres
- (ix) Crescent Avenue, the south side, for a distance of 5 metres either side of the junction with St James Place East
- (x) Deptford Place, the north side, from a point 15 metres east to a point 15 metres west of the junction with Providence Street
- (xi) Deptford Place, the north side, from its junction with Providence Street for a distance of 15 metres in an easterly direction
- (xii) St Vincent Street, the north & west side, from the western extent for a distance of 9 metres
- (xiii) St Vincent Street, the north & west side, across the closed end of the road at the western extent
- (xiv) St Vincent Street, the south-east side, from the western extent for a distance of 9 metres in an easterly direction
- (xv) James Street, the west side, from its junction with Duke Street for a distance of 73 metres in a north-easterly direction
- (xvi) James Street, the west side, from its junction with Duke Street in a southerly direction for a distance of 11 metres

### **Permit Parking At Any Time**

- (i) Boringdon Road, the south-east side, from a point 27 metres south-west of the eastern extent (entrance to MOD property) for a distance of 12 metres in a south westerly direction
- (ii) Boringdon Road, the south-east side, from a point 51 metres south-west of the eastern extent (entrance to MOD property) for a distance of 24 metres in a south westerly direction
- (iii) Crescent Avenue, the south side, from a point 5 metres east of the junction with St James Place East for a distance of 20 metres in an easterly direction

## **3. STATUTORY CONSULTATION**

### **Proposals**

The proposals for the TRO Review.8 were advertised on street, in the Herald and on the Plymouth City Council website on 24<sup>th</sup> November 2021. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 19<sup>th</sup> November 2021

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

**There have been 4 representations received relating to Boringdon Terrace**

Consultation	Comments
<p>I believe that a request has been made to you to appoint 'double yellow lines' outside the properties 7 &amp; 8 Boringdon Terrace, Turnchapel.</p> <p>I believe that the request is an act of 'bad faith'. The Terrace Residents are perfectly able to access the parking area's on the Terrace at any given time. The only time that the parking can be 'tricky' is when the spaces are used by non-residents who are not alert to the issues. There is ample space for reversing Bongo's and other large vehicles. The Boringdon Arms takes it's brewery deliveries through the cellar on Boringdon Road and regardless of the space at the end of the Terrace outside No's 7 &amp; 8 , their occasional deliveries would still not be able to access the immediate vicinity of the Pub without damaging the pavement. The current method of a 'Facebook' request for Scaffolding vans/removal vans etc works perfectly well.</p> <p>I also doubt the legality of PCC placing double yellow lines outside these properties, as to my knowledge, it is unadapted road, and therefore, your restrictions would be not be enforceable.</p> <p>This was the situation approx 15 years ago when Highways did the same thing and then had to remove the lines as your department was challenged over the legality, so unless the legislation has changed since that time, your department does not have the right to add/change or do anything to that land.</p> <p>Also, a recent Turnchapel building application to Plymouth City Council was refused on the grounds of ' lack of parking' - the applicant did win on appeal- but the point is, the Planning Team are perfectly aware of the intensely limited parking within the village.</p> <p>As a village, the loss of two parking spaces will cause stress and further impact the precarious situation.</p>	<p>Thank you for your recent comments towards the proposals – 2021.2137271.</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>I can inform you that the land is HMPE land (Highway Maintainable at Public Expense and that I will be checking the notices on site today.</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>I am writing to object to the notice, ref: Amd.2021.2137271 TRO on Boringdon Terrace, Turnchapel</p>	<p>Thank you for your recent comments towards the proposals – 2021.2137271.</p>

<p>The notice states that ‘double yellow lines’ will be painted outside the properties 7 &amp; 8 Boringdon Terrace, Turnchapel.</p> <p>This will put extreme pressure on the already limited parking situation in the village by the removal of two additional parking spaces.</p> <p>The spaces have been in use constantly since my moving to the village and there has never been any ongoing access issues raised. Residents purchasing or renting property are made aware of the parking restrictions prior to moving to the area. The houses along the terrace are not sold with allocated parking or sold with the land parallel to the properties and instead this is handed/observed by locals to support the parking situation.</p> <p>Poor parking or short term blockages have been dealt with quickly and locally with no issue and managing the long term situation would usually be handled by the Residents association, so I am unsure to where this particular request has been raised from.</p> <p>The spaces are used not only by locals but also visitors to the local business including pubs, b&amp;bs, cafes and holiday let’s- especially increased in popularity following the pandemic and more people discovering the village and local walking routes.</p> <p>There is an account that a previous dispute of the spaces circa 2000, was deemed none enforceable due to the conditions of the ownership of the terrace’s unadopted road, I believe this would need to be clarified prior to any further action taking place.</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>I can inform you that the land is HMPE land (Highway Maintainable at Public Expense).</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>With regard to the suggestion that double yellow lines be placed outside 7 &amp; 8 Boringdon Terrace, Turnchapel I would like to register a protest in the strongest terms. The current system has worked perfectly well for many years and, as always, it is wrong to fix something which is not broken!</p> <p>There is a chronic shortage of parking spaces in Turnchapel and the idea of ruling out a further two spaces is horribly counter-productive. There is ample space to park cars and larger vehicles on the cobbled section, together with space for van deliveries etc.</p>	<p>Thank you for your recent comments towards the proposals – 2021.2137271.</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>The Boringdon Arms receives its deliveries via the lower section of road through the cellar, while the current method of a Facebook request for scaffolding vans/removal vans etc works perfectly well.</p> <p>Furthermore, I understand that this section of road is officially 'unadopted' and so PCC have no jurisdiction over it.</p> <p>Parking issues in Turnchapel can create a great deal of stress and negative impact upon the Conservation Area.</p> <p>I hope you will give this your sympathetic attention.</p>	<p>I can inform you that the land is HMPE land (Highway Maintainable at Public Expense).</p> <p>You will be notified if and when the proposals will be implemented.</p>
<p>I strongly object to traffic managements proposal of placing double yellow lines on the road in front of No 7 , &amp; 8 , Boringdon Terrace.</p> <p>Limited parking is already a grave issue to the infrastructure of this small village , so the removal of two parking spaces will further escalate the problem. Plymouth city council have acknowledged the problem as planning officers have refused planning proposals on these grounds. Namely Kelly Cottage's Undercliff Road although this decision was overruled on appeal.</p> <p>Notwithstanding I would also question PCC jurisdiction to uphold any penalty enforcement, on the grounds of the vague information of the Highway's Register B. It has no date for completion of making up. The NIS O/S reference is not a definitive, and only ref the lower section of Boringdon Road from the junction of St John's Rd ,approximate distance , to No3 Undercliff Rd . It excludes the section in question,the entrance to the raised cobbled area from No 7 including No's 8,9,10,11,12,14,&amp;15 Boringdon Terrace. This remains an anomaly.</p> <p>Approximately fifteen years ago PCC had to remove a resident's parking bay in front of No 7 Boringdon Terrace for this very reason. At the same time double yellow lines were extended from the front of No 2 Shipwrights to No 3 also removing a parking space. This perfectly adequate space should, if anything , be reinstated as residents parking?</p>	<p>Thank you for your recent comments towards the proposals – 2021.2137271.</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>The raised cobbled area of Boringdon Terrace is not accessed by heavy goods vehicles, delivering to the Boringdon arms public house due to its restricted width and public footpath. All the drey delivery's are made to the cellar via the lower Boringdon Road. Any other need to access Boringdon Terrace has never been an issue for the residents so I am perplexed as to the need for change now.</p>	
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#### There have been 4 representations received relating to Crescent Avenue

Consultation	Comments
<p>Reference 2021.2137271 moving the parking bays nearer to the corner of crescent avenue and st james place east. I would like to object to this proposal as cars coming down st james east often do at high speeds and cut the corner. If the cars are parked nearer to the junction as proposed it would be dangerous for cars parked in the new parking areas Residents are resistant to parking on the corner now so with the proposed move over to the junction would be very dangerous. I have been over the years witness to many close calls regarding cars cutting the corner. I think this proposal is unwise and would suit no purpose, but possibly cause future accidents ta, especially as the neighbourhood has elderly residents who often struggle with crossing the road. I hope this can be reconsidered.</p>	<p>Thank you for your recent comments towards the proposals – 2021.2137271.</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 raise an objection to the above proposal. This proposal is certainly not within the interest of the general public. Having lived on Crescent Avenue for over 30 years there has never been a problem with the parking bay in question.</p> <p>Moving the parking bays to the right will restrict vision and space to the junction between Crescent Avenue and St James' Place East. This is already a busy junction where poor vision can result in dangerous driving. The highway code states parking should not take place within 10 meters of a junction, whilst I appreciate this is a designated bay it is far from the ideal already and the proposal will make it worse. Reducing the bay will exacerbate the on-going parking shortage.</p> <p>If access is a problem at this end of the service lane due to illegal parking then surely this is a problem for our fantastic traffic wardens; or</p>	<p>Thank you for your recent comments towards the proposals – 2021.2137271.</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>those aggrieved could simply use the other end of the service lane on the few occasions access is blocked. Moving the bays at the cost of the tax payer seems excessive.</p> <p>I suspect there is a single complainant, the same complainant who uses parts of their property for Airbnb (offering off-street parking) and would like continued guaranteed access. I knew the previous owner who lived in that property for a very long time and never had a problem; the same with the family next door to them and the family opposite, all of which share the entrance to this service lane.</p>	
<p>I live opposite the junction between Crescent Avenue and St James Place East and regularly see and have been involved in near misses where cars trying to pull out of St James Place East are almost hit by cars travelling on Crescent Avenue.</p> <p>The view is already limited because of cars/vans parked in the existing bays. Moving the parking bay closer to this junction is going to make it so much worse! If anything the bay should be moved the other way allowing for a clearer junction.</p> <p>Why after all these years is the bay being moved? I'm going to contact all my neighbours to make sure they are aware of the proposed changes, how best should they voice their concerns if they have any?</p>	<p>Thank you for your recent comments towards the proposals – 2021.2137271.</p> <p>We will take your email below as your objection.</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>The best way for anyone to comment is to email <a href="mailto:TrafficManagementInbox@plymouth.gov.uk">TrafficManagementInbox@plymouth.gov.uk</a> quoting ref: 2021.2137271. Comments can be received until 15th December 2021.</p>
<p>Please can I object to these plans on the basis of road user safety and road user access.</p> <p>When driving down St. James' Place East to join Crescent Avenue it can be difficult to see on-coming vehicles coming from the right due to the existing parking bay arrangement. Moving the parking bay 1 meter closer to a busy junction will result in vision being further impeded. Cars travel quickly on this section of road and I witnessed an accident here earlier in the year.</p> <p>This is a busy junction used by larger vehicles, these vehicles already struggle to get round this corner. Moving the parking bays even</p>	<p>Thank you for your recent comments towards the proposals – 2021.2137271.</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>closer will make it impossible. The photographs below were taken within 40 minutes of each other.</p>	<p>The reasoning for this proposal is to move permit parking by 1 metre to allow access and prevent obstruction in the rear lane.</p> <p>You will be notified if and when the proposals will be implemented.</p>
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**There have been 1 representation received relating to Eden Valley Gardens & side streets**

<b>Consultation</b>	<b>Comments</b>
<p>REF: Eden Valley Gardens, Ambleside Place &amp; Ravenglass Close (Amd.2021.2137271 TRO Review 8)</p> <p>In view of the plan and image you have provided of Eden Valley Gardens, Ambleside Place &amp; Ravenglass proposed road amendments I have the following comments and objections.</p> <p>I would like to point out that Eden Valley Gardens already have Double Yellow Lines running up the full length of it, they are not enforced. So unless the extension of these lines 18m into Ravenglass Close and 12m into Ambleside are enforced then these proposals will have no effect. (Please see attached Image 4, Image 5 and image 6 as a twice daily example of what people do with the current double yellow lines in place)</p> <p>The suggestion of a New Limited Waiting of 10 minutes is not sufficient when on average people arrive up to 30minutes for school pick up. Again if this is not enforced it will not be affective.</p> <p>The plans as depicted do not address the issue further along Ambleside Place and Ravenglass Close and these proposals as they stand will just be make the current situation worse further along these two areas.</p> <p>As you can see from Image 1 and Image 2 this is a typical pick up or drop off on the Ambleside place twice a day from beyond the limits that have been stated in the changes. (none of the vehicles in the image 1 or image 2 belong to a resident)</p> <p>In summary I request further extension of these proposals further up Ambleside Place and Ravenglass in the form of the bollards being continued in the sections I have</p>	<p>Thank you for your recent comments towards the proposals – 2021.2137271.</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>coloured Yellow on Image 3, which is in keeping with the rest of the development.</p> <p>My suggestions will have no effect on residents as it can be proven on a day to day basis that there is ample visitor spaces, garages and personal parking spaces for residents and we do not utilise the pavements for personal vehicles.</p> <p>I would like to conclude by saying the abuse not only I have received but other residents as well has been astonishing from those waiting on school pick up and drop off. I also have two children that I drive to school so when I am face with being unable to easily exit my drive way, ask people to move and my children are witness to the foul language it is not appreciated.</p> <p>Not only this but on many occasions, whilst my wife pushes our youngest to nursery in his pram she is forced into the road due to there being no bollards in the areas of Image 3 that I have highlighted yellow as they are blocked by people waiting.</p>	
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#### **There have been 1 representation received relating to James Street**

<b>Consultation</b>	<b>Comments</b>
<p>I live on James Street and we indeed have parking issue. However, we do not have enough parking as it is. We need more parking arranged with street being widened. Double yellows will just cause double parking further down the road (already happens). So potentially redirect the bus or increase the size of the road please.</p>	<p>Thank you for your recent comments towards the proposals – 2021.2137271.</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 8 representations received relating to St Vincent Street**

<b>Consultation</b>	<b>Comments</b>
<p>I think it would be a good move to remove the yellow lines at the end of St Vincent Street as in the past it seems that only certain cars (like</p>	<p>Thank you for your recent comments towards the proposals – 2021.2137271.</p>

<p>my daughter's ) are targeted with fixed penalty notices , and other cars park on the same yellow lines constantly and don't get any tickets. My daughter works as a chef and leaves at 7.45am and returns at 11.00pm or 12.00pm depending when the restaurant is finished and still continues to receive these fixed penalty notices.</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 putting in writing my objection for you to remove the double yellow lines at the bottom of St Vincent Street.</p> <p>I have a elderly Nan that has lived in the street for years and who is very disabled. The yellow lines at the top of the street have already been removed which makes reversing even further out onto a busy street dangerous as it is so having the yellow lines where we are able to turn the car is a must.</p> <p>My Nan already struggles with mobility and requires a wheel chair we often use this space to load and unload the chair into the car.</p> <p>I understand the problem with more cars in the street, but feel that if this is a issue for people then maybe people need to start turning the large back areas into car spaces and leave the masses of work vans at work.</p> <p>It's a very tight street as it is. With a lot of elderly people in that require emergency services. This space has always offered them somewhere to stop and help with the residents without blocking the road.</p> <p>This turning spot is also vital as lots of the people in the street have friends that will not visit if unable to turn at the bottom. It's a long street to reverse up which means some of my nans neighbours will also not see family and friends.</p> <p>There is also a lot of work done at the bottom of the street. Normally the drains are done and by making this parking will mean that they will not be able to do the job at hand as quick as needed.</p> <p>I'm not sure how this street keeps getting parking issues and double yellow lines</p>	<p>Thank you for your recent comments towards the proposals – 2021.2137271.</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>removed so quick when parking in the area is bad ? Maybe look into other streets for parking issues or make the street permit only would also help with the parking problem. I also think the quickness to allow the larger houses to be flats without having parking available has also caused this issue and feel that should be taken into account for any further plans for the street.</p>	
<p>Hi I would like to say that I would definitely like the removal of the yellow lines at the end of the street. they make my life extremely difficult and can't park outside my own home .sometimes have to park a long way away and also my elderly family don't visit purely because they can't park anywhere close by.</p>	<p>Thank you for your recent comments towards the proposals – 2021.2137271.</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 in relation to your recent proposition about removing the double yellow lines in our street. As you can appreciate this is a dead end street so driving down is very narrow as there are cars either side. Cars and emergency services drive down at the moment and they have a turning point. We have had incidents before where cars have parked there and emergency services and cars have struggled to get down the street. Emergency services need to be able to access the street and be able to get out of the street swiftly. By removing the yellow lines it will increase the amount of vehicles in the street and make this difficult.</p> <p>I am writing to object to the removal of this as I deem this to not only not be safe but not realistic.</p> <p>I would appreciate you taking this into account as I have lived in the street for over 60 years.</p>	<p>Thank you for your recent comments towards the proposals – 2021.2137271.</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 DYL being removed from the turning point in the cul de sac in my street. I don't understand how removing this DYL will help.</p> <p>We have the drive down and turn around the bottom, how are we expected to turn if this area is blocked with cars. We need this in place. A lot of elderly residents have</p>	<p>Thank you for your recent comments towards the proposals – 2021.2137271.</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</p>

<p>ambulances/doctors etc. and they need a turning space. It has always had DYL for over 70 years I have lived here and we need them.</p>	<p>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. You will be notified if and when the proposals will be implemented.</p>
<p>I am writing to say that I would like the yellow lines to be gone as this causes me and my family distress. I am a key worker and work all hours of the day and night. To not be able to come home and park outside my own house is very stressful.</p> <p>It's cul-de-sac and I can't see the need for the yellow lines to be honest.</p> <p>I would also like it brand to your attention that one of the neighbours has a family member who's a traffic warden and calls them at any chance . For instance someone dropping off an elderly relative and ends up getting a ticket . In such a quiet little street well out of the way of town I can't see any reason for this to be happening .</p>	<p>Thank you for your recent comments towards the proposals – 2021.2137271.</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. You will be notified if and when the proposals will be implemented.</p>
<p>Good Afternoon, Im sending an email in relation to the yellow lines being removed from part of St Vincent Street. Weve lived here for 2 years, parking has always been awful on our street. My partner is a carpenter and relies on his van being safe on the street due to his tools being valuable. The parking has been so bad that we have to sometimes park in Morris town which means he is worrying about his valuables throughout the night. Theres days where I cant park my car in our road either which means walking to Morris town with our 2 year old in all weathers.</p> <p>On behalf of myself and my partner, we very much agree that the yellow lines should be removed, not just for us but for the whole street, we have a few elderly residents on this street so i cant imagine how difficult it must be for then considering all the hills around here. Its a common conversation between ourselves and our neighbours!</p>	<p>Thank you for your recent comments towards the proposals – 2021.2137271.</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. You will be notified if and when the proposals will be implemented</p>
<p>I am very against the removal of these yellow lines as they are needed for us to be able to turn our cars around in the street. Parking here is hard enough and also certain individuals who continually abuse the parking laws and park their cars in the turning circle preventing</p>	<p>Thank you for your recent comments towards the proposals – 2021.2137271.</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</p>

<p>us from using it for what it's supposed to be. Your parking officers do a good job catching them but should be harsher outcomes for repeat offenders.</p> <p>This turning circle needs to be kept to enable us to access and egress the street safely especially in the incimate weather.</p>	<p>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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### There have been 1 representation received relating to Trefusis Gardens

Consultation	Comments
<p>You have put up a notice about changing the parking conditions in Trefusis Gardens. I rang you last week to clarify what it meant for this road and was told that yellow lines would be painted. Can you please tell me how this is going to help improve the situation?</p> <p>At the moment we have a no parking sign and this does not deter people from parking there when they take their children to the play park nearby or to leave their car there for prolong periods of time for other reasons.</p> <p>All you are suggestion is a tick box solution. That is you have done something but it does not matter if it works.</p> <p>I believe a better solution to this problem is the one I suggested to the team that is consulting on the flood prevention project. That is to put a car park on the flat ground by the 5G mast that has recently gone up. You could also put a low wall at the back of the cark park and this would prevent people driving their cars and vans up on to the park.</p>	<p>Thank you for your recent comments towards the proposals – 2021.2137271.</p> <p>Your comments have been logged on our records and will be considered as part of the final decision making process. At the end of the consultation period, a report will be prepared summarising any concerns that have been raised and making recommendations. In line with the statutory process, the decision on whether or not to proceed with these proposals will be made by the Cabinet Member for Transport.</p> <p>You will be notified if and when the proposals will be implemented.</p>

## 4. RECOMMENDATION

### After reviewing all comments received our recommendations are below:

After discussions with the Devonport Ward Councillors, it is recommended that St Vincent Street is abandoned from the TRO Review .8 and re-advertised as an Experimental Order.

It is recommended that the proposals are abandoned relating to Boringdon Terrace & Crescent Avenue

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

TRO Review.8



## 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. 2021.2137271 – TRO REVIEW .8) ORDER &**

**THE CITY OF PLYMOUTH (MOVING TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER No. 2021.2137271 – TRO REVIEW.8) ORDER**

To implement the following amendments to The City of Plymouth (Traffic Regulation and Street Parking Places) (Consolidation) Order 2004 & The City of Plymouth (Moving traffic Regulation Orders) (Consolidation) Order 2014

**The effect of the order shall be to;**

**1. Amend the No Waiting At Any Time on lengths of the following roads:**

Bell Close, Beaumont Street, Blandford Road, Boringdon Terrace, Brentford Avenue, Bretonside, Bridwell Road, Compton Avenue, Crescent Avenue, Curtis Street, Deptford Place, Fullerton Road, Hotham Place, James Street, Keyham Street, Melville Road, Nepean Street, Northumberland Street, Springfield Road, St John's Drive, St Vincent Street, Sturdee Road, Tailour Road, Tavistock Road, Thames Gardens, Trefusis Gardens, Valletort Road, Wadham Terrace Rear Service Lane, Eden Valley Gardens, Ambleside Place, Ravenglass Close.

**2. Add Limited Waiting To 1 Hour No Return For 2 Hours At Any Time on a length of the following road:**

Bretonside

**3. Add Limited Waiting To 10 Mins No Return For 2 Hours Monday – Friday 8am-6pm on a length of the following road:**

Eden Valley Gardens

**4. Amend Permit Parking At Any Time on lengths of the following roads:**

	<p>Boringdon Terrace, Crescent Avenue.</p> <p><b>5. Add Width Limit at Any Time (2m) on a length of the following road:</b> Priory Road.</p> <p><b>After reviewing all comments received our recommendations are below:</b></p> <p>After discussions with the Devonport Ward Councillors, it is recommended that St Vincent Street is abandoned from the TRO Review .8 and re-advertised as an Experimental Order.</p> <p>It is recommended that the proposals are abandoned relating to Boringdon Terrace &amp; Crescent Avenue.</p> <p>All other proposals are recommended to be implemented as advertised.</p>
<b>Author</b>	Amy Neale
<b>Department and service</b>	Plymouth Highways, Senior Traffic Management Technician
<b>Date of assessment</b>	21/12/2021

**STAGE 2: EVIDENCE AND IMPACT**

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

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

**STAGE 3: ARE THERE ANY IMPLICATIONS FOR THE FOLLOWING? IF SO, PLEASE RECORD ACTIONS TO BE TAKEN**

<b>Local priorities</b>	<b>Implications</b>	<b>Timescale and who is responsible</b>
<b>Reduce the gap in average hourly pay between men and women by 2020.</b>	No adverse impact has been identified.	
<b>Increase the number of hate crime incidents reported and maintain good satisfaction rates in dealing with racist, disablist, homophobic, transphobic and</b>	No adverse impact has been identified.	

<b>faith, religion and belief incidents by 2020.</b>		
<b>Good relations between different communities (community cohesion)</b>	No adverse impact has been identified.	
<b>Human rights</b> Please refer to <b>guidance</b>	No adverse impact has been identified.	

**STAGE 4: PUBLICATION**

Responsible Officer: P.Bellamy

Date 22/12/2021

Engineering Manager (Structures, Street Lighting and Signals)

# EXECUTIVE DECISION

## made by a Cabinet Member



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

Executive Decision Reference Number – T20 21/22


Decision	
1	<b>Title of decision:</b> The City of Plymouth (Moving & Speed Traffic Regulation Orders) (Consolidation) Order 2014 (as amended) in association with the Old Laira Road TRO.
2	<b>Decision maker (Cabinet member name and portfolio title):</b> Councillor Jonathan Drean, Cabinet Member for Transport
3	<b>Report author and contact details:</b> Holly Curtis, Traffic Management Technician, email: <a href="mailto:trafficmanagementinbox@plymouth.gov.uk">trafficmanagementinbox@plymouth.gov.uk</a>
4	<p><b>Decision to be taken:</b></p> <p>To implement the following amendments to The City of Plymouth (Moving &amp; Speed Traffic Regulation Orders) (Consolidation) Order 2014 (as amended)</p> <p><b>The effect of the order shall be to Add:</b></p> <p><b>20 mph zone on the following roads:</b></p> <ul style="list-style-type: none"> <li>• Old Laira Road – from a point 65.5 metres west of its junction with Efford Lane to a point 210 metres east of its junction with Pike Road</li> <li>• Chesterfield Road – for its entirety</li> <li>• Efford Lane – from its junction with Old Laira Road to a point 52 metres north of Western Drive</li> <li>• Western Drive – for its entirety</li> <li>• Castle Rise – for its entirety</li> <li>• Hyfield Terrace Lane – for its entirety</li> <li>• Beverley Road – for its entirety</li> <li>• Wycliffe Road – for its entirety</li> <li>• Wycliffe Road Lane East – for its entirety</li> <li>• Tollox Place – for its entirety</li> <li>• Tollox Place Lane East – for its entirety</li> <li>• Hanover Road – for its entirety</li> <li>• Hanover Road Lane East – for its entirety</li> <li>• Riga Terrace – for its entirety</li> <li>• Riga Terrace Lane East – for its entirety</li> <li>• Brockley Road – for its entirety</li> <li>• Norfolk Road – for its entirety</li> <li>• Fox Field Close – for its entirety</li> </ul>

	<ul style="list-style-type: none"> <li>• Norfolk Close – for its entirety</li> <li>• Bramley Road – for its entirety</li> <li>• Federation Road Lane North – for its entirety</li> <li>• Federation Road – for its entirety</li> <li>• Federation Road Lane South – for its entirety</li> <li>• Federation Road Ope East – for its entirety</li> <li>• Pike Road – from its junction with Old Laira Road for a distance of 37 metres in a northerly direction</li> <li>• Laira Avenue – for its entirety</li> <li>• Huntley Place – for its entirety</li> <li>• Mullet Road – for its entirety</li> <li>• Mullet Avenue – for its entirety</li> <li>• Mullet Close – for its entirety</li> <li>• Curlew Mews - for its entirety</li> <li>• Finch Close – for its entirety</li> <li>• Brandon Road – for its entirety</li> </ul> <p><b><i>It is recommended that the 20mph Speed Limit and Zebra Crossing are implemented as advertised and that an Average Speed Camera Enforcement System is procured to support enforcement of the speed limit and ensure that approach speeds to the Zebra Crossing are appropriate.</i></b></p>				
5	<p><b>Reasons for decision:</b></p> <p>The B3214 Old Laira Road between its junctions with Pike Rd and Efford is a busy local distributor providing a route into the City Centre which is used as an alternative to the A374 Embankment Road by many drivers. The road has significant development on either side with residents needing to cross the road to visits shops, nursery facilities, the local Primary School, Church and social facilities. There have been 12 injury collisions on Old Laira Road and 2 on its side roads within the last 5 year period of which 5 were speed related and 5 involved pedestrians.</p> <p>The proposals are therefore designed to :-</p> <ul style="list-style-type: none"> <li>• avoid danger to persons using the road and preventing the likelihood of any such danger arising</li> <li>• facilitate the passage of pedestrians and reducing community severance.</li> <li>• prevent the use of the road by vehicular traffic in a manner which is unsuitable to the character of the road</li> <li>• preserve and improve the amenities of the area through which the road runs.</li> </ul>				
6	<p><b>Alternative options considered and rejected:</b></p> <p>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.</p>				
7	<p><b>Financial implications and risk:</b></p> <p>The Traffic Regulation Order (TRO) and associated works is being funded via the Keep the City Moving/20mph Zones budget with support from the Active Travel Fund.</p>				
8	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;"><b>Is the decision a Key Decision?</b></td> <td style="width: 10%;"><b>Yes</b></td> <td style="width: 10%;"><b>No</b></td> <td style="width: 47%;"><b>Per the Constitution, a key decision is one which:</b></td> </tr> </table>	<b>Is the decision a Key Decision?</b>	<b>Yes</b>	<b>No</b>	<b>Per the Constitution, a key decision is one which:</b>
<b>Is the decision a Key Decision?</b>	<b>Yes</b>	<b>No</b>	<b>Per the Constitution, a key decision is one which:</b>		



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

I3a	<b>Are any other Cabinet members' portfolios affected by the decision?</b>	<b>Yes</b>		
		<b>No</b>	x	<b>(If no go to section I4)</b>
I3b	<b>Which other Cabinet member's portfolio is affected by the decision?</b>			
I3c	<b>Date Cabinet member consulted</b>			
I4	<b>Has any Cabinet member declared a conflict of interest in relation to the decision?</b>	<b>Yes</b>		If yes, please discuss with the Monitoring Officer
		<b>No</b>	x	
I5	<b>Which Corporate Management Team member has been consulted?</b>	<b>Name</b>	Anthony Payne	
		<b>Job title</b>	Strategic Director for Place	
		<b>Date consulted</b>	21/12/2021	
<b>Sign-off</b>				
I6	<b>Sign off codes from the relevant departments consulted:</b>	<b>Democratic Support (mandatory)</b>	DS92 21/22	
		<b>Finance (mandatory)</b>	pl.21.22.216	
		<b>Legal (mandatory)</b>	LS/37851/JP/211221	
		<b>Human Resources (if applicable)</b>		
		<b>Corporate property (if applicable)</b>		
		<b>Procurement (if applicable)</b>		
<b>Appendices</b>				
I7	<b>Ref.</b>	<b>Title of appendix</b>		
	A	Briefing report for publication		
	B	Equalities Impact Assessment		
<b>Confidential/exempt information</b>				
I8a	<b>Do you need to include any confidential/exempt information?</b>	<b>Yes</b>		If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is

		<b>No</b>	x	not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in <b>18b</b> below.  (Keep as much information as possible in the briefing report that will be in the public domain)				
		<b>Exemption Paragraph Number</b>						
		<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>
<b>18b</b>	<b>Confidential/exempt briefing report title:</b>							
<b>Background Papers</b>								
<b>19</b>	Please list all unpublished, background papers relevant to the decision in the table below. Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.							
<b>Title of background paper(s)</b>		<b>Exemption Paragraph Number</b>						
		<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>
<b>Cabinet Member Signature</b>								
<b>20</b>	I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act and those who do not. For further details please see the EIA attached.							
<b>Signature</b>			<b>Date of decision</b>					
			11/01/2021					
<b>Print Name</b>	Councillor Jonathan Drean							

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## OLD LAIRA ROAD

### 1. INTRODUCTION

This report seeks delegated authority to implement amendments to The City of Plymouth (Moving & Speed Traffic Regulation Orders) (Consolidation) Order 2014 (as amended) in association with the Old Laira Road TRO.

### 2. TRAFFIC REGULATION ORDERS REQUIRED

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

#### To Add;

#### 20mph Zone

- Old Laira Road – from a point 65.5 metres west of its junction with Efford Lane to a point 210 metres east of its junction with Pike Road
- Chesterfield Road – for its entirety
- Efford Lane – from its junction with Old Laira Road to a point 52 metres north of Western Drive
- Western Drive – for its entirety
- Castle Rise – for its entirety
- Hyfield Terrace Lane – for its entirety
- Beverley Road – for its entirety
- Wycliffe Road – for its entirety
- Wycliffe Road Lane East – for its entirety
- Tollox Place – for its entirety
- Tollox Place Lane East – for its entirety
- Hanover Road – for its entirety
- Hanover Road Lane East – for its entirety
- Riga Terrace – for its entirety
- Riga Terrace Lane East – for its entirety
- Brockley Road – for its entirety
- Norfolk Road – for its entirety
- Fox Field Close – for its entirety
- Norfolk Close – for its entirety
- Bramley Road – for its entirety
- Federation Road Lane North – for its entirety
- Federation Road – for its entirety
- Federation Road Lane South – for its entirety
- Federation Road Ope East – for its entirety
- Pike Road – from its junction with Old Laira Road for a distance of 37 metres in a northerly direction
- Laira Avenue – for its entirety
- Huntley Place – for its entirety
- Mullet Road – for its entirety
- Mullet Avenue – for its entirety
- Mullet Close – for its entirety
- Curlew Mews - for its entirety

- Finch Close – for its entirety
- Brandon Road – for its entirety

### **SCHEDULE OF REVOCATIONS**

#### **30 MPH Maximum Speed Limit**

- Old Laira Road – from a point 65.5 metres west of its junction with Efford Lane to a point 210 metres east of its junction with Pike Road
- Chesterfield Road – for its entirety
- Efford Lane – from its junction with Old Laira Road to a point 52 metres north of Western Drive
- Western Drive – for its entirety
- Castle Rise – for its entirety
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- Curlew Mews - for its entirety
- Finch Close – for its entirety
- Brandon Road – for its entirety

### **3. STATUTORY CONSULTATION**

#### **Proposals**

The proposals for the Old Laira Road TRO were advertised on street, in the Herald and on the Plymouth City Council website on 19<sup>th</sup> October 2021. Details of the proposals were sent to the Councillors representing the affected wards and statutory consultees on 14<sup>th</sup> October 2021.

**There have been 47 representations received relating to the Traffic Regulation Order proposals as below:**

Consultation	Comments
<p>We are grateful that the situation of speeding vehicles through Old Laira Road, Pike Road and Blandford Road have been taken seriously.</p> <p>My main concern is the speed cushions will not stop the motorbikes that race up and down each night. Could we not have average speed cameras installed? By installing speed cameras this will gain revenue for PCC and allow them to introduce more restrictions in other needed areas.</p>	<p><b>Standard response sent:</b></p> <p>Thank you for your recent comments towards the proposals – 2021.2137268.</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 addition :- In response to concerns over both the effectiveness and noise/vibration effects of the proposed speed cushions the potential for an average Speed Camera system has been explored and is now recommended as a way forward removing the need for physical traffic calming. It should be noted that Plymouth City Council derives no income from Safety Camera activity. Average Speed Cameras where successful can be expected to generate enough income to cover maintenance and operating costs.</p>
<p>This is all highly commendable but why only impose a 20mph speed limit for the first 37m in Pike Road. I use this road as a pedestrian every day and the speeds that some people drive on Pike road beggars belief so maybe some more enforcement as well as lower speed limits.</p>	<p><b>Standard response sent as above</b></p> <p>In addition :- The scheme as advertised had already extended considerably on the original concept which was confined to a minor extension of the existing 20mph Speed Limit on Old Laira Rd. Extending the scheme is beyond the scope of the current project. However, whilst there is currently no funding to extend the scheme the proposal has now been modified to include an Average Speed Camera System which might make extension of the 20mph Zone easier in future.</p>
<p>As speed humps are known to increase vehicle emissions (by 2-3 times), how can Plymouth City (who have declared a climate emergency) possibly consider installing additional speed cushions? Sure Plymouth must provide other traffic calming measures that do not increase vehicle emissions.</p>	<p><b>Standard response sent as above</b></p> <p>In addition :- PCC do not accept that traffic calming will automatically increase vehicle emissions by the amounts indicated. These figures are based on fairly dated research and do not take into account the efficiency of engines in the newer vehicle fleet or the move to electric vehicles. However and in response</p>

Secondly, these additional emissions are adversely impacting air quality which is already poor along many roads in Plymouth, with a resulting increase in respiratory diseases. How can Plymouth City Council justify the additional deaths caused by installing these speed cushions?

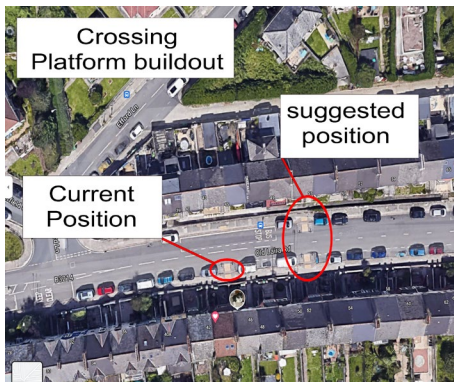
to concerns over both the effectiveness and noise/vibration effects of the proposed speed cushions the potential for an average Speed Camera system has been explored and is now recommended as a way forward removing the need for physical traffic calming.

My partner and I have both reviewed the plans for Old Laira Rd, and wish to convey our safety concerns for the plans in the attached letter to this email.

**Standard response sent as above**

Further more we would also like to ask you to reconsider the plans to increase the pedestrian crossing buildout that sits between 44 and 46 Old Laira rd. According to the plans the pedestrian crossing build out is to be widened.

In addition :- The existing buildout will be widened slightly into the road to provide better visibility for those crossing. This is just to improve the current situation. It is beyond the scope of the scheme to remove one buildout and build two others that would also result in an additional loss of parking. There is no history of pedestrian vehicle collisions on this section of Old Laira Rd.



In response to concerns over both the effectiveness and noise/vibration effects of the proposed speed cushions the potential for an average Speed Camera system has been explored and is now recommended as a way forward removing the need for physical traffic calming. However, Speed Cushions are designed to fit between the wheelbase of buses and locating them at bus stops is not unusual.

We feel that the crossing buildout is already poorly placed as when standing on the crossing buildout, you have nothing to meet you at the other side of the road except an open bus stop which would be busy with open traffic. Widening the crossing will not alleviate this problem as the crossing buildout is opposite the middle of the bus stop. We feel that the current build out should be removed and replaced further down the road in front the bus stop and a corresponding buildout placed on the opposite side of the road. We feel this would be a much improved option, increasing safety for pedestrians crossing the road as they would have another buildout opposite them to reach rather than an open part of the bus stop. Shortening the distance to the cross

The crossing location is not dangerous and visibility from both directions is adequate given the speed of approaching traffic which will be enforced by a speed camera system. The Crossing will be built out from the kerb on the southern side of the road further enhancing inter-visibility between pedestrians and Approaching Drivers. This is the location that the Council have been asked to look at within the current scheme limits. By definition, providing a Pedestrian Crossing will slow or stop traffic and can add to congestion. This is not a reason not to install one when community severance issues have been identified.

Installing a Zebra Crossing at the Trefusis Park or Primary School locations is beyond the scope of the current scheme and both locations currently have crossing facilities with Pedestrian Islands in place.

There is a reference to Double Yellow Lines on one of the plans. This was in error and should have been removed from a previous version. No proposals for Double Yellow Lines have been advertised and the proposals will result in the loss of one parking space



open road. We also feel that a speed cushion on a bus stop would not be the best option. We feel the plans as they currently are, have not been thoroughly thought through for 'real world' use's on Old Laira. 20mph speed reduction, plus speed cushions, plus pedestrian crossing on an already notoriously busy junction makes little sense on paper, let alone for day to day usage. After speaking to many residents on the street and surrounding streets, we had 100% universal agreement that no one thinks the plans as they currently stand are fit for purpose. We feel an escalation in measures would be better suited.

For example: Reduce speed to 20mph and monitor to confirm a speed reduction of drivers. If this fails, add a average speed camera. This then all but guarantees a reduction in speed from traffic and generates income for the council. There would be no need for speed cushions and reduces the need for a zebra crossing at all. Especially if crossing build outs exist and traffic islands that are already in place at the suggested zebra crossing point. Again, moving the crossing build outs and speed bumps in front of the bus stop would make more sense, while increasing safety for pedestrians.

I, Location of the Zebra Crossing as seen in PLAN I

We believe this is not a good location for a zebra crossing. This is a very busy and often bottle necked with traffic trying to turn up or down Efford lane adding a crossing into this busy zone will only make congestion worse and therefore more dangerous. Visibility is very poor on this section of road due to it being a brow of a hill which again makes it a poor location for a crossing.

We believe this should be moved closer to Alexander Bridge or even opposite the primary school as this would benefit the pedestrians and school children. Please see the google map as a reference to where we believe the zebra crossing would be better suited as the current

because of the zig-zag marking on the approach to the Zebra Crossing.

Signs are required to enable the 20mph Speed Limit to be enforced.

The reason for the consultation is to find out what residents think about the proposals and has resulted in significant changes to the scheme

proposed crossing is on the bow of a hill. Due to the extremely bad visibility from all angles we suggest a crossing to be situated opposite Trefusis park where the island is currently and mostly used as a safer crossing by all the locals it is also closer to more bus stops and will help children cross the road for primary and secondary schools in that area and going to and from the popular park.

2. Noise & Pollution; We are greatly concerned that there will be an increase in noise as impatient drivers and motorcyclists rev their engines due to congestion, which in turn increases pollution. Old Laira Road is a major bus route and coach route in and out of the city. Buses will struggle on the speed cushions and already struggle on the hard turn up Efford Lane thus causing more congestion on the busy road. With a number of elderly residents and young families, we feel that this is a concern for health and well being.

3. It is widely felt by the residents of Old Laira rd that there has been a lack of consultation with the residents and we believe this is reflected by the Proposal consultation.

4. Physical strain and undue stress on elderly residents and young families. We have a number of elderly neighbours who struggle to walk any distance. These proposals would reduce parking, forcing these residents to park further away from their homes.

5. Reduced parking in an already very strained parking area for residents which in turn will decrease property values; the current proposal will reduce parking outside a large number of residents houses and this will increase stress for these residents, but also in the surrounding streets as these residents have to park streets away from their homes. As Old Laira Road backs onto the train line residents do not have alternative parking areas for their properties.

6. Eye Sore; Speed cushions and signs everywhere, along with slower traffic and more congestion due to the stop start nature of having a crossing and speed cushions will make Old Laira Rd a less safer and less desirable place to live for everyone.

7. After living here a number of years, we have seen first hand, stressed out erratic drivers, dangerously pulling out inappropriately at the Efford lane junction onto Old Laira rd with numerous near misses due to being held up in bottle necks of traffic. We believe that these plans would compound this issue making the roads surrounding the junction more dangerous for pedestrians and drivers alike.

**Conclusion:**

After speaking to a wide range of residents who live on Old Laira rd, no one thinks these plans make the area safer or better for the residents in anyway. Most people thought a slow escalation in safety measures was the best and most appropriate response.

Firstly by making the area a 20mph zone which we believe should be extend to Lipson Vale Primary which is area where children cross both for the primary and secondary school. Then adding an average speed camera at either end of the street. This way, speeding drivers are discouraged from speeding with fines and points and the residents do not suffer from a poorly placed crossing and speed cushions every time they leave to work and return. These average speed cameras will also deter the mopeds and motorbikes that often speed down the road who would not be as affected by the speed cushions.

As residents we strongly hope you consider our informed opinions on our local area as many of us have lived on Old Laira Road for well over 10 years. We would like our voices heard and used to improve our living environment.

<p>I wish to register my objection to some of the changes proposed by the traffic management , on old Laira road.</p> <p>Having thought this proposal through, I believe it will make traffic build up worse .I have lived on this road 12 years . Though it is a busy road at rush hours , I have observed it only gets congested when there are road works and temporary traffic lights at Lipson vale. (Once a year)</p> <p>Objection to the position of the Zebra crossing .</p> <p>This is in a dangerous place . i) The proposed position on the junction between on the top of a hill where there is a blind spot to cars driving up the hill to spot pedestrians.</p> <p>ii) At the base of a steep hill (icy in winter) for cars, vans and buses coming down Efford lane, and doing a sharp right hand turn in to town. It will cause more traffic build up due to people creeping out to left hand traffic when and if they have stopped at the Zebra crossing.</p> <p>I have always instructed my 2 children to cross further down towards the park where there is good visibility (Highway Code) This is where most people choose to cross</p> <p>at busy times. This would be a much safer and logical position for the Zebra crossing and keep the rush hour traffic flowing safely.</p> <p>Objection to the double yellow lines.</p> <p>I cannot see the logic of removing from what I can count at least 16 parking spaces. from a residential area, for no good reason.I have never seen any blocked vehicles!</p> <p>Every one parks considerably, nicely tucked in all along Old laira road . So there is plenty of room for two buses to pass, it is a wide road . There really would be a huge inconvenience for everyone in the neighbourhood, Many people are trades persons withs heavy tools and equipment, elderly people,</p>	<p><b>Standard response sent as above</b></p> <p>In addition :- The crossing location has adequate visibility from both directions given the speed of approaching traffic which will be enforced by a speed camera system. The Crossing will be built out from the kerb on the southern side of the road further enhancing inter-visibility between pedestrians and Approaching Drivers. This is the location that the Council have been asked to look at within the current scheme limits. By definition, providing a Pedestrian Crossing will slow or stop traffic and can add to congestion. This is not a reason not to install one when community severance issues have been identified.</p> <p>Old Laira Road/Efford Lane junction is gitted when appropriate in cold weather.</p> <p>There is a reference to Double Yellow Lines on one of the plans. This was in error and should have been removed from a previous version. No proposals for Double Yellow Lines have been advertised and the proposals will result in the loss of one parking space because of the zig-zag marking on the approach to the Zebra Crossing.</p>
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<p>small children etc. to make everyone search further away is inconsiderate. Especially when available local parking is at capacity, it just about works at present. We all accept we can't park outside our houses all the time. We have been on a waiting for a garage with the council for several years, no offers there. What do you expect people to do. I urge you to reconsider your planned gratuitous use of yellow paint please.</p>	
<p>I have been looking at the latest proposals for traffic calming measures along Old Laira Road (which I welcome). Therefor I thought I would add suggestions regarding the area of Old Laira Road known as 'The Narrows'.</p> <p>As a resident on this section of the road I know how much the current speed limit is ignored each day. My main concern is that apart from signage there are no other means of calming the traffic on The Narrows, this may lead to drivers increasing their speed on this section of to the road after they have passed the speed cushions. I do understand that due to the inherent nature of this section of road, traffic calming is difficult. Therefore I would welcome monitoring of traffic on this section after a period of time to see whether this increase of speed is occurring. If the speed of traffic is increasing, ether a crossing or speed bump may have to be implemented.However lets us hope all is well for the future.</p>	<p><b>Standard response sent as above.</b></p> <p>In addition :- In response to concerns over both the effectiveness and noise/vibration effects of the proposed speed cushions the potential for an average Speed Camera system has been explored and is now recommended as a way forward removing the need for physical traffic calming.</p>
<p>I am writing to you in reference to the traffic calming plans for Old Laira Road. I totally agree with the 20mph speed but not to the speed humps which are planned. This will cause more congestion and much more pollution. Surely average speed cameras would be a better option. Also this main road is used a lot by</p>	<p><b>Standard response sent as above</b></p> <p>In addition :- In response to concerns over both the effectiveness and noise/vibration effects of the proposed speed cushions the potential for an average Speed Camera system has been explored and is now recommended as a way forward removing the need for physical traffic calming.</p>

<p>emergency vehicles which will dangerously slow them down because of the speed humps when they clearly need to get somewhere quickly. But my main concern about the speed humps is that I live just off of the main road on the Old Laira Road slip road which joins the main road at both ends. It is a access only road but people who do not live here take no notice of the signs telling them this. If the main road is busy with traffic or has a traffic queue cars and all vehicles to be honest speed down our slip road and up the other side to try and beat the traffic. This is only going to get much worse and could be a treat to life if these speed humps go ahead as we have only very narrow pavements to walk along on this slip road. Something seriously would have to be done to stop this from happening. I do think speed cameras are a better and cheaper option and as I have said above other dangers need to be looked at.</p>	
<p>We support the proposal to extend the area of the 20mph speed limit. The 'Laira Narrows' section can be particularly intimidating when vehicles are overtaking cyclists and these measures should prevent vehicles speeding on the approaches to the existing 20mph zone. However the speed limit extension in itself will not alter the behaviour or speed of drivers in the 'Narrows' without stricter enforcement.</p> <p>The proposal includes over 25 speed cushions and many new signs. Speed cushions can be problematic for cyclists when low -suspension vehicles zig-zag across the road to avoid grounding. We suggest that full-width speed tables as installed along Central Park Avenue do not create this problem.</p> <p>Ultimately it would be preferable to specify default 20mph zone for the whole localities enforced by GPS tracking,</p>	<p><b>Standard response sent as above</b></p> <p>In addition :- In response to concerns over both the effectiveness and noise/vibration effects of the proposed speed cushions the potential for an average Speed Camera system has been explored and is now recommended as a way forward removing the need for physical traffic calming.</p>

<p>which would obviate the need for road humps and multiple signs.</p> <p>We understand that this technology is some years off.</p>	
<p>With regards to the speed bumps on Old Laira Road ... would it be at all possible to suggest average speed cameras rather than speed bumps?</p> <ol style="list-style-type: none"> <li>1) Speed bumps do not tend to slow all drivers down (unless they are the full width of the road speed bumps).</li> <li>2) Speed bumps cause damage to cars.</li> <li>3) Cars still accelerate between speed bumps.</li> <li>4) Average speed cameras would make the council money by catching people speeding.</li> <li>5) Average speed cameras would slow people down (just like it does in Gdina Way &amp; in Cornwall).</li> <li>6) Trying to clear the cars in Old Laira Road to carry out the work will be a nightmare.</li> <li>7) Thinking about the time it would take to put speed bumps there ... you would think it would take less time putting cameras at each end (unless I'm being naive).</li> <li>8) Maintaining speed bumps with new concrete and markings etc may take more time and money then cameras.</li> <li>9) During the work it would cause a lot of traffic problems (worse than now).</li> <li>10) I always hear people accelerating through Old Laira Road at different times in the day/night therefore if the cameras started at the Chemist on Old Laira Road or near the Spar Shop &amp; went to Lipson Vale this would solve a lot of speeding issues.</li> </ol>	<p><b>Standard response sent as above</b></p> <p>In addition:- In response to concerns over both the effectiveness and noise/vibration effects of the proposed speed cushions the potential for an average Speed Camera system has been explored and is now recommended as a way forward removing the need for physical traffic calming.</p> <p>It should be noted that Plymouth City Council derives no income from Safety Camera activity. Average Speed Cameras where successful can be expected to generate enough income to cover maintenance and operating costs.</p> <p>There will be disruption to traffic and local parking during construction of the Zebra Crossing. This will be kept to a minimum.</p> <p>Speed Cushions are considerably cheaper to install and maintain than Safety Cameras</p>
<p>First I am in favour of the reduced speed limit on old laira road, but can anything be done about the zebra crossing and bus stop being so close together, I worry traffic may not see people crossing if a bus is using the bus stop and traffic is</p>	<p><b>Standard response sent as above</b></p> <p>In addition :- In response to concerns over both the effectiveness and noise/vibration effects of the proposed speed cushions the potential for an average Speed Camera system has been explored</p>

<p>heading east bound. Maybe an island half way??</p> <p>I am totally in favour of a zebra crossing as morning school runs for pedestrians can be very dangerous.</p> <p>Also over the years there have been many accidents on the bend by trefus park, can anything be put in place here too?</p>	<p>and is now recommended as a way forward removing the need for physical traffic calming.</p> <p>The crossing location has been chosen carefully and the Bus Stop will not impact on its safety as visibility towards approaching traffic from the City Centre will not be obstructed by a parked bus. Visibility from both directions is adequate given the speed of approaching traffic which will be enforced by a speed camera system. The Crossing will be built out from the kerb on the southern side of the road further enhancing inter-visibility between pedestrians and Approaching Drivers. This is the location that the Council have been asked to look at within the current scheme limits.</p>
<p>I wish my objection to be considered in relation to the proposed Old Laira Road Scheme, reference 2021.213726 Old Laira Road. I fully understand and support the need to make this road safer, however object to adding speed cushions along the length of the road as do not feel they will prevent speeding &amp; will only lead to speeding between each cushion. I would like to know what traffic/speed monitoring was been put in place to warrant such significant changes? Also, along with other residents, I have concerns in respect of the parking spaces that are likely to be lost. The parking around this area is already very tight &amp; to lose more spaces is just going to cause anxiety for those that live around the area. Surely the most cost effective &amp; deterrent to speeding would be to put average speed cameras along the length of Old Laira Road? I do hope this scheme will be seriously looked at again?</p>	<p><b>Standard response sent as above</b></p> <p>In addition:- In response to concerns over both the effectiveness and noise/vibration effects of the proposed speed cushions the potential for an average Speed Camera system has been explored and is now recommended as a way forward removing the need for physical traffic calming.</p> <p>There is a reference to Double Yellow Lines on one of the plans. This was in error and should have been removed from a previous version. No proposals for Double Yellow Lines have been advertised and the proposals will result in the loss of one parking space because of the zig-zag marking on the approach to the Zebra Crossing.</p>
<p>How do I object yellow lines being put outside my house? I already struggle to park and with 3 children it's very hard to cross the road etc especially with shopping children and a dog.</p> <p>I will be disputing it, as I brought this house and was told I would have parking outside my house.</p>	<p><b>Standard response sent as above</b></p> <p>In addition :- There is a reference to Double Yellow Lines on one of the plans. This was in error and should have been removed from a previous version. No proposals for Double Yellow Lines have been advertised and the proposals will result in the loss of one parking space because of the zig-zag marking on the approach to the Zebra Crossing.</p>
<p>About time! So glad to see work progressing especially through Old Laira Road! I hope that these measures are enforced.</p>	<p><b>Standard response sent as above</b></p> <p>Comments Noted</p>



<p>I am happy to hear of extended speed restrictions in the area which is much needed.</p> <p>I live close to the proposed zebra crossing and have reservations about it. In a small incline stretch of road there is a bend at the bottom which traffic speed around from Lipson Vale . There is also a bus stop and two adjoining drives on the same side of the road. This all leads up to the junction of Efford Lane .</p> <p>Where exactly will it be placed ? I have read 14 metres from the junction but that is almost upon the bus stop. I live in one of the drives and can possibly anticipate difficulty with access .</p> <p>However it's a much needed road safety factor and would not want to appear negative towards the facility .</p> <p>Do hope someone will clarify my concerns and you register this email.</p> <p>Finally do hope this all goes ahead according to plans and not get stalled along the way .</p>	<p><b>Standard response sent as above</b></p> <p><b>In addition :-</b> The crossing location has been chosen carefully and the Bus Stop will not impact on its safety as visibility towards approaching traffic from the City Centre will not be obstructed by a parked bus. Visibility from both directions is adequate given the speed of approaching traffic which will be enforced by a speed camera system. The Crossing will be built out from the kerb on the southern side of the road further enhancing inter-visibility between pedestrians and Approaching Drivers. The proposals should not impact on access or egress form any of the driveways in the area.</p>
<p>I have had look at the proposals for Old Laira Road, and quite frankly I am disappointed with them. Attached are some better ideas as Speed Cushions only slow cars not motorcycles as they weave through and they damage Emergency Vehicles in the course of their duty. I don't really feel paying more taxes to fix these Emergency vehicles. The latest placing of a Zebra Crossing on Old Laira Road will cause more traffic congestion especially at Peak Times, even though we already have 2 already and the traffic is a nightmare. More Double Yellow Lines will cause more anger for residents as parking is already at a premium.</p> <p>I really feel strongly about these points and a re-think needs to be conducted to reach a satisfactory conclusion.</p>	<p><b>Standard response sent as above:</b></p> <p>In addition :- In response to concerns over both the effectiveness and noise/vibration effects of the proposed speed cushions the potential for an average Speed Camera system has been explored and is now recommended as a way forward removing the need for physical traffic calming.</p> <p>There is a reference to Double Yellow Lines on one of the plans. This was in error and should have been removed from a previous version. No proposals for Double Yellow Lines have been advertised and the proposals will result in the loss of one parking space because of the zig-zag marking on the approach to the Zebra Crossing.</p>
<p>I would like to raise a small objection to the Old Laira Road Scheme.</p> <p>The large part of the scheme appears fine, though I question the use of speed</p>	<p><b>Standard response sent as above:</b></p> <p>In addition :- In response to concerns over both the effectiveness and noise/vibration effects of the proposed speed cushions the potential for an</p>

<p>cushions to slow traffic and would prefer average speed cameras along Old Laira Road.</p> <p>Where I have an issue is in regards to the removal of parking spaces near the bottom of Efford Lane. Parking is already at a premium in this area and the removal of these spaces in only going to add to the congestion on Efford Lane and surrounding streets, none of which are equipped to deal with the extra vehicles.</p> <p>Surely the length of the hatching is sufficient enough to give a clear view of the zebra crossing to maintain safety without the loss of vital residential parking?</p>	<p>average Speed Camera system has been explored and is now recommended as a way forward removing the need for physical traffic calming.</p> <p>There is a reference to Double Yellow Lines on one of the plans. This was in error and should have been removed from a previous version. No proposals for Double Yellow Lines have been advertised and the proposals will result in the loss of one parking space because of the zig-zag marking on the approach to the Zebra Crossing.</p>
<p>I wish to object to part of this scheme in particular the crossing at the efford lane junction as the extra double yellow lines will put pressure on the already limited available parking spaces for residents.</p> <p>I have no objection to the reduction of speed limits or the speed calming measures.</p>	<p><b>Standard response sent as above:</b></p> <p>In addition :- There is a reference to Double Yellow Lines on one of the plans. This was in error and should have been removed from a previous version. No proposals for Double Yellow Lines have been advertised and the proposals will result in the loss of one parking space because of the zig-zag marking on the approach to the Zebra Crossing.</p>
<p>I wish to object to the proposal to install speed cushions on Old Laira Road as follows;</p> <ol style="list-style-type: none"> <li>1. Speed cushions increase noise pollution. This seems to go against the council's climate emergency plan.</li> <li>2. Speed cushions increase air pollution. This seems to go against the council's climate emergency plan.</li> <li>4. Speed cushions can increase the risk of vehicle damage.</li> <li>5. The cost of installing 7 speed cushions is more than the cost of the same number of speed cameras on the same stretch of road.</li> <li>6. Some motor vehicle traffic is likely to transfer onto alternative routes, potentially causing a problem on neighbouring roads. Traffic is likely to increase on Blandford Road which already has issues with speeding drivers.</li> <li>7. Bus companies and emergency services may oppose your wider speed</li> </ol>	<p><b>Standard response sent as above:</b></p> <p>In addition :- In response to concerns over both the effectiveness and noise/vibration effects of the proposed speed cushions the potential for an average Speed Camera system has been explored and is now recommended as a way forward removing the need for physical traffic calming.</p> <p>There is a reference to Double Yellow Lines on one of the plans. This was in error and should have been removed from a previous version. No proposals for Double Yellow Lines have been advertised and the proposals will result in the loss of one parking space because of the zig-zag marking on the approach to the Zebra Crossing.</p> <p>It should be noted that Speed Cushions are the most widely used and successful form of traffic calming used in the City and are significantly cheaper to install and maintain than Safety Cameras. Any damage to vehicles due to the placement of correctly installed speed cushions will be because the driver has been exceeding the design speed of the scheme.</p>

<p>cushions (1.7m wide).</p> <p>8. The proposal does not indicate the type of material that the speed cushions will be composed of so it is difficult to ascertain the potential risk of damage to vehicles or the actual cost of installation and ongoing maintenance.</p> <p>I believe that speed cameras and/or a community speed watch would provide a more cost effective and sustainable approach.</p>	<p>Bus companies may object to Speed Cushions but have not done so in this case or any other case where speed cushions have been advertise recently within Plymouth.</p> <p>The cushions would have been constructed of a standard bituminous material common to other sites around the City. Maintenance of the cushions is not generally felt to be a problem.</p>
<p>Im writing this to oppose the plans that have been put forward for old laira road.(not sure this is the place) .</p> <p>I do agree that something needs doing in efford and laira but i can not agree to speed bumps they are vehicle damage and cost motorist money not to mention the added cost of maintaining speed bumps with the roads hardly being maintained to a high standard surely to slow speeds down within the area average speed cameras would be better. These make people slow down to the correct speed without the need for speed humps or any other damage to cars added noise to neighbours and or reducing car parking spaces in the area that will clog up more of the surrounding roads.</p> <p>The other issue is that the bumps will force people to use other routes out of the area causing issues for other roads around the area that are bad enough around other parts of the area with out the added traffic this will cause.</p> <p>I hope this reach the right hands and my objections are taken into consideration</p>	<p><b>Standard response sent as above:</b></p> <p>In addition :- In response to concerns over both the effectiveness and noise/vibration effects of the proposed speed cushions the potential for an average Speed Camera system has been explored and is now recommended as a way forward removing the need for physical traffic calming.</p>
<p><b>I would like to support the above proposal for more 20mph zones</b> in the Old Laira Road/Efford area of Plymouth. As both a driver and cyclists these are urgently needed.</p> <p>This is a congested part of the city with lots of pedestrians and cars. The cars and other motorised traffic cause pollution, with the associated damage to health and the environment, and the faster they go the more they pollute.</p>	<p><b>Standard response sent as above:</b></p> <p>In addition :- In response to concerns over both the effectiveness and noise/vibration effects of the proposed speed cushions the potential for an average Speed Camera system has been explored and is now recommended as a way forward removing the need for physical traffic calming.</p>

<p>Speed also results in more noise, to the detriment of the quality of life of local residents.</p> <p>The corridor along Old Laira Road is potentially a through route for cyclists, but most are deterred from using it because of the danger from speeding vehicles.</p> <p>I travel around the country and abroad and Plymouth is lagging far behind other major cities in implementing 20mph (30kph) limits.</p> <p>I would like to see the majority of Plymouth's roads subject to 20mph.</p> <p>I would however ask that the speed humps are designed to have a smooth incline, sufficient to slow traffic but not so steep as to risk damage to tyres and suspension (unless the vehicle is travelling too fast).</p> <p>Finally, as well as traffic calming measures enforcement is required, especially initially.</p>	
<p><b>Plymouth City Council received 27 signed comments as per the below:</b></p> <p>As residents of Old Laira rd we have been moved to write this letter in response to Amendment order No. 2021.21337268.</p> <p>After reading the proposed order we find a number of worrying concerns relating to safety and welfare of the residents of Old Laira Rd.</p> <p>Please find these concerns below;</p> <p>I, Location of the Zebra Crossing as seen in PLAN I below.</p> <p>We believe this is not a good location for a zebra crossing. This is a very busy and often bottle necked with traffic trying to turn up or down Efford lane adding a crossing into this busy zone will only make congestion worse and therefore more dangerous. Visibility is very poor on this section of road due to it being a brow of a hill which again makes it a poor location for a crossing.</p>	<p>I. The crossing location is not dangerous and visibility from both directions is adequate given the speed of approaching traffic. The Crossing will be built out from the kerb on the southern side of the road further enhancing inter-visibility between pedestrians and Approaching Drivers. This is the location that the Council have been asked to look at within the current scheme limits. By definition, providing a Pedestrian Crossing will slow or stop traffic and can add to congestion. This is not a reason not to install one when community severance issues have been identified.</p> <p>The locations suggested nearer to Alexander Bridge have worse visibility than the location chosen and are out of scope for the present scheme. The location on the inside of a bend is acceptable for the current configuration where a Pedestrian Refuge has been provided to allow pedestrians to cross half way but would not provide the required inter-visibility for a Zebra Crossing which would also sterilize far more parking than the current proposal due to the Zig Zag clearway markings.</p>

We believe this should be moved closer to Alexander Bridge or even opposite the primary school as this would benefit the pedestrians and school children. Please see the google map below as a reference to where we believe the zebra crossing would be better suited as the current proposed crossing is on the bow of a hill. Due to the extremely bad visibility from all angles we suggest a crossing to be situated opposite Trefusis park where the island is currently and mostly used as a safer crossing by all the locals it is also closer to more bus stops and will help children cross the road for primary and secondary schools in that area and going to and from the popular park.

2. Noise & Pollution; We are greatly concerned that there will be an increase in noise as impatient drivers and motorcyclists rev their engines due to congestion, which in turn increases pollution. Old Laira Road is a major bus route and coach route in and out of the city. Buses will struggle on the speed cushions and already struggle on the hard turn up Efford Lane thus causing more congestion on the busy road. With a number of elderly residents and young families, we feel that this is a concern for health and well being.

3. It is widely felt by the residents of Old Laira rd that there has been a lack of consultation with the residents and we believe this is reflected by the Proposal consultation.

4. Physical strain and undue stress on elderly residents and young families. We have a number of elderly neighbours who struggle to walk any distance. These proposals would reduce parking, forcing these residents to park further away from their homes.

5.Reduced parking in an already very strained parking area for residents which in turn will decrease property values; the current proposal will reduce parking outside a large number of residents houses and this will increase stress for

There is a location close to the School provided with an existing uncontrolled crossing with excellent visibility. This could be converted to a Zebra Crossing at a later date if funding becomes available but is out of scope for the current scheme.

2. In response to concerns over both the effectiveness and noise/vibration effects of the proposed speed cushions the potential for an average Speed Camera system has been explored and is now recommended as a way forward removing the need for physical traffic calming. It should be noted that Speed Cushions are specifically designed so that Buses can negotiate them without difficulty.
3. The reason for the consultation is to find out what residents think about the proposals and has resulted in significant changes to the scheme
4. & 5. There is a reference to Double Yellow Lines on one of the plans. This was in error and should have been removed from a previous version. No proposals for Double Yellow Lines have been advertised and the proposals will result in the loss of one parking space because of the zig-zag marking on the approach to the Zebra Crossing.
6. Signs are necessary to enforce the 20mph Speed Limit.
7. Lower speed limits are generally associated with a safer road environment.

Extending the scheme to cover a further section of Old Laira Rd is beyond the scope of the current scheme.

these residents, but also in the surrounding streets as these residents have to park streets away from their homes. As Old Laira Road backs onto the train line residents do not have alternative parking areas for their properties.

6. Eye Sore; Speed cushions and signs everywhere, along with slower traffic and more congestion due to the stop start nature of having a crossing and speed cushions will make Old Laira Rd a less safer and less desirable place to live for everyone.

7. After living here a number of years, we have seen first hand, stressed out erratic drivers, dangerously pulling out inappropriately at the Efford lane junction onto Old Laira rd with numerous near misses due to being held up in bottle necks of traffic. We believe that these plans would compound this issue making the roads surrounding the junction more dangerous for pedestrians and drivers alike.

**Conclusion:**

After speaking to a wide range of residents who live on Old Laira rd, no one thinks these plans make the area safer or better for the residents in anyway. Most people thought a slow escalation in safety measures was the best and most appropriate response.

Firstly by making the area a 20mph zone which we believe should be extend to Lipson Vale Primary which is area where children cross both for the primary and secondary school. Then adding an average speed camera at either end of the street. This way, speeding drivers are discouraged from speeding with fines and points and the residents do not suffer from a poorly placed crossing and speed cushions every time they leave to work and return. These average speed cameras will also deter the mopeds and motorbikes that often speed down the road who would not be as affected by the speed cushions.

<p>As residents we strongly hope you consider our informed opinions on our local area as many of us have lived on Old Laira Road for well over 10 years. We would like our voices heard and used to improve our living environment.</p>	
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Although there is universal support for the proposed 20mph Speed Limit, the proposal to physically enforce the limit with Speed Cushions received numerous objections due to the perception that they would cause congestion, noise and air pollution and vibrations. A scoping exercise has indicated that enforcement of the Speed Limit could be undertaken with the use of an Average Speed Camera System and a quotation from the supplier has indicated that this could be achieved within the budget allocated from the Active Travel Plan.

Concerns over the location of the Zebra Crossing were considered as part of the design and whilst there may be additional congestion at times due the presence of the crossing this is not a reason not to install one when community severance issues have been identified. The location chosen also minimises the loss of on street parking due to the requirement to place Clearway Markings (zig zags) on the approaches to the crossing.

#### **4. RECOMMENDATION**

**After reviewing all comments received, our recommendations are below:**

It is recommended that the 20mph Speed Limit and Zebra Crossing are implemented as advertised and that an Average Speed Camera Enforcement System is procured to support enforcement of the speed limit and ensure that approach speeds to the Zebra Crossing are appropriate.

#### **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**

Old Laira Road

**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 (MOVING & SPEED TRAFFIC REGULATION ORDERS) (AMENDMENT ORDER No. 2021.2137268 – OLD LAIRA ROAD) ORDER**

To implement the following amendments to The City of Plymouth (Moving & Speed Traffic Regulation Orders) (Consolidation) Order 2014 (as amended) in association with the Old Laira Road TRO.

**The effect of the order shall be to add:**

- **20mph Zone**
- Old Laira Road – from a point 65.5 metres west of its junction with Efford Lane to a point 210 metres east of its junction with Pike Road
- Chesterfield Road – for its entirety
- Efford Lane – from its junction with Old Laira Road to a point 52 metres north of Western Drive
- Western Drive – for its entirety
- Castle Rise – for its entirety
- Hyfield Terrace Lane – for its entirety
- Beverley Road – for its entirety
- Wycliffe Road – for its entirety
- Wycliffe Road Lane East – for its entirety
- Tollox Place – for its entirety
- Tollox Place Lane East – for its entirety
- Hanover Road – for its entirety
- Hanover Road Lane East – for its entirety

	<ul style="list-style-type: none"> <li>• Riga Terrace – for its entirety</li> <li>• Riga Terrace Lane East – for its entirety</li> <li>• Brockley Road – for its entirety</li> <li>• Norfolk Road – for its entirety</li> <li>• Fox Field Close – for its entirety</li> <li>• Norfolk Close – for its entirety</li> <li>• Bramley Road – for its entirety</li> <li>• Federation Road Lane North – for its entirety</li> <li>• Federation Road – for its entirety</li> <li>• Federation Road Lane South – for its entirety</li> <li>• Federation Road Ope East – for its entirety</li> <li>• Pike Road – from its junction with Old Laira Road for a distance of 37 metres in a northerly direction</li> <li>• Laira Avenue – for its entirety</li> <li>• Huntley Place – for its entirety</li> <li>• Mullet Road – for its entirety</li> <li>• Mullet Avenue – for its entirety</li> <li>• Mullet Close – for its entirety</li> <li>• Curlew Mews - for its entirety</li> <li>• Finch Close – for its entirety</li> <li>• Brandon Road – for its entirety</li> </ul> <p><b><i>It is recommended that the 20mph Speed Limit and Zebra Crossing are implemented as advertised and that an Average Speed Camera Enforcement System is procured to support enforcement of the speed limit and ensure that approach speeds to the Zebra Crossing are appropriate.</i></b></p>
<b>Author</b>	Holly Curtis
<b>Department and service</b>	Plymouth Highways, Traffic Management Technician

<b>Date of assessment</b>	13/12/2021
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**STAGE 2: EVIDENCE AND IMPACT**

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

**STAGE 3: ARE THERE ANY IMPLICATIONS FOR THE FOLLOWING? IF SO, PLEASE RECORD ACTIONS TO BE TAKEN**

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

**STAGE 4: PUBLICATION**

A handwritten signature in black ink, appearing to read 'M. H. H. H.', written in a cursive style.

Responsible Officer:

Date 20/12/2021

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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 – COD17 21/22**

Decision	
<b>1</b>	<b>Title of decision:</b> Car Club Operator Contract, Mobility Hubs
<b>2</b>	<b>Decision maker (Council Officer name and job title):</b> Paul Barnard, Service Director, SP&I
<b>3</b>	<b>Report author and contact details:</b> John Green, Low Carbon City Officer, SP&I <a href="mailto:john.green@plymouth.gov.uk">john.green@plymouth.gov.uk</a> T: 01752 306855
<b>4a</b>	<b>Decision to be taken:</b> Authorise the award of a 4-year Contract Agreement (extendable by a further 3 years) for a Car Club Operator for the Mobility Hubs project. Details of the successful tenderer are set out in the Contract Award Report Part 2.
<b>4b</b>	<b>Reference number of original executive decision or date of original committee meeting where delegation was made:</b> L43 19/20 3 <sup>rd</sup> July 2020
<b>5</b>	<b>Reasons for decision:</b> Provides authorisation to spend funds allocated within Tranche 2 of the Transforming Cities Fund awarded to Plymouth City Council.
<b>6</b>	<b>Alternative options considered and rejected:</b> a) Do not award a contract to the tenderer that achieved the highest score in the procurement of a Car Club Operator and instead restart the procurement process. This has been rejected as the successful tender from the procurement of a Car Club Operator was of very high quality at no cost to Plymouth City Council. The due diligence carried out on the successful tenderer has provided the assessment team with confidence regarding the capacity of the company to provide the services required of a Car Club Operator for the Mobility Hubs project. b) Do not award a contract for a Car Club Operator and instead recommend that the Mobility Hubs project should not include a Car Club scheme. This has been rejected as this would affect the viability of the Mobility Hubs project, which is a key component within the portfolio of Tranche 2 Transforming Cities Fund projects being supported by the Department for Transport.
<b>7</b>	<b>Financial implications and risks:</b> No payment by Plymouth City Council is required for this component of the Mobility Hubs project. The Contract Agreement requires the successful tenderer to indemnify Plymouth City Council against any third party claims arising out of, or connected to, services provided under the contract. They are also required to maintain appropriate insurance policies. There are no significant financial liabilities resting with Plymouth City Council.


8	Is the decision a Key Decision? (please contact <a href="#">Democratic Support</a> for further advice)	Yes	No	Per the Constitution, a key decision is one which:
			X	in the case of <b>capital</b> projects and contract awards, results in a new commitment to spend and/or save in excess of <b>£3million</b> in total
			X	in the case of <b>revenue</b> projects when the decision involves entering into new commitments and/or making new savings in excess of <b>£1million</b>
		X		is <b>significant</b> in terms of its effect on communities living or working in an area comprising <b>two or more</b> wards in the area of the local authority.
8b	If yes, date of publication of the notice in the <a href="#">Forward Plan of Key Decisions</a>			
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><b>Supporting policies within the Joint Local Plan (JLP)</b>, specifically Policy SPT9 (Strategic principles for transport planning and strategy) as it will help deliver an integrated approach to transport based upon the following principle:</p> <p>5. Providing realistic sustainable transport choices and increasing the integration of transport modes so that people have genuine alternative ways to travel.</p> <p><b>Enabling action 2.38 of the Plymouth's Climate Emergency Action Plan (2021)</b> to "commence design work on the Mobility Hubs, that will offer a low carbon multi-modal network for travel throughout Plymouth and the surrounding area".</p>		
10	Please specify any direct environmental implications of the decision (carbon impact)	With all Car Club vehicles being electric, the Car Club component of the Mobility Hubs project will provide people with lower carbon transport options compared to using private internal combustion engine cars, which if utilised will reduce the carbon emissions within Plymouth.		

#### Urgent decisions

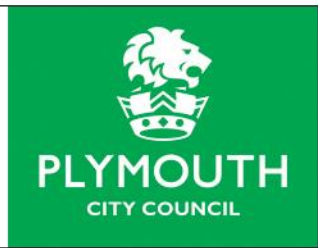
11	Is the decision urgent and to be implemented immediately in the interests of the Council or the public?	Yes		(If yes, please contact <a href="#">Democratic Support</a> for advice)
		No	X	(If no, go to section 13a)
12a	Reason for urgency:			
12b	Scrutiny Chair signature:		Date	



<b>Scrutiny Committee name:</b>			
<b>Print Name:</b>			
<b>Consultation</b>			
13a	<b>Are any other Cabinet members' portfolios affected by the decision?</b>	<b>Yes</b>	<b>X</b>
		<b>No</b>	(If no go to section 14)
13b	<b>Which other Cabinet member's portfolio is affected by the decision?</b>	Councillor Jonathan Drear – Cabinet Member for Transport	
13c	<b>Date Cabinet member consulted</b>	3 <sup>rd</sup> December 2021	
14	<b>Has any Cabinet member declared a conflict of interest in relation to the decision?</b>	<b>Yes</b>	If yes, please discuss with the Monitoring Officer
		<b>No</b>	<b>X</b>
15	<b>Which Corporate Management Team member has been consulted?</b>	<b>Name</b>	Anthony Payne
		<b>Job title</b>	Strategic Director for Place
		<b>Date consulted</b>	7 <sup>th</sup> December 2021
<b>Sign-off</b>			
16	<b>Sign off codes from the relevant departments consulted:</b>	<b>Democratic Support (mandatory)</b>	DS88 21/22
		<b>Finance (mandatory)</b>	pl.21.22.222.
		<b>Legal (mandatory)</b>	LS/37852/JP/221221
		<b>Human Resources (if applicable)</b>	
		<b>Corporate property (if applicable)</b>	
		<b>Procurement (if applicable)</b>	PW/PS/613/ED/1221
<b>Appendices</b>			
17	<b>Ref.</b>	<b>Title of appendix</b>	
	A	Contract Award Report Part I	
	B	Equalities Impact Assessment	
<b>Confidential/exempt information</b>			
18a	<b>Do you need to include any confidential/exempt information?</b>	<b>Yes</b>	If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for

		<b>No</b>	<b>X</b>	publication by virtue of Part 1 of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in <b>18b</b> below.				
		<b>Exemption Paragraph Number</b>						
		<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>
<b>18b</b>	<b>Confidential/exempt briefing report title:</b> Contract Award Report Part 2			<b>X</b>				
<b>Background Papers</b>								
<b>19</b>	Please list all unpublished, background papers relevant to the decision in the table below. Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part 1 of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.							
<b>Title of background paper(s)</b>		<b>Exemption Paragraph Number</b>						
		<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>
<b>Business Case</b> <b>Transforming Cities Fund</b> <b>Tranche 2</b>				<b>X</b>				
<b>Council Officer Signature</b>								
<b>20</b>	I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act and those who do not. For further details please see the EIA attached.							
<b>Signature</b>				<b>Date of decision</b>		06.01.2022		
<b>Print Name</b>		Paul Barnard						

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



**Plymouth Mobility Hubs  
Lot 2 – Car Club Operator  
Procurement Reference No.  
20559**

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## **I. INTRODUCTION**

This contract award report is in relation to the procurement of Plymouth Mobility Hubs Lot 2 – Car Club Operator.

The scope of the requirement includes: Plymouth City Council (“The Council”) is seeking to procure an experienced CoMoUK (or equivalent) accredited Car Club Operator to deliver and manage a publicly accessible electric vehicle Car Club scheme across a network of Mobility Hubs within Plymouth.

The Car Club Operator must deliver and operate a Car Club scheme of at least 10 vehicles accessible 24 hours a day, 365 days per year.

Contract Duration: Initial period of 4 Years, with the option to extend by 3 Years at the discretion of the Council.

## **2. BACKGROUND**

The Council utilising funding from the Department for Transport’s Transforming Cities Fund is seeking to deliver a network of Mobility Hubs across Plymouth. These Hubs will comprise of electric vehicle charging infrastructure, an electric vehicle car club and e-bikes.

The size of the Hubs will vary according to the need at each location and in total will consist of electric vehicle charging points for a minimum of 300 parking bays, at least 10 electric car club vehicles and will support approximately 390 e-bikes.

For more information on the Mobility Hubs project see:

<https://www.plymouth.gov.uk/parkingandtravel/transportplansandprojects/transportplans/transformingcitiesfund/mobilityhubs>

## **3. PROCUREMENT PROCESS**

In line with the Council’s Contract Standing Orders, this requirement is classed as a High Value / High Risk Procurement, and as such, the estimated value exceeds the relevant World Trade Organisation (WTO) Agreement on Government Procurement (GPA) thresholds and is subject to the full public procurement regime as set out in the Public Concession Contract Regulations 2016 (CCR 2016).

Whilst CCR2016 does not stipulate different procurement procedures, subject to compliance with certain key principles and requirements it provides the Council with a level of freedom to choose how to organise its procurement.

Following a procurement options appraisal, it was determined that a competitive procurement exercise was undertaken utilising the ‘Open’ Procedure in accordance with the Public Contracts Regulations 2015. The ‘Open’ Procedure is a one-stage process comprising of an Invitation to Tender (ITT), which incorporates a suitability assessment and contract award criteria. Under this process, any prospective supplier expressing an interest to participate in the procurement activity can submit a Tender.

## **4. TENDER EVALUATION CRITERIA**

The following information concerning the evaluation criteria and scoring methodology was included in the ITT instructions.

A suitability assessment (also known as the selection stage) and an award stage.

## **Suitability Assessment**

This section assessed the Tenderer's suitability to undertake the contract requirement. The questions included in this Schedule, as advised in PPN Action Note 8/16 9th September 2016, have been informed by the Crown Commercial Services Standard Selection Questionnaire (SQ), previously known as the Pre-Qualification Questionnaire.

## **Suitability Assessment Evaluation Methodology**

### For Information Only Schedules

The following schedules were for information only and were not evaluated.

## **Schedule - Suitability Assessment**

- SA Section 1: Tenderer Information
- SA Section 5: Parent Company
- SA Section 8.5: Business Capability: SA8.5.1
- SA Section 8.6: Data Protection – General: SA8.6.2, SA8.6.4, SA8.6.7 – SA8.6.10
- SA Section 8.7: Data Protection – ICT Systems: SA8.7.1, SA8.7.3 – SA8.7.5

### Pass/Fail Questions

The following Schedules and questions were evaluated on a pass or fail basis. In the event of the Tenderer being awarded a 'fail' on any of the below criteria, the remainder of the Tender would not be evaluated and the Tenderer would be eliminated from the process. The Tender would be disqualified if a Tenderer failed submit these completed Schedules and questions.

Wherever possible the Council permitted Tenderers to self-certify they met the minimum PASS/FAIL requirements without the need to attach evidence or supporting information. However where the Council regarded the review of certain evidence and supporting information, as critical to the success of the procurement this would be specifically requested.

The return document clearly indicated whether 'Self-certification' is acceptable or whether 'Evidence is required' for each question.

Where Tenderers were permitted to self-certify, evidence would be sought from the successful Tenderer at contract award stage. Please note the successful Tenderer must to be able to provide all evidence to the satisfaction of the Council at contract award stage within a reasonable period, if the successful Tenderer is unable to provide this information the Council reserves the right to award the contract to the next highest scoring Tenderer and so on.

## **Schedule - Suitability Assessment**

- SA Section 2: Grounds for Exclusion 1
- SA Section 3: Grounds for Exclusion 2
- SA Section 4: Economic and Financial Standing
- SA Section 6: Technical and Professional Ability
- SA Section 7: Modern Slavery Act 2015
- SA Section 8.1: Insurance
- SA Section 8.2: Health and Safety
- SA Section 8.3: Equality and Diversity
- SA Section 8.4: Environmental Management

- SA Section 8.5: Business Capability: SA8.5.2
- SA Section 8.6: Data Protection – General: SA8.6.1, SA8.6.3, SA8.6.5 and SA8.6.6
- SA Section 8.7: Data Protection – ICT Systems: SA8.7.2
- SA Section 8.8: CoMoUK Accreditation

### **Award Evaluation Criteria and Methodology**

Tenderers satisfactorily meeting the Suitability Assessment evaluation had their Tender responses evaluated by the Council to determine the most economically advantageous Tender based on the quality, price and social value criteria that are linked to the subject matter of the contract.

All responses were assessed against the Evaluation Criteria set out below:

### **Award Criteria and Methodology**

This section assessed how the Tenderer proposed to deliver the required service as detailed in the specification.

The Council intends to award any Contract based on the most economically advantageous offer.

The Council would not be bound to accept the lowest price of any Tender submitted.

### **High-Level Award Criteria**

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

<b>EVALUATION CRITERIA</b>	<b>WEIGHTING</b>
<b>Price</b>	<b>20%</b>
<b>Quality</b>	<b>70%</b>
<b>Social Value</b>	<b>10%</b>

A Tender may not have been accepted if it significantly failed to satisfy any specific criterion, even if it scored relatively well against all other criteria.

In the event that evaluating officers, acting reasonably, considered that a Tender is fundamentally unacceptable on any issue, then regardless of the Tender's other merits or its overall score, and regardless of the weighting scheme, that Tender may have been rejected.

### **Price (20%)**

Tenderers were instructed to complete the Price Schedule within the ITT Document.

The price for each element submitted by a Tenderer was compared against the scores of other Tenderers by rank.

For example, if there were three Tenderers, the best priced (lowest) Tenderer would score '3' points, the second best Tenderer '2', and the least best priced Tenderer will score '1'. If there were four Tenderers, the best priced (lowest) Tenderer would score '4' points, the second '3' points and so on. Where prices are the same, the same (higher) score was applied.

The total score for each Tenderer accumulated from tables 1, 2 and 3 was then weighted against the 20% available for the pricing element of the Tender.

For example, if there were three Tenderers, the maximum score would be 30 (three points awarded for each of the ten pricing responses) and an example set of scores would be:

Tenderer 1 – 13 points in total out of 30 available =  $(13/30) \times 20 = 8.67\%$

Tenderer 2 – 24 points in total out of 30 available =  $(24/30) \times 20 = 16.00\%$

Tenderer 3 – 16 points in total out of 30 available =  $(16/30) \times 20 = 10.67\%$

### Quality – 70% Weighting

Tenderers were asked to provide a number of method statements within the ITT Return Document, which were intended to explain how they would meet specific requirements.

Each method statement was scored on a scale of 0 to 5 points, in accordance with the following scheme:

Response	Score	Definition
Excellent	5	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.
Very good	4	Response is particular relevant. The response is precisely detailed to demonstrate a very good understanding of the requirements and provides details on how these will be fulfilled.
Good	3	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.
Satisfactory	2	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.
Poor	1	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.
Unacceptable	0	No or inadequate response. Fails to demonstrate an ability to meet the requirement/deliver the required outcomes.

Tenderers had to achieve an average score of 2 or more for each scored item. Any scored criteria item receiving an average of less than 2 would result in the Tender being rejected and Tenderer being disqualified from the process.

Tenderers scores for each method statement were multiplied by the relevant weighting to result in a 'weighted score' for that method statement. The weighted scores were then totalled, with the total expressed as an overall score out of 70.



Method Statement	Weighting	
	Tier 1	Tier 2
MS1 – Team Experience	30.00%	
MS1.1 – Details of the Vehicles to be used for the EV Car Club		15.00%
MS1.2 – Approach to growing the network of EV Car Club vehicles within the network of Mobility Hubs		5.00%
MS1.3 – Approach to Operations, Maintenance and Contract Management		10.00%
MS2 – User Experience, Customer Service and Marketing	25.00%	
MS2.1 – Customer Service		5.00%
MS2.2 – Marketing		5.00%
MS2.3 – User Experience and Inclusivity		15.00%
MS3 – Partnership Working and Innovation	10.00%	
MS3.1 – Approach Partnership Working		5.00%
MS3.2 – Innovation		5.00%
MS4 – Data Sharing	5.00%	

### Social Value (10%)

Social value commitments were assessed based on a combination of quantitative and qualitative assessment.

### SVI- Total Social Value Commitment (£) – 5%

The Tenderer's Total Social Value Commitment was evaluated using the quantitative scoring system below:

$$\left( \frac{\text{Tenderer's Total Social Value Commitment (£)}}{\text{Highest Total Social Value Commitment (£)}} \right) \times \text{Weighting} = \text{Weighted score}$$

### SV2 – Social Value Method Statements – 5%

The method statements submitted in support of the social value commitments made in SVI was allocated a single score **for all method statements** and the appropriate weighting then applied. The weighted score was rounded to **2** decimal places.

The qualitative responses were evaluated in accordance with the scoring table detailed above.

### Total Evaluation Methodology (100% of weighting)

To determine the overall total score and corresponding ranking for each Tenderer, it was necessary to add the total weighted price points score with the total weighted Quality points, and total weighted Social Value points.

### Moderation

The Council decided to take a '**consensus**' scoring evaluation approach to this procurement. This means that, following the independent evaluation of submissions, where there was a difference in individual evaluator scoring for one or more individual questions, a moderation session took place to arrive at an agreed, consensus score. In the event that the evaluators could not agree on a final score, the score awarded by the majority would be the consensus score.

## 5. SUMMARY OF EVALUATION

A Concession Notice ref: 2021/S 000-017632 was published on the 26<sup>th</sup> July 2021 for publication within the Find a Tender Service (FTS).

The Invitation to Tender was published electronically via, The Supplying the South West Portal – the Council's chosen procurement portal on 26<sup>th</sup> July 2021 with an initial Tender submission date of 1200hrs, 15<sup>th</sup> October 2021. This was subsequently amended to 1200hrs, 21<sup>st</sup> October 2021, to allow Tenderers more time to compile a Tender offer.

The Tender opportunity that included the 3 Lots received a high level of interest, with 83 organisations registering an interest, of which 6 submitted Tenders (2 for Lot 2 – Car Club Operator), 14 opted out and a further 63 not providing a Tender response for these Lots.

The received Tender submissions, were evaluated in accordance with the overall evaluation strategy set out above, and were independently evaluated by Council Officers, all of whom had the appropriate skills and experience, in order to ensure transparency and robustness in the process.

In order to ensure fairness of the process the evaluation of Quality, Social Value and Price were split, with Price information being held back from the Quality evaluators.

The resulting quality, social value and financial scores are contained in the confidential paper.

## 6. FINANCIAL IMPLICATIONS

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

## 7. RECOMMENDATIONS

It is recommended that a contract be awarded to the highest scoring Tenderer for Plymouth Mobility Hubs Car Club Operator. Details of the successful Tenderer have been set out in the confidential paper.

This award will be provisional and subject to the receipt from the highest scoring Tenderer of the satisfactory self-certification documents detailed in the suitability assessment questionnaire.

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



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

## 8. APPROVAL

### Authorisation of Contract Award Report

**Author (Responsible Officer / Project Lead)**

**Name:** John Green

<b>Job Title:</b>	Low Carbon City Officer		
<b>Additional Comments (Optional):</b>			
<b>Signature:</b>		<b>Date:</b>	31 <sup>st</sup> December 2021
<b>Head of Service / Service Director</b> <b>[Signature provides authorisation to this award report and award of Contract]</b>			
<b>Name:</b>	Paul Barnard		
<b>Job Title:</b>	Service Director – Strategic Planning & Infrastructure		
<b>Additional Comments (Optional):</b>			
<b>Signature:</b>		<b>Date:</b>	06.01.2022

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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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# TRANSFORMING CITIES FUND – TRANCHE 2

Creating a world class sustainable transport system.



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

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

### Transforming Cities Fund – Tranche 2

Aim:

The Fund is part of the National Productivity Investment Fund, providing additional capital for productivity enhancing programmes, through a place-centric approach.

It aims to drive up productivity and distribute prosperity through investment in public and sustainable transport in some of the largest English city regions. The Fund is focussed on intra-city connectivity, making it quicker and easier for people to get around – and access jobs in – some of England’s biggest cities.

Increasing the proportion of journeys made by low carbon, sustainable modes is a further key objective of the Fund alongside aiming to support wider cross-cutting priorities such as:

- Improving access to work and delivering growth
- Encouraging the use of new mobility systems and technology as part of the Grand Challenge on the Future of Mobility
- Tackling air pollution and reducing carbon emissions
- Delivering more homes
- Delivering apprenticeships and improving skills.

The *Productive Plymouth* programme achieves the programme aim and cross-cutting priorities. By transforming the city’s sustainable transport network, a step change in the use of

<b>STAGE 1: What is being assessed and by whom?</b>	
	<p>sustainable travel modes will be achieved, access to work will be improved, housing delivery sites will be unlocked, air pollution and carbon emissions will be tackled (through a reduction in single occupancy car trips and more efficient public transport) and the city will be well placed to adopt the use of new mobility systems and technology as part of the Grand Challenge on the Future of Mobility, as they come forwards.</p> <p><u>Objectives:</u></p> <ul style="list-style-type: none"> <li>• Support the local economy and facilitate economic development, for example by improving access to centres of employment, Enterprise Zones, and development sites that have the potential to create additional jobs, reducing congestion, or improving the reliability and predictability of journey times.</li> <li>• Reduce carbon emissions.</li> <li>• Support housing delivery.</li> <li>• Bring about improvements to air quality, particularly to support compliance with legal limits in those areas where NO2 exceedances have been identified and are in the process of developing plans.</li> </ul>
Responsible Officer	Richard Banner
Department and Service	Strategic Planning and Infrastructure
Date of Assessment	03/02/2020

<b>STAGE 2: Evidence and Impact</b>				
<b>Protected Characteristics (Equality Act)</b>	<b>Evidence and information (e.g. data and feedback)</b>	<b>Any adverse impact?</b>	<b>Actions</b>	<b>Timescale and who is responsible?</b>
Age	50+ Plymouth -	The scheme is not	N/A	N/A



<b>STAGE 2: Evidence and Impact</b>				
<b>Protected Characteristics (Equality Act)</b>	<b>Evidence and information (e.g. data and feedback)</b>	<b>Any adverse impact?</b>	<b>Actions</b>	<b>Timescale and who is responsible?</b>
	34.1% (nationally - 33.3%) • 75+ Plymouth - 7.6% (nationally - 7.5%) • 0-15 Plymouth - 17.5% (nationally - 20.2%) • Over 75's predicted to rise faster than any other group (19k in 2011 to 24k k in 2021).	anticipated to have any adverse impact on specific age groups.		
Disability	31,164 people declared themselves having long term health problem or	The scheme is not anticipated to have any adverse impact on	Crossings and other facilities will be provided to support the visually	

<b>STAGE 2: Evidence and Impact</b>				
<b>Protected Characteristics (Equality Act)</b>	<b>Evidence and information (e.g. data and feedback)</b>	<b>Any adverse impact?</b>	<b>Actions</b>	<b>Timescale and who is responsible?</b>
	disability.	specific disability groups.	and mobility impaired.	
Faith, Religion or Belief	<p><b>Christian</b> 148,917 people (58.1%).</p> <p><b>Islam</b> 2,078 people (0.8%).</p> <p><b>Buddhism</b> 881 people (0.3%).</p> <p><b>Hinduism</b> 567 people (0.2%) described their religion as Hindu.</p> <p><b>Judaism</b> 168 people (0.1%)</p> <p><b>Sikhism</b> 89 people (&lt;0.1%)</p>	The scheme is not anticipated to have any adverse impact on specific faiths, religions or beliefs.	N/A	
Gender - including marriage, pregnancy and maternity	<p>50.6% of population are women.</p> <p>Of those aged 16 and over 90,765 (42.9%) people are married. 5,190 (2.5%) are separated and still legally married or legally in a</p>	The scheme is not anticipated to have any adverse impact on specific faiths, religions or beliefs.	N/A	

<b>STAGE 2: Evidence and Impact</b>				
<b>Protected Characteristics (Equality Act)</b>	<b>Evidence and information (e.g. data and feedback)</b>	<b>Any adverse impact?</b>	<b>Actions</b>	<b>Timescale and who is responsible?</b>
	<p>same-sex civil partnership.<sup>7</sup></p> <p>34 Civil Partnership Formations in Plymouth in 2013</p> <p>0 Teenage conceptions in Derriford West &amp; Crownhill in 2012.</p>			
Gender Reassignment	26 referrals from Plymouth were made to the Newton Abbot clinic, in 2013/14 to February 6.	The scheme is not anticipated to have any adverse impact on specific gender reassignment.	N/A	
Race	<p>92.9% of Plymouth's population identify themselves as White British.</p> <p>7.1% identify themselves as Black and Minority Ethnic (BME) with White Other (2.7%), Chinese (0.5%) and Other Asian (0.5%) the most common ethnic groups.</p>	The scheme is not anticipated to have any adverse impact on specific race.	N/A	

<b>STAGE 2: Evidence and Impact</b>				
<b>Protected Characteristics (Equality Act)</b>	<b>Evidence and information (e.g. data and feedback)</b>	<b>Any adverse impact?</b>	<b>Actions</b>	<b>Timescale and who is responsible?</b>
Sexual Orientation -including Civil Partnership	It estimated that there are 12,500 – 17,500 Lesbian, gay or bi-sexual people aged over 16.	The scheme is not anticipated to have any adverse impact on specific sexual orientation group.	N/A	

<b>STAGE 3: Are there any implications for the following? If so, please record 'Actions' to be taken</b>		
<b>Local Priorities</b>	<b>Implications</b>	<b>Timescale and who is responsible?</b>
Reduce the inequality gap, particularly in health between communities.	It is not anticipated to have an impact on the inequality gap, particularly in health between communities.	2019/2020 Head of Transport, Infrastructure & Investment.
Good relations between different communities (community cohesion).	It is not anticipated to have an impact on good relations between communities.	2019/2020 Head of Transport, Infrastructure & Investment.
Human Rights	It is not anticipated that people's human rights will be impacted upon by the scheme.	2019/2020 Head of Transport, Infrastructure & Investment.

<b>STAGE 4: Publication</b>			
Head of Service approving EIA.	Phil Heseltine	Date	3 <sup>rd</sup> February 2020

# EXECUTIVE DECISION

made by a Council Officer



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

Executive Decision Reference Number – COD18 21/22


Decision	
1	<b>Title of decision:</b> Contract Award: Weekend and Holiday Support for Disabled Children
2	<b>Decision maker (Council Officer name and job title):</b> Ming Zhang, Service Director for Education, Participation & Skills
3	<b>Report author and contact details:</b> Penny Whitell, Head of SEND - 01752 305252
4a	<b>Decision to be taken:</b> To award the contract following the tender to the successful bidder Routeways Centre Ltd.
4b	<b>Reference number of original executive decision or date of original committee meeting where delegation was made:</b> ESCYP05 21/22
5	<b>Reasons for decision:</b> The submission from the successful provider scored well in all sections. The price provides the most economically advantageous offer for the service. The successful bid was of an excellent quality and clearly showed the organisation's commitment and understanding of the needs of the cohort of children. <sup>3</sup>
6	<p><b>Alternative options considered and rejected:</b></p> <p>Option 1: Do Nothing The contract will expire on 31 March 2022. This would leave families without a service that is highly valued and depended upon for the ongoing care needs of complex children. It could also leave Plymouth City Council open to challenge in respect to the delivery of its statutory duty. This option is not recommended.</p> <p>Option 2 : Extend the contract and continue to purchase in the existing contract. We are required by procurement legislation to go out to a competitive tender process at this time. This option is not recommended.</p>
7	<p><b>Financial implications and risks:</b></p> <p>The cost of the contract will be £222,000 for block packages of care across the lifetime of the contract with an additional spend of approximately £393,000 spot purchased against the framework contract.</p> <p>This is already budgeted for as the service is being delivered currently but now needs to go to tender. The spend on both block and spot purchase support will continue to be closely monitored to ensure that services meet families' needs and offer value for money for the public purse.</p>

8	Is the decision a Key Decision? (please contact <a href="#">Democratic Support</a> for further advice)	Yes	No	Per the Constitution, a key decision is one which:
			x	in the case of <b>capital</b> projects and contract awards, results in a new commitment to spend and/or save in excess of <b>£3million</b> in total
			x	in the case of <b>revenue</b> projects when the decision involves entering into new commitments and/or making new savings in excess of <b>£1 million</b>
		x	is <b>significant</b> in terms of its effect on communities living or working in an area comprising <b>two or more</b> wards in the area of the local authority.	
8b	If yes, date of publication of the notice in the <a href="#">Forward Plan of Key Decisions</a>	n/a		
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:	A Bright Future 2021 – 26 The services included in this tender will contribute towards the following priorities within the Bright Futures paper. Stay Healthy and Happy – the activities support the improvement of mental and physical health of disabled children Be safe - Families receive their support in the places and from the people that best suit their needs, for as long as they need to embed resilience Aspire and achieve – young people attending the activities develop their skills for employment, resilience and independence		
10	Please specify any direct environmental implications of the decision (carbon impact)	None		

#### 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 <a href="#">Democratic Support</a> for advice)
		No	x	(If no, go to section 13a)
12a	Reason for urgency:			
12b	Scrutiny Chair signature:		Date	
	Scrutiny Committee name:			
	Print Name:			

Consultation								
13a	Are any other Cabinet members' portfolios affected by the decision?	Yes						
		No	x			(If no go to section 14)		
13b	Which other Cabinet member's portfolio is affected by the decision?							
13c	Date Cabinet member consulted							
14	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					
		Job title	Director of Children's Services					
		Date consulted	12/10/21					
Sign-off								
16	Sign off codes from the relevant departments consulted:	Democratic Support (mandatory)	DS95 21/22					
		Finance (mandatory)	djn.21.22.229					
		Legal (mandatory)	MS/1/11.01.21					
		Human Resources (if applicable)						
		Corporate property (if applicable)						
		Procurement (if applicable)						
Appendices								
17	Ref.	Title of appendix						
	A	Briefing report for publication ( <i>mandatory</i> )						
	B	Equalities Impact Assessment ( <i>where required</i> )						
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	<b>Confidential/exempt briefing report title:</b>  <b>Weekend and Holiday Support for Disabled Children Part I</b>							√
<b>Background Papers</b>								
19	Please list all unpublished, background papers relevant to the decision in the table below. Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.							
<b>Title of background paper(s)</b>		<b>Exemption Paragraph Number</b>						
		1	2	3	4	5	6	7
<b>Council Officer Signature</b>								
20	I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act and those who do not. For further details please see the EIA attached.							
<b>Signature</b>			<b>Date of decision</b>	11 January 2022				
<b>Print Name</b>	Ming Zhang, Service Director for Education, Participation & Skills							



# CONTRACT AWARD REPORT

Weekend and Holiday Support for Disabled Children PEO/21049



## I. BACKGROUND

Plymouth City Council has commissioned a specialist Weekend and Holiday Group Activities for disabled children for 11 years. The activities provide the opportunity for the children and young people to participate in activities that they might not otherwise be able to enjoy. This in turn supports their development of independence skills and their self-confidence.

The current contract expires on 31st March 2022. A tender for a new service was carried out during 2021. The tender for the service was divided into 4 Lots:-

Lot 1: Outdoor Activities

Lot 2: After School Centre Based Activities

Lot 3: Centre Based Day Activities

Lot 4: Brokerage Service

Detailed specifications were included in the Tender documentation to ensure that all providers understood the requirements for the various parts of the service.

The total anticipated budget for the service is £205,000 for a period of 3 years.

Three providers submitted tender bids: Routeways, the incumbent, Endorphins and Plymouth Argyle. Routeways submitted bids for all 4 Lots, Endorphins submitted bids for Lots 2 and 3 and Plymouth Argyle submitted bids for Lots 1, 2 and 3.

## 2. PROCUREMENT PROCESS

The tender was carried out as a one stage process with providers submitting a Selection Questionnaire, Method Statements and a price breakdown for each of the Lots they were bidding for.

The tender was launched on 5<sup>th</sup> November 2021 and the closing date for all submissions was 13<sup>th</sup> December 2021.

The scoring for the tender was as follows:-

- 70% Method Statements
- 30% Commercial Response

The pass mark for providers for the supplier questionnaire was 70%. As a one stage process only the supplier questionnaire for the successful bidder was scored. The following scoring was applied to the supplier questionnaire.

Section	Title	Type of Question	Weighting(%)
1	Supplier information	Information only	Not evaluated and scored
2	Grounds for Mandatory Exclusion	Pass/fail	In the event of a supplier being awarded a 'fail', the remainder of their submission will not be evaluated and they will be eliminated from the process.

3	Grounds for Discretionary Exclusion	Pass/fail	In the event of a supplier being awarded a 'fail', the remainder of their submission will not be evaluated and they will be eliminated from the process.
4	Economic and Financial Standing	Pass/Fail	In the event of a supplier being awarded a 'fail', the remainder of their submission will not be evaluated and they will be eliminated from the process.
6	Technical & Professional Ability	Scored	30%
7	Modern Slavery Act Requirements	Pass/Fail	In the event of a supplier being awarded a 'fail', the remainder of their submission will not be evaluated and they will be eliminated from the process.
8	Additional Questions		
8.1	Insurances	Pass/Fail	In the event of a supplier being awarded a 'fail', the remainder of their submission will not be evaluated and they will be eliminated from the process.
8.2	Health & Safety	Scored 8.2.2 and Pass/Fail 8.2.1 & 8.2.3	5% In the event of a supplier being awarded a 'fail', the remainder of their submission will not be evaluated and they will be eliminated from the process.
8.3	Equality and Diversity	Scored 8.3.2 & 8.3.3 And Pass/Fail 8.3.1	10% In the event of a supplier being awarded a 'fail', the remainder of their submission will not be evaluated and they will be eliminated from the process.
8.5	Quality Management	Scored (5%)	5%
8.6	Business Capability	Scored and Pass/Fail	38%
8.7	Social Values	Scored and Pass/Fail	12%
8.8	Safeguarding	Pass/Fail	In the event of a supplier being awarded a 'fail', the remainder of their submission will not be evaluated and they will be eliminated from the process.
8.9	Data Protection	Pass/Fail	In the event of a supplier being awarded a 'fail', the remainder of their submission will not be evaluated and they will be eliminated from the process.

The evaluation panel comprised of the Short Breaks Manager and the Short Breaks Broker and the Commissioning Officer for SEND services.

The panel each evaluated the method statements scoring individually and a moderation meeting held on 17<sup>th</sup> December 2021 met to agree a final moderated score.

### 3. TENDER EVALUATION CRITERIA

Tenders were evaluated using the following scoring framework:

Weighting %	Evaluation Criteria	Breakdown of criteria
<b>COMMERCIAL RESPONSE</b>		
30%	Price	Was scored using the RPI formula.
<b>METHOD STATEMENTS</b>		
MS1	Collaboration, Partnerships and Sub-Contracting	Pass/Fail
MS2	Model of service delivery	50%
MS2.1	Please describe the model of service delivery that your organisation will use for the services you are bidding for. 25%	<ul style="list-style-type: none"> <li>• The ethos of the service</li> <li>• How the service is staffed and managed</li> <li>• How staff and managers are recruited, trained and supported</li> <li>• How the performance of the service is monitored</li> <li>• How service delivery contributes to strategic and individual outcomes in a tangible and aspirational way</li> </ul>
MS2.2	Describe how you will ensure that your model of service delivery is informed by the views of young people and parents/carers 10%	<ul style="list-style-type: none"> <li>• Regular opportunities for young people and parents/carers to share their views</li> <li>• Varied opportunities for young people and parents/carers to share their views, to encourage engagement</li> <li>• How young people's and parent/carers' views will be fed back into service delivery in a practical way</li> <li>• Engagement with wider forms of advocacy and participation for young people and parent/carers</li> </ul>
MS2.3	There is a broad range of needs of the children and young people who are allocated a place on the sessions. Describe how the service will meet the needs of individual children and young people who attend the group sessions.	<ul style="list-style-type: none"> <li>• The matching process for matching children and young people into the right group</li> <li>• How your service supports inclusion and reduce barriers to access.</li> <li>• The environment that is in place for the group activities</li> </ul>
MS3	Partnership Working	20%

MS3.1	Please provide detail on how your organisation works with partners to ensure an holistic approach for all children and young people who might access the service	<ul style="list-style-type: none"> <li>Evidence of partnership working links with other agencies( statutory and non-statutory in the city</li> </ul>
MS4	<b>Brokerage</b>	30%
MS4.1	Please provide detail on how your organisation will deliver the brokerage role.	<ul style="list-style-type: none"> <li>Evidence of experience in the delivery of a brokerage service for disabled children and their families</li> <li>Evidence of the knowledge of the services available across the city in mainstream and specialist services</li> <li>Description of the model of the brokerage service that will be implemented.</li> </ul>

#### 4. SUMMARY OF EVALUATION

##### Commercial Response

The prices were submitted with a variety of options for the length of the activities so it was necessary to break them down to an hourly rate per child/young person.

	<b>Lot 1 Score</b>	<b>Lot 2 Score</b>	<b>Lot 3 Score</b>
<b>Plymouth Argyle</b>	25.16%	19.99%	10%
<b>Endorphins</b>	-----	19.99%	13.64%
<b>Routeways</b>	30%	30%	30%

Routeways submitted the most economically advantageous price and received 30%. For Lot 4 they submitted a price within the allocated budget for the brokerage service. None of the other providers submitted a bid for Lot 4.

##### Method Statements

The method statement scores for each provider are as follows:-

<b>Provider</b>	<b>MS2.1</b>	<b>MS2.2</b>	<b>MS2.3</b>	<b>MS3.1</b>	<b>MS4</b>
Endorphins	10%	6.6%	13.2%	6.6%	---
Plymouth Argyle	20%	6.6%	6.6%	6.6%	---
Routeways	30%	10%	20%	20%	20%

The submissions varied considerably between providers. The evaluation panel felt that two of the providers did not demonstrate a clear understanding of the needs of the children who would be accessing the service. The references and information provided by the two providers centred around more targeted support levels where the children might have needs that are less complex than the needs of the cohort.

## 5. FINANCIAL IMPLICATIONS

The prices quoted by the winning bid are within the agreed budget for the service.

## 6. RECOMMENDATIONS

It is recommended that the contract for the Weekend and Holiday Support for Disabled Children is awarded to Routeways Centre Ltd whose bid was of an excellent quality and clearly showed the organisation's commitment and understanding of the needs of the cohort of children.

It is recommended that all 4 lots are awarded in the contract to Routeways Centre Ltd.

## 7. APPROVAL

### AUTHOR:

Signature: Penny Whitell.....

Date: 20.12 2021

### AUTHORISED SIGNATORY:



Print Name: Ming Zhang

Position: Service Director, Education Participation and Skills

Date: 23 December 2021

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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

Education, Participation and Skills



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

<b>What is being assessed - including a brief description of aims and objectives?</b>	Weekend and Holiday Activities for disabled children.  The service provides practical support for families of disabled children which supports them in their caring role and enables them to have a break from caring. The service will provide group activities at weekend and holidays in a suitable environment for disabled children. This will give the families a break from their caring role.
<b>Author</b>	Janet Greaves-Stocker
<b>Department and service</b>	People SEND Services
<b>Date of assessment</b>	06.09.2021

## STAGE 2: EVIDENCE AND IMPACT

<b>Protected characteristics (Equality Act)</b>	<b>Evidence and information (eg data and feedback)</b>	<b>Any adverse impact</b> See <a href="#">guidance</a> on how to make judgement	<b>Actions</b>	<b>Timescale and who is responsible</b>
<b>Age</b>	The service supports families of disabled children from 0 -18. There is no barrier to receiving the support. Families that are assessed as requiring the support are able to access the support.	It is not anticipated that the service will have any adverse impact on groups with specific beliefs. All vulnerable young people between the ages of 0-18 will be supported.		
<b>Disability</b>	The service supports families of disabled children from 0 -18. There is no barrier to receiving the support. Families that are	It is not anticipated that the service will have any adverse		

	assessed as requiring the support are able to access.	impact on groups with specific beliefs		
<b>Faith/religion or belief</b>		It is not anticipated that the service will have any adverse impact on groups with specific beliefs. All vulnerable young people will be supported regardless of their belief.		
<b>Gender - including marriage, pregnancy and maternity</b>		It is not anticipated that the service will have any adverse impact on groups with specific beliefs. All vulnerable young people will be supported.		
<b>Gender reassignment</b>		It is not anticipated that the service will have any adverse impact on groups with specific beliefs. All vulnerable young people will be supported.		
<b>Race</b>		It is not anticipated that the service will have any adverse impact on groups with specific beliefs. All vulnerable young people will be supported.		
<b>Sexual orientation - including civil partnership</b>		It is not anticipated that the service will have any adverse impact on groups with specific beliefs. All vulnerable young people will be supported.		

**STAGE 3: ARE THERE ANY IMPLICATIONS FOR THE FOLLOWING? IF SO, PLEASE RECORD ACTIONS TO BE TAKEN**

<b>Local priorities</b>	<b>Implications</b>	<b>Timescale and who is responsible</b>
<b>Reduce the gap in average hourly pay between men and women by 2024.</b>	n/a	

<p><b>Increase the number of hate crime incidents reported and maintain good satisfaction rates in dealing with racist, disablist, homophobic, transphobic and faith, religion and belief incidents by 2020.</b></p>	<p>n/a</p>	
<p><b>Good relations between different communities (community cohesion)</b></p>	<p>n/a</p>	
<p><b>Human rights</b> Please refer to <a href="#">guidance</a></p>	<p>n/a</p>	

**STAGE 4: PUBLICATION**

Responsible Officer

Date

Ming Zhang, Service Director (Education Participation and Skills)

11 January 2022



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